	City Council Study Session Finance, Technology and Economic Development Special Focus Area November 23, 2020 - 5:30 PM Virtual AGENDA Watch the meeting LIVE! Watch the meeting video Meeting videos are not available until 72 hours after the meeting has concluded.
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I. CALL TO ORDER

II. VIRTUAL PARTICIPATION LINK

A. Virtual Participation Link

The Auburn City Council Study Session Meeting scheduled for Monday, November 23, 2020 at 5:30 p.m. will be held virtually and telephonically. To attend the meeting virtually please click the link or enter the meeting ID into the Zoom app or call into the meeting at the phone number listed below.

Per the Governor's Emergency Proclamation 20-28, the City of Auburn is prohibited from holding an in-person meeting at this time.

City of Auburn Resolution No. 5533, designates City of Auburn meeting locations for all Council, Board and Commission meetings as virtual. All meetings will be held virtually and telephonically until King County enters into Phase 3 of Governor Inslee's Safe Start — Washington's Phased Reopening plan.

The link to the Virtual Meeting or phone number to listen to the Council Meeting is:

Join from a PC, Mac, iPad, iPhone or Android device:

Please click this URL to join. <https://zoom.us/j/93714254594>

Or join by phone:

253 215 8782
877 853 5257 (Toll Free)

Webinar ID: 937 1425 4594

B. Roll Call

III. ANNOUNCEMENTS, REPORTS, AND PRESENTATIONS

IV. AGENDA MODIFICATION

V. AGENDA ITEMS FOR COUNCIL DISCUSSION

- A. Engineering Design Standards Update (Gaub)(15 Minutes)
- B. Ordinance No. 6790, 6797 and 6798 (Gaub)(Tate)(25 Minutes)
Ordinances amending and repealing language of the Auburn City Code related to updating provisions for telecommunications, cable and other utility facilities
- C. Ordinance No. 6804 (Tate)(10 Minutes)
An Ordinance amending the Auburn City Code relating to School Impact Fees for 2021
- D. Ordinance No. 6803 and 6807 (Tate) (35 Minutes)
Ordinances relating to the 2020 Annual Comprehensive Plan Map and Text Amendments

VI. FINANCE, TECHNOLOGY AND ECONOMIC DEVELOPMENT DISCUSSION ITEMS

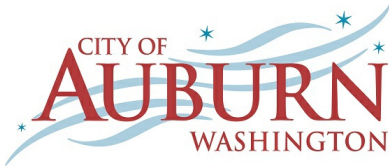
- A. Ordinance No. 6805 (Thomas)(15 Minutes)
An Ordinance amending Ordinances Nos. 6693 and 6694, the 2019-2020 Biennial Budget Ordinances, as amended by Ordinance No. 6712, Ordinance No. 6719, Ordinance No. 6720, Ordinance no. 6751, Ordinance No. 6752, Ordinance No. 6764, and Ordinance No. 6783, authorizing amendment to the 2019-2020 Budget as set forth in Schedule "A" and Schedule "B"
- B. 3rd Quarter 2020 Financial Report (Thomas)(20 Minutes)
3rd Quarter 2020 Financial Report

VII. OTHER DISCUSSION ITEMS

VIII. NEW BUSINESS

IX. ADJOURNMENT

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



AGENDA BILL APPROVAL FORM

Agenda Subject:

Engineering Design Standards Update (Gaub)(15 Minutes)

Department:

Public Works

Attachments:

[Presentation](#)

Date:

November 17, 2020

Budget Impact:

Current Budget: \$0

Proposed Revision: \$0

Revised Budget: \$0

Administrative Recommendation:

For discussion only.

Background Summary:

Updates to the Engineering Design Standards are scheduled to be published in early 2021. Per ACC 12.04.010 the City Engineer will consult with City Council regarding changes to design standards that are “policy issues or [have] broad citywide implications”. Changes to requirements associated with the following standards will be discussed: Downtown Auburn Sidewalk Design Guidelines and street design standards for shared driveways and local streets maximum grades.

Reviewed by Council Committees:

Councilmember: Brown

Staff:

Gaub

Meeting Date: November 23, 2020

Item Number:

ENGINEERING SERVICES

ENGINEERING DESIGN STANDARDS UPDATE

**JACOB SWEETING, CITY ENGINEER
CITY COUNCIL STUDY SESSION
NOVEMBER 23, 2020**

Public Works Department

Engineering Services • Airport Services • Maintenance & Operations Services

AUBURN
VALUES

S E R V I C E
E N V I R O N M E N T
E C O N O M Y
C H A R A C T E R
S U S T A I N A B I L I T Y
W E L L N E S S
C E L E B R A T I O N

ENGINEERING DESIGN STANDARDS OVERVIEW

- **ACC 12.04.020 requires public infrastructure improvements to comply with the City's Engineering Design and Construction Standards**
- **The Standards include several parts:**
 - **Design Standards**
 - **Surface Water Management Manual**
 - **Construction Specifications**
 - **Construction Details**

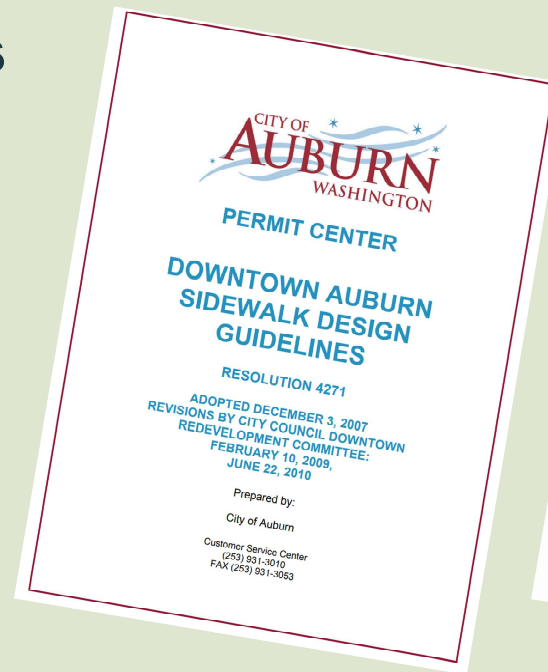
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ENGINEERING DESIGN STANDARDS

- **Developed and Published by the City Engineer**
- **Minor design standard changes and corrections are not typically discussed with City Council.**
- **Per ACC 12.04.010 City Engineer will consult with the City Council regarding changes to design standards that are policy issues or have broad citywide implications.**

ITEMS FOR COUNCIL CONSULTATION

- **Downtown Auburn Sidewalk Design Guidelines**
 - Applicability
 - Street trees and Street Corners
 - Pedestrian Crosswalks
- **Street Design Standards**
 - Shared driveways
 - Maximum Roadway Grades



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ITEMS FOR COUNCIL CONSULTATION

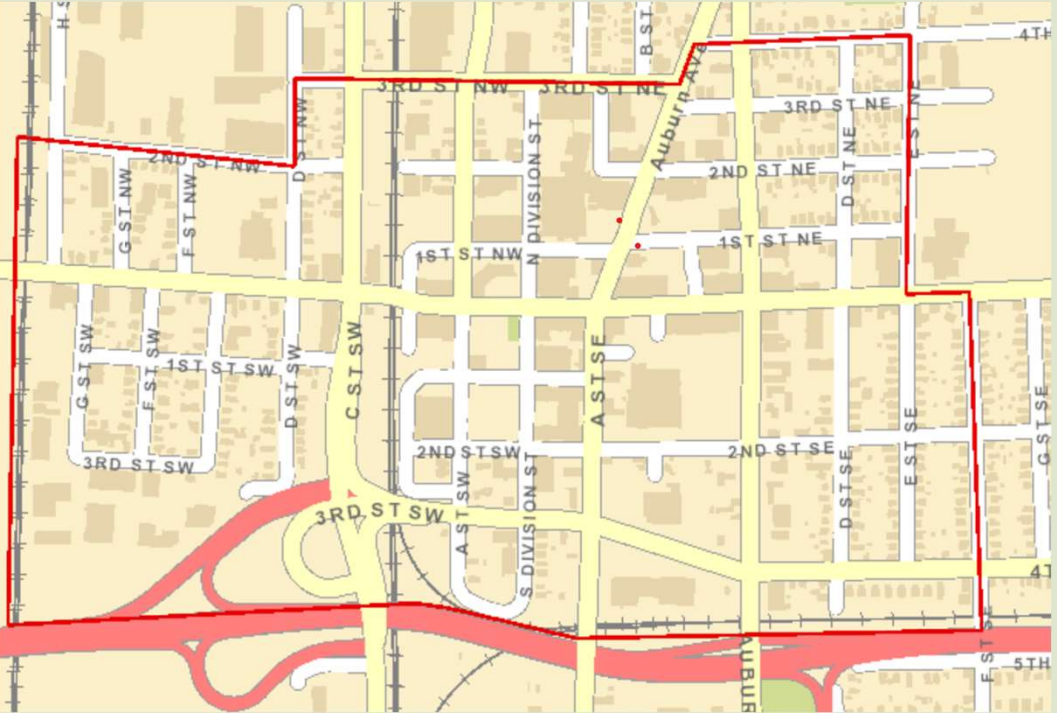
- **Downtown Auburn Sidewalk Design Guidelines**
 - Applicability
 - Street trees and Street Corners
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- **Street Design Standards**
 - Shared driveways
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DOWNTOWN URBAN CENTER SIDEWALK GUIDELINES

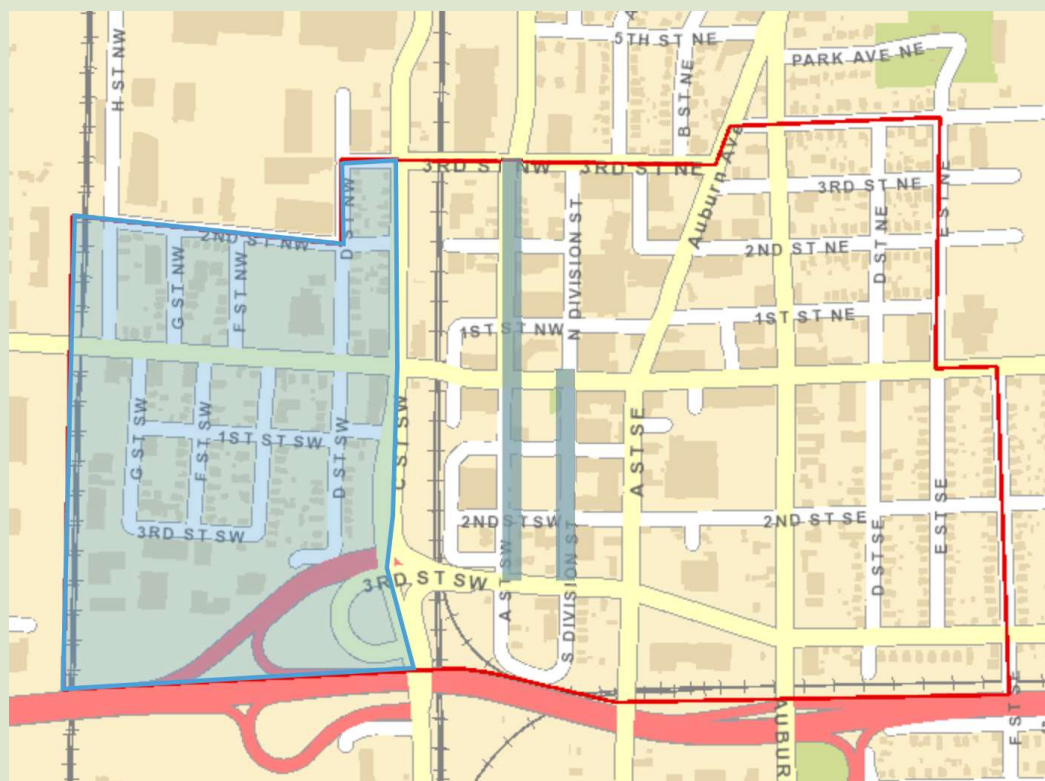
- Originally adopted by Resolution 4271
- Updated by Council Downtown Committee 2 times
- Provides Design Guidance within Downtown Urban Center (DUC) Zone w/excluded area
- Guidelines Scope



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DOWNTOWN URBAN CENTER SIDEWALK GUIDELINES

- **Current Standard:**
 - Applies to all streets within DUC Zone
- **Exceptions:**
 - Streets west of C St.
 - Division St. from 3rd St. SE/SW to Main St. = Promenade
 - A St SW/NW = 4'x 6' tree grates

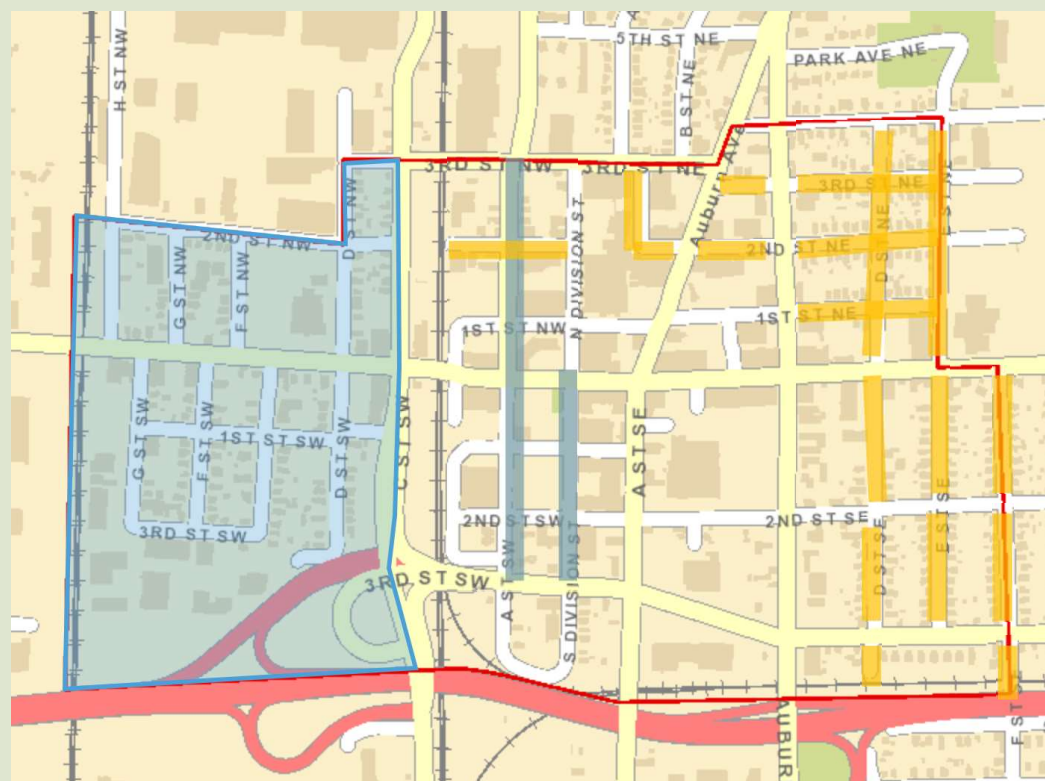


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DOWNTOWN URBAN CENTER SIDEWALK GUIDELINES

■ Proposed Standard:

- Include original exceptions
- Add exception for 8 ft sidewalks on A St NW/SW
- Add exception for local streets except N. Division St. and B St. NE
- Add clarification that standards apply to streets at DUC Zone limits that are not exempted

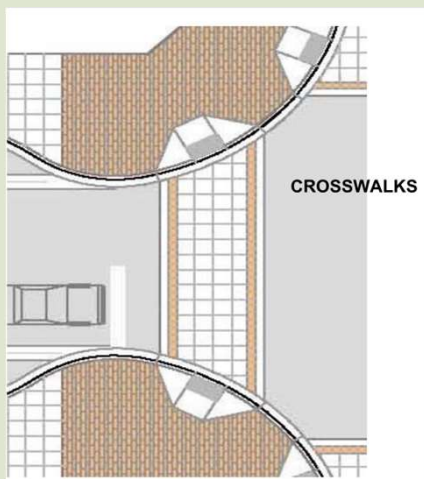


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DOWNTOWN URBAN CENTER SIDEWALK GUIDELINES

Pedestrian Crosswalks

Current Standard:



- Includes stamped and colored brick pattern on each side of crosswalk

Proposed Standard:



- Does not include stamped brick pattern

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DOWNTOWN URBAN CENTER SIDEWALK GUIDELINES

Pedestrian Crosswalks

■ Current Standard:

- Does not specify which types of development activities trigger upgrades to crosswalks

■ Proposed Standard:

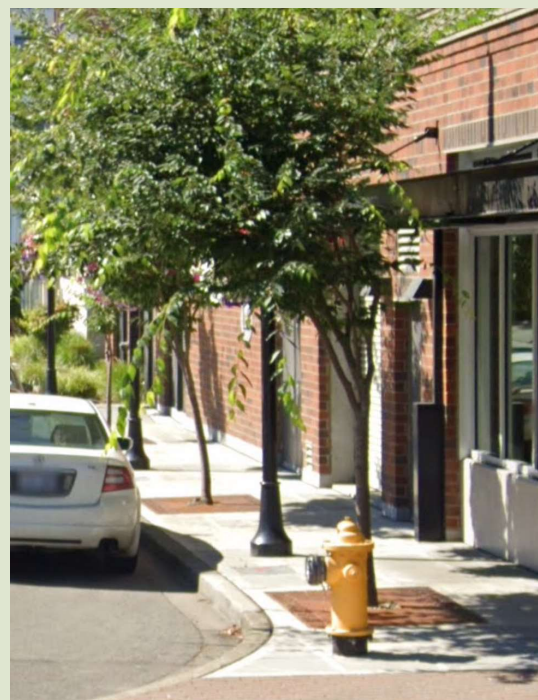
- Crosswalks on arterials upgraded when half or more of the pavement width of the crosswalk is a full-depth re-build
- Crosswalks on non-arterials upgraded when half or more of the pavement width of the crosswalk is re-surfaced

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DOWNTOWN URBAN CENTER SIDEWALK GUIDELINES

Street Trees in Grates

- **Current Standard:**
 - Requires street trees in grates in all sidewalks
- **Proposed Standard:**
 - Only require street trees in grates in 10-foot sidewalks
 - Not required on Auburn Way



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DOWNTOWN URBAN CENTER SIDEWALK GUIDELINES

Bricks at Street Corners

■ Current Standard:

- Requires bricked area at all street corners

■ Proposed Standard:

- Only requires bricks at corners w/1-leg having 10-foot sidewalks or where a curb bulb-out is required.



DOWNTOWN URBAN CENTER SIDEWALK GUIDELINES

Bricks at Street Corners

■ Current Standard:

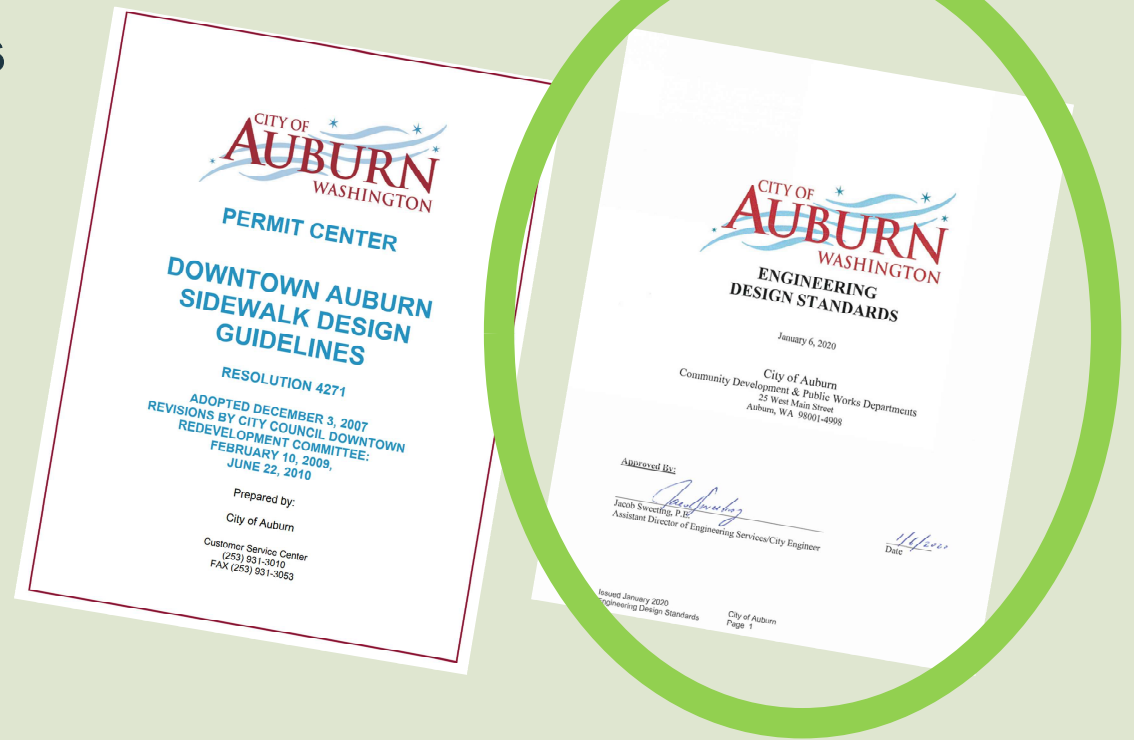
- Does not specify which types of development activities trigger upgrades to street corners

■ Proposed Standard:

- When 1 or more curb ramp is replaced at a street corner the full corner with the replaced ramp must be upgraded as applicable

ITEMS FOR COUNCIL CONSULTATION

- **Downtown Auburn Sidewalk Design Guidelines**
 - Applicability
 - Street trees and Street Corners
 - Pedestrian Crosswalks
- **Street Design Standards**
 - Shared driveways
 - Maximum Roadway Grades

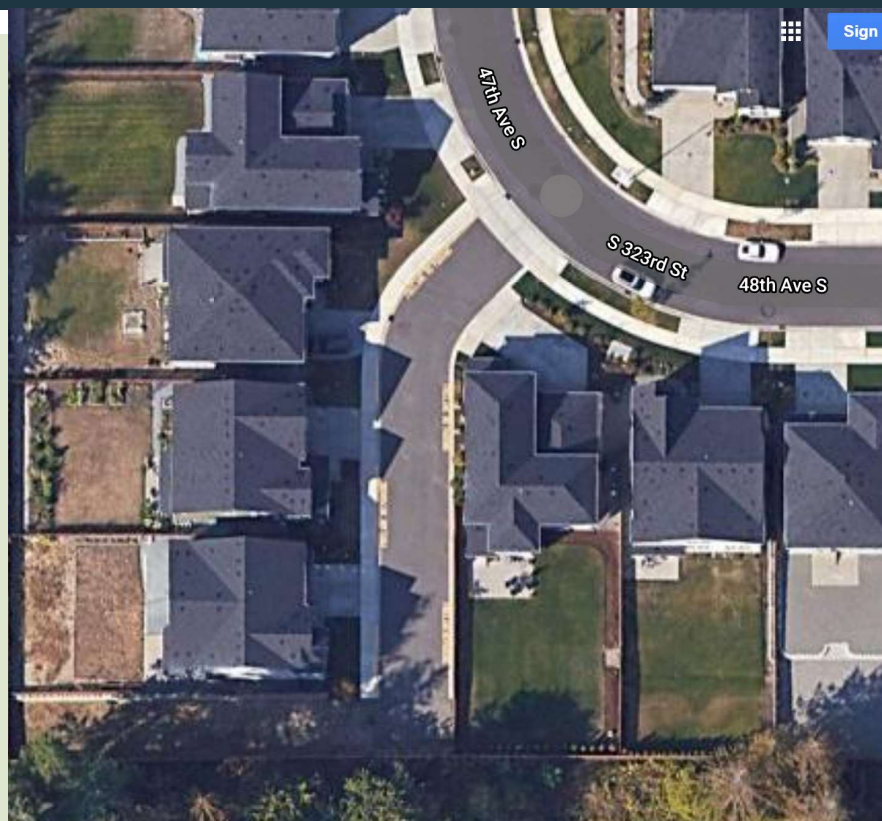


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SHARED DRIVEWAYS

■ Current Standards:

- Sidewalks on one side (2+ homes)
- Geometrics of local street
- Minimum widths
- 600 feet max length
- Maximum of 6 lots

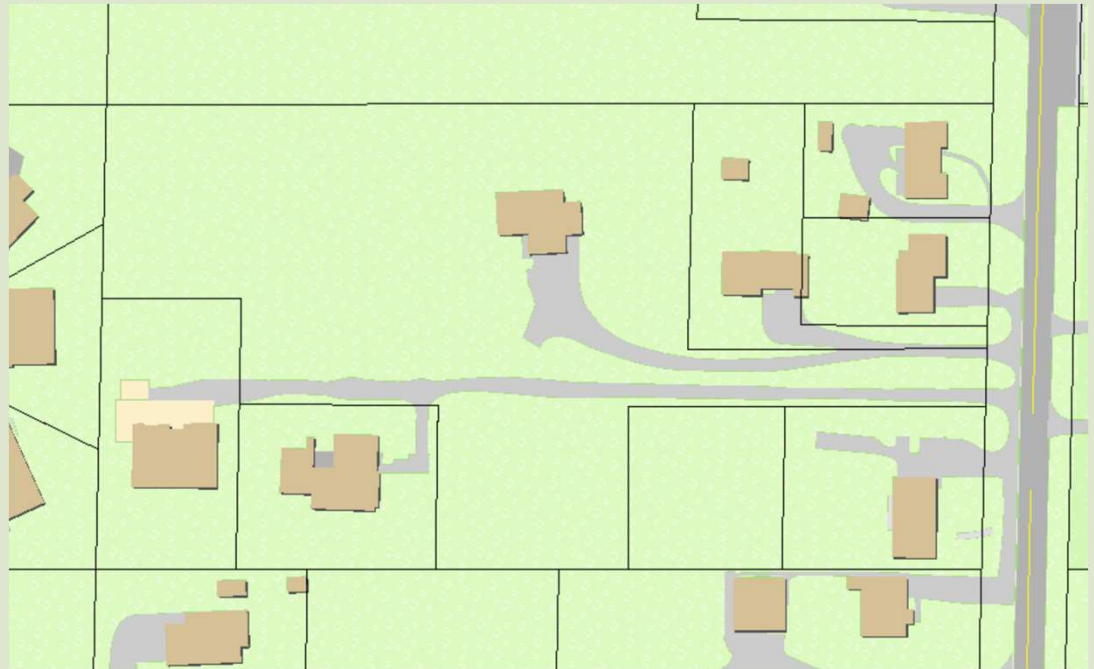


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SHARED DRIVEWAYS

■ Proposed Standard:

- Provide for exemption from certain standards for existing residential lots on existing shared driveways that would:
 - Impact existing structures and buildings
 - Require additional property acquisition
 - Impact Critical Areas

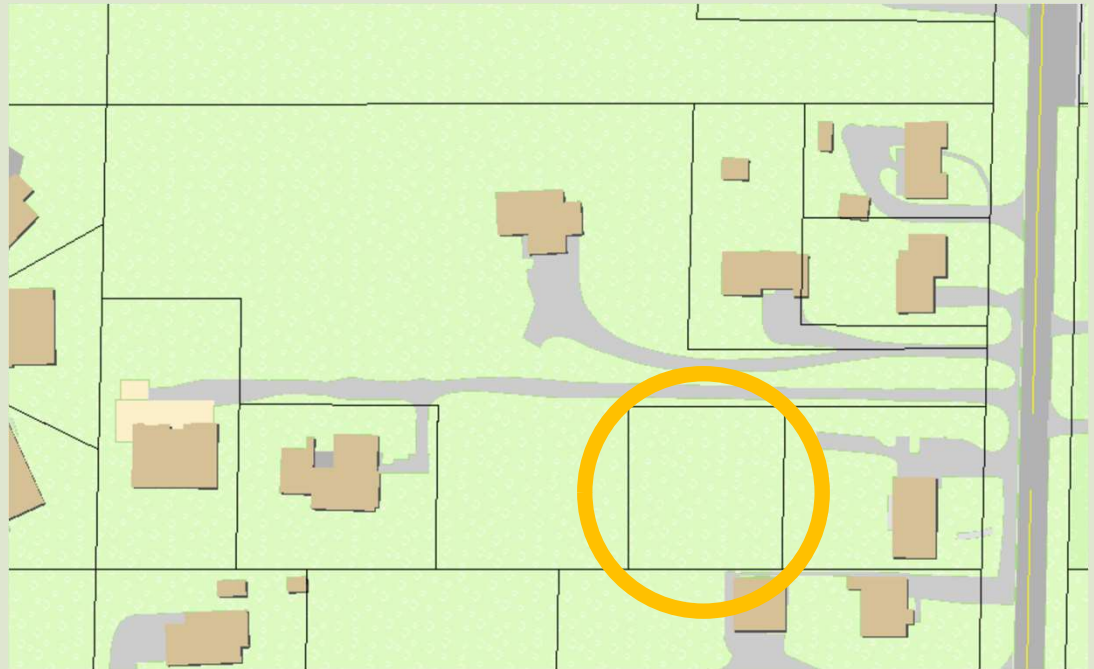


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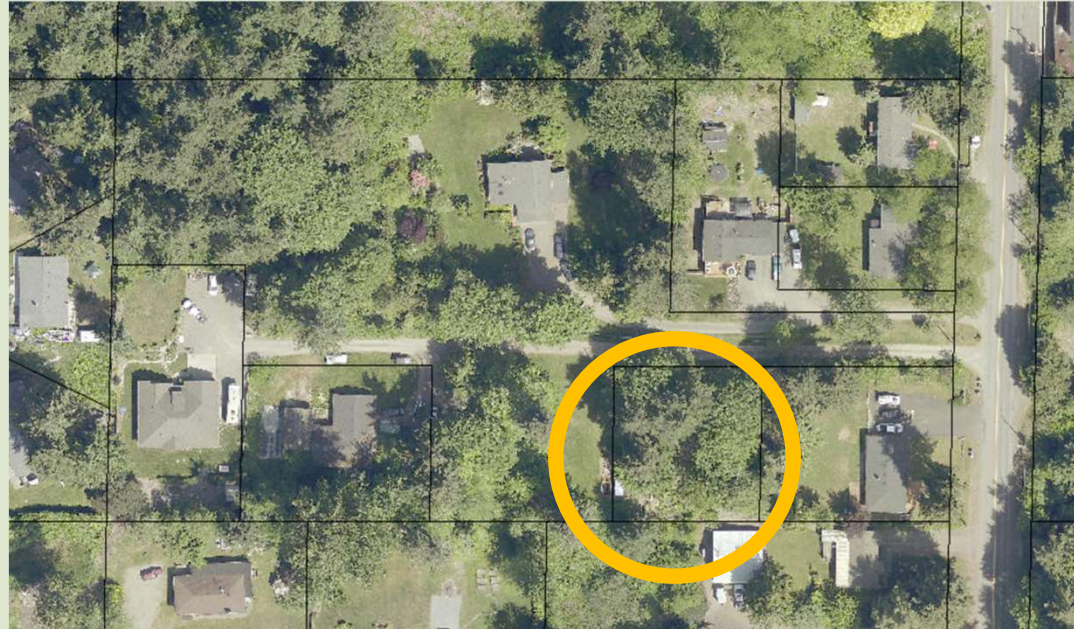


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SHARED DRIVEWAYS

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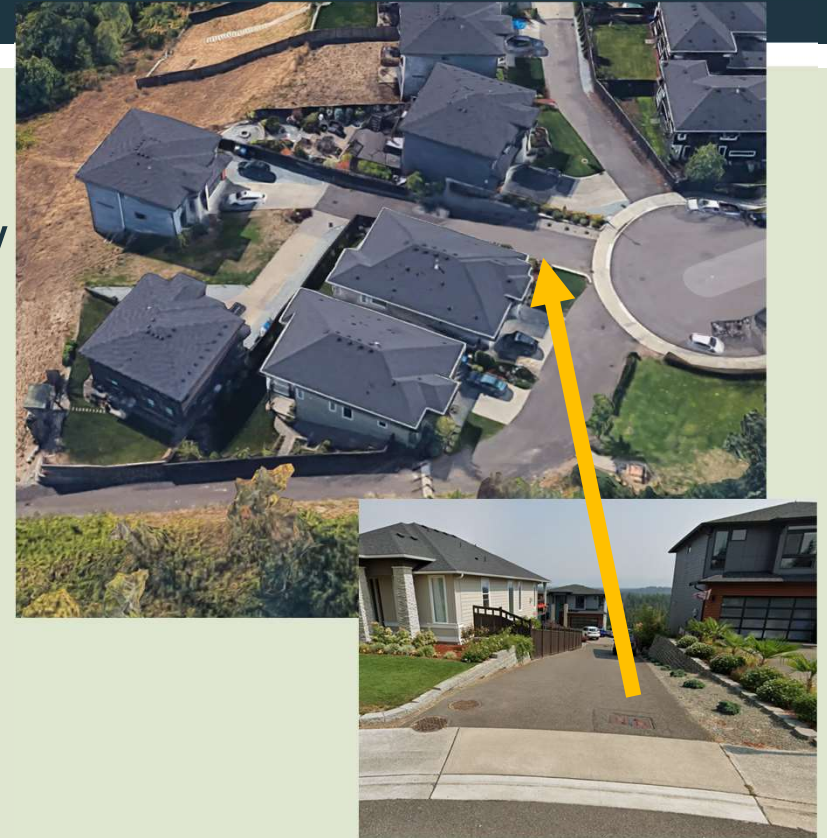
SHARED DRIVEWAYS

■ Current Standard:

- Requires all shared driveways to comply with maximum grade requirements for local streets (8% to 10%)

■ Proposed Standard:

- Increase maximum allowed grade to 12% where no existing or future public utilities
- No public maintenance required
- Landing at connection to ROW still required.



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DESIGN STANDARDS - STREETS

■ Maximum Roadway Grades:

■ Current Standard:

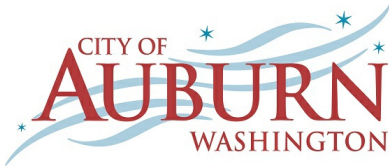
- Requires deviation to exceed maximum allowed roadway grades.

■ Proposed Standard:

- Provides for increase of local street grades to 10% without deviation provided all other geometric standards are met.

NEXT STEPS/QUESTIONS

- **Finalize standards**
- **January 2021 – Adopt and Publish**
- **Questions?**



AGENDA BILL APPROVAL FORM

Agenda Subject:

Ordinance No. 6790, 6797 and 6798 (Gaub)(Tate)(25 Minutes)

Date:

November 17, 2020

Department:

Public Works

Attachments:

[Staff Presentation](#)

[Ordinance No. 6790](#)

[Ordinance No. 6790 Exhibits A-D](#)

[Ordinance No. 6797](#)

[Ordinance No. 6797 Exhibits A-C](#)

[Ordinance No. 6798](#)

[Ordinance No. 6798 Exhibits A-C](#)

Budget Impact:

Current Budget: \$0

Proposed Revision: \$0

Revised Budget: \$0

Administrative Recommendation:

For discussion only.

Background Summary:

Due to changes in Federal and State regulations that govern the regulation of utilities, telecommunications and cable facilities in the public ways, on city property and on private property, staff has determined that updates to the Auburn City Code are necessary.

Because the proposed amendments or repealing of language in each Title, Chapter and Section for each Ordinance are related, they are being presented collectively. Staff intends to bring all three Ordinances forward to City Council on December 21, 2020 for approval.

Ordinance No. 6790 amends Chapters 3.42, 3.84, 3.88 and 5.84 of the Auburn City Code. Key changes to these Chapters are as follows:

- Align definitions with those in Title 20 for utilities, telecommunications and cable.
- Modernize procedural provisions to reflect City's process.
- Repeal of ACC 3.84.110 as the provision of notification for annexation is addressed by state law.
- Repeal of ACC 3.88.030 as the provision relating to Occupation License is outdated and duplicative of requirements in Title 5.
- Repeal of ACC 5.84.010 to remove the purpose statement for this Chapter as it is unnecessary and duplicative.

Ordinance No. 6797 amends Chapters 12.24, 12.32 and 13.32A of the Auburn City Code. Key changes to these Chapters are follows:

- Align definitions with those in Title 20 for utilities, telecommunications and cable.
- Modernize procedural provisions to reflect City's process.
- Ensure that any construction work performed under these Chapters is done per the

City's Engineering Design and Construction Standards.

- Update requirements, exemptions and process for undergrounding of utilities, telecommunications and cable.

Ordinance No. 6798 repeals Chapter 13.36 and 13.44 and amends Title 20 of the Auburn City Code. Key changes to these Chapters and Title are as follows:

- Update Auburn City Code in conformance with current federal and state requirements for utilities, telecommunications and cable in the public ways and on city owned facilities and property.
- Align and update definitions in Title 20 for utilities, telecommunications and cable.
- Modernize procedural provisions to reflect City's process.
- Repeal of Chapter 13.36 ACC and move and update the provisions related to cable franchises to Title 20 ACC to reflect current federal requirements.
- Repeal of Chapter 13.44 ACC as the provisions are outdated and addressed under the provisions of Title 20 ACC.
- Remove provisions for Public Way Agreements from Title 20 ACC as the City will not enter into Public Way Agreements in the future.
- Move all general provisions that would apply to all types of facilities, franchises, leases and agreements under Title 20 ACC into Chapter 20.02 ACC.
- Move all utilities and telecommunications franchise requirements into Chapter 20.04 ACC.
- Move all cable franchise requirements into Chapter 20.06 ACC.
- Clarify, update, and repeal any unnecessary provisions under Chapter 20.08 ACC for facilities lease agreements.
- Repeal of Chapter 20.10 ACC and move and update the general and specific provisions into Chapters 20.02, 20.04, 20.06 and 20.08 as applicable.
- Repeal of Chapter 20.12 ACC as this chapter is empty.

In addition to these Ordinances, changes are also being proposed in Titles 17 and 18 that are currently being reviewed by the Planning Commission. Staff intends to bring proposed changes in Titles 17 and 18 to City Council Study Session for review and discussion on December 14, 2020 and to City Council for approval on December 21, 2020.

The proposed amendments or repealing of language to the Auburn City Code are also subject to review by the Washington State Department of Commerce and subject to the State Environmental Policy Act and were transmitted to those agencies for review in October 2020.

Reviewed by Council Committees:

Councilmember: Brown

Staff: Gaub

Meeting Date: November 23, 2020

Item Number:

ENGINEERING SERVICES

FRANCHISE CODE UPDATE PROJECT

AMBER PRICE, ROW SPECIALIST
CITY COUNCIL STUDY SESSION
NOVEMBER 23, 2020

Public Works Department

Engineering Services • Airport Services • Maintenance & Operations Services

AUBURN
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W E L L N E S S
C E L E B R A T I O N

GENERAL OVERVIEW OF WHY

- **Public Works has had the goal of updating Title 20 Telecommunications and Other Commercial Utilities for:**
 - Compliance with Federal and State regulations.
 - Consistency with other code sections and city processes for Franchise Agreements.
 - Move Cable Franchise provisions from Title 13 to Title 20.
- **Title 20 requires Franchise Agreements for utilities and telecommunications in the public way and lease agreements to be on city property or city facilities.**
 - Initially enacted in 1998 with updates in 1999 and 2018 for compliance with Federal regulations.
 - Other minor updates done since 1998 for things like fees and Council meeting format.
- **Chapter 13.36 CATV Systems requires Franchise Agreements for cable systems in the public way.**
 - Enacted in 1993 as it currently exists.
 - Multiple amendments since 1993 related to construction, permitting, fees, undergrounding, etc.
- **Provisions in Title 20 apply to cable franchises authorized under Chapter 13.36 so it makes sense to move all provisions for cable systems under Title 20.**

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GENERAL OVERVIEW OF WHY

- Staff determined that there were other areas of the ACC that would need updates as they referenced Title 20 or would otherwise be affected by changes made to Title 20.
- Changes in federal law also necessitate changes in other areas of the ACC.
- Definitions and City processes differed across various Titles.
- Other provisions were either out of date, duplicative, or otherwise no longer needed due to changes in law, code or processes.

REVIEW PROCESS

- Staff compiled all code where changes were needed.
- City contracted for services with Kenneth Fellman of Kissinger & Fellman, P.C., who is an expert in the industry of local government telecommunications law.
- Staff and Mr. Fellman have spent the last year researching, reviewing and revising code.
- Changes to Titles 3, 5, 12, 13, 17, 18 and 20 ACC were reviewed with Public Works, Community Development, Legal, Finance, and Administration in consultation with Mr. Fellman.

REVIEW PROCESS

- Proposed changes to the ACC have been grouped where they make sense by Title and subject for review and approval by City Council.
- Changes in Titles 3 and 5 proposed under Ord. No. 6790.
- Changes in Titles 12 and Chapter 13.32A proposed under Ord. No. 6797.
- Repealing of Chapter 13.36 and 13.44 and Changes in Title 20 proposed under Ord. No 9798.
- Changes in Titles 17 & 18 are currently being reviewed by the Planning Commission and staff anticipates bringing these Titles to City Council for discussion on December 14, 2020.

AGENCY AND INDUSTRY REVIEW

- **Subject to state agency review**
 - State Department of Commerce on October 9, 2020.
 - State Environmental Policy Act decision issued October 19, 2020.
- **Industry notice with and opportunity to review and provide feedback was sent on October 21, 2020 and published in the paper on October 26, 2020.**

ORDINANCE NO. 6790 – TITLES 3 AND 5

- Amends Chapters 3.42, 3.84, 3.88 and 5.84.
- Align definitions with those in Title 20 for utilities, telecommunications and cable.
- Modernize procedural provisions to reflect City process.
- Repeal of ACC 3.84.110 as the provision of notification for annexation is addressed by state law.
- Repeal of ACC 3.88.030 as the provision relating to Occupation License is outdated and duplicative of requirements in Title 5.
- Repeal of ACC 5.84.010 to remove the purpose statement for this Chapter as it is unnecessary and duplicative.

ORDINANCE NO. 6797 – TITLES 12 AND 13

- Amends Chapters 12.24, 12.32 and 13.32A.
- Align definitions with those in Title 20 for utilities, telecommunications and cable.
- Modernize procedural provisions to reflect City process.
- Ensure that any construction work performed under these Chapters is done per the City's Engineering Design and Construction Standards.
- Update requirements, exemptions and process for undergrounding of utilities, telecommunications and cable.

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ORDINANCE NO. 6798 – TITLES 13 AND 20

- Repeals Chapter 13.36 and 13.44 and amends Title 20
- Update ACC in conformance with current federal and state requirements for utilities, telecommunications and cable in the public ways and on city owned facilities and property.
- Align and update definitions in Title 20 for utilities, telecommunications and cable.
- Modernize procedural provisions to reflect City process.
- Repeal of Chapter 13.36 ACC and move and update the provisions related to cable franchises to Title 20 ACC to reflect current federal requirements.
- Repeal of Chapter 13.44 ACC as the provisions are outdated and addressed under the provisions of Title 20 ACC.
- Remove provisions for Public Way Agreements from Title 20 ACC.

ORDINANCE NO. 6798 – TITLES 13 AND 20

- Move all general provisions that apply to all types of facilities, franchises, leases, and agreements under Title 20 ACC into Chapter 20.02 ACC.
- Move all specific utilities and telecommunications franchise requirements into Chapter 20.04 ACC.
- Move all specific cable franchise requirements into Chapter 20.06 ACC.
- Clarify, update and repeal any unnecessary provisions under Chapter 20.08 ACC for facilities lease agreements.
- Repeal of Chapter 20.10 ACC and move and update the general and specific provisions into Chapters 20.02, 20.04, 20.06 and 20.08 as applicable.
- Repeal of Chapter 20.12 ACC as this chapter is empty.

NEST STEPS/QUESTIONS

■ Proposed Schedule:

- Discussion of Titles 17 & 18 on 12/14/2020 with potential action on 12/21/2020
- Ordinance 6790, 6797 and 6798 to Council for action 12/21/2020

■ Questions?

ORDINANCE NO. 6790

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, RELATING TO UPDATING THE PROVISIONS FOR FRANCHISES, AND FINANCE AND LICENSING OF FRANCHISES FOR TELECOMMUNICATIONS, CABLE, AND UTILITIES CONSISTENT WITH CURRENT FEDERAL AND STATE REGULATIONS, AND AMENDING CHAPTERS 3.42, 3.84, 3.88, AND 5.84 OF THE AUBURN CITY CODE

WHEREAS, the City of Auburn adopted Ordinance No. 5034 on January 5, 1998 enacting Title 20 entitled “Telecommunications and Other Commercial Utilities” pursuant to Federal and State regulations; and

WHEREAS, the City of Auburn adopted Ordinance No. 4625 on May 5, 1993 enacting Chapter 13.36 entitled “CATV Systems” pursuant to Federal and State regulations; and

WHEREAS, the City of Auburn adopted Ordinance No. 6170 on April 7, 2008 creating a new Chapter 3.42 of the Auburn City Code entitled Cable Television Utility Tax and amending Section 3.84.040 and 3.88.040 relating to the levy and collection of utility taxes for cable television, telephone and utility businesses operating within the corporate limits of the City; and

WHEREAS, the City of Auburn adopted Ordinance No. 5044 on January 5, 1998 creating a new Chapter 5.84 of the Auburn City Code relating to the procedures for application and approval of business licensing for utility and telecommunications businesses; and

WHEREAS, the City has made only minor updates as necessary throughout the entire Auburn City Code since the adoption of Ordinance Nos. 4625, 5034, 5044 and

6170 as it relates to the regulation, taxing and licensing of telecommunications, cable, and other utilities in the public ways and on city property or on private property; and

WHEREAS, due to changes in Federal and State regulations that govern the regulation of such industries and their presence within the City, it is necessary to update the Auburn City Code in all titles, chapters and sections that authorize, regulate, affect or otherwise govern the review, construction, placement and siting of such telecommunications, cable and other utility facilities in the public ways and on city property or on private property; and

WHEREAS, the City also seeks to clarify and update terms, procedural requirements and approval processes for permits, franchises, leases and licensing for telecommunications, cable and other utility facilities placed in the public ways, on city owned property or facilities, and on private property; and

WHEREAS, the proposed amendments and changes to the Auburn City Code that are the subject of this Ordinance were also subject to state agency review by the Washington State Department of Commerce on or about October 9, 2020; and

WHEREAS, the proposed amendments and changes to the Auburn City Code that are the subject of this Ordinance were also subject to State Environmental Policy Act review and decision issued October 19, 2020.

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

Section 1. Amendment to City Code. Chapter 3.42 of the Auburn City Code is amended to read as shown in Exhibit A.

Section 2. Amendment to City Code. Chapter 3.84 of the Auburn City Code is amended to read as shown in Exhibit B.

Section 3. Amendment to City Code. Chapter 3.88 of the Auburn City Code is amended to read as shown in Exhibit C.

Section 4. Amendment to City Code. Chapter 5.84 of the Auburn City Code is amended to read as shown in Exhibit D.

Section 5. Implementation. The Mayor is authorized to implement those administrative procedures necessary to carry out the directives of this legislation.

Section 6. 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 of it to any person or circumstance, will not affect the validity of the remainder of this ordinance, or the validity of its application to other persons or circumstances.

Section 7. Effective date. This Ordinance will take effect and be in force five days from and after its passage, approval, and publication as provided by law, or on January 1, 2021, whichever is later.

INTRODUCED: _____

PASSED: _____

APPROVED: _____

NANCY BACKUS, MAYOR

ATTEST:

Shawn Campbell, MMC, City Clerk

APPROVED AS TO FORM:

Kendra Comeau, City Attorney

Published: _____

ORDINANCE 6790

EXHIBIT A

Chapter 3.42 CABLE TELEVISION UTILITY TAX

Sections:

- 3.42.010 Tax created.
- 3.42.020 Levy and collection of tax.

3.42.010 Tax created.

There is created a utility tax in the amount of six percent to be levied as set forth below of the gross ~~receipts~~ revenues against and upon the total annual revenues of cable television businesses operating within the city. Gross Revenues for the purposes of calculating franchise fees shall be as set forth in any franchise agreement. (Ord. 6620 § 1, 2016; Ord. 6170 § 5, 2008.)

3.42.020 Levy and collection of tax.

There is levied a tax of six percent on the gross revenues ~~income~~ of, and upon the total annual revenues of, cable television businesses operating within the city, which tax shall be collected from and levied upon the total receipts of such cable television business(es). For the purposes hereof, the following terms and definitions shall apply:

A. "Gross revenues ~~income~~" means the value proceeding or accruing from the sale of any tangible personal property and/or for services rendered, without any deduction on account of the cost of property sold, the cost of materials use, labor costs, interest, discount paid, delivery costs, taxes, or any other expense whatsoever paid or accrued and without any deduction on account of losses. Gross Revenues for the purposes of calculating franchise fees shall be as set forth in any franchise agreement. ~~property or service, and receipts (including all sums earned or charged,~~

~~whether received or not), by reason of the investment of capital in the business engaged in, including rentals, royalties, fees, or other emoluments, however designated (excluding receipts or proceeds from the use or sale of real property or any interest therein, and proceeds from the sale of notes, bonds, mortgages, or other evidences of indebtedness, or stocks and the like) and without any deduction on account of the cost of the property sold, the cost of materials used, labor costs, interest or discount paid, or any expense whatsoever, and without any deduction on account of losses, including the amount of credit losses actually sustained by the taxpayer whose regular books or accounts are kept upon an accrual basis.~~

B. "Cable television business" means:

~~1.—A~~ a system providing cable service pursuant to a franchise issued by the city under the Cable Communications Policy Act of 1984 Public Law No. 98-549, 47 U.S.C. Section 521, as it may be amended or superseded ~~;~~ or

~~2.—Any system that competes directly with such franchised system by employing antennas, microwaves, wires, wave guides, coaxial cables, or other conductors, equipment or facilities designed, construed or used for the purpose of:~~

~~a.—Collecting and amplifying local and distant broadcast television signals and distributing and transmitting them;~~

~~b.—Transmitting original cable-cast programming not received through television broadcast signals; or~~

~~c.—Transmitting television pictures, film and videotape programs not received through broadcast television signals, whether or not encoded or processed to permit reception by only selected receivers; provided, however, that "cable television service" shall not include entities that are subject to charges as "commercial TV stations" under 47 U.S.C. Section 158, as it may be amended or superseded.~~

C. The tax revenue generated by one percent levied pursuant to Ordinance No. 6170 shall be relegated for use by the city in support of its arterial street system. The tax revenue generated by the remaining five percent levied pursuant to Ordinance No. 6620 shall be relegated for use by the city in support of its police, public safety and criminal justice system. (Ord. 6620 § 2, 2016; Ord. 6170 § 5, 2008.)

ORDINANCE 6790

EXHIBIT B

Chapter 3.84

TELEPHONE BUSINESS

Sections:

- 3.84.010 Defined.
- 3.84.020 Competitive telephone service defined.
- 3.84.030 [Business](#) License – Required.
- 3.84.040 Tax – Imposed.
- 3.84.050 Tax – Payment schedule.
- 3.84.060 Tax – Deductions.
- 3.84.063 Allocation of income – Cellular telephone service.
- 3.84.065 Authority of administrator.
- 3.84.067 Rate change.
- 3.84.070 Records required.
- 3.84.080 Tax – Late penalty.
- 3.84.090 Credit and refund.
- 3.84.100 ~~Annexation notification.~~ [Repealed](#)
- 3.84.110 Constitutionality.
- 3.84.120 Regulation promulgation.
- 3.84.130 Applicable provisions.

3.84.010 Defined.

A. “Telephone business” means the business of providing access to a local telephone network, local telephone network switching service, toll service, cellular telephone service, or coin telephone services, or providing telephonic, video, data, or similar communication or transmission for hire, via a local telephone network, toll line or channel, or similar communication or transmission system, and as more fully defined in RCW 82.04.065. It includes cooperative or farmer line telephone companies or associations operating an exchange. “Telephone business” does not

include the providing of competitive telephone service, nor the providing of cable television service, nor the providing of broadcast services by radio or television stations.

B. "Cellular telephone service" is a two-way voice and data telephone/telecommunications system based in whole or substantially in part on wireless radio communications and which is not subject to regulation by the Washington Utilities and Transportation Commission (WUTC). This includes cellular mobile service. The definition of cellular mobile service includes other wireless radio communications services such as specialized mobile radio (SMR), personal communications services (PCS), and any other evolving wireless radio communications technology which accomplishes a purpose similar to cellular mobile service. (Ord. 5673 § 2, 2002; Ord. 4722 § 1, 1994; Ord. 3679 § 4, 1981. Formerly 5.82.010.)

3.84.020 Competitive telephone service defined.

"Competitive telephone service" means the providing by any person of telecommunications equipment, apparatus, or service related to that equipment or apparatus, such as repair or maintenance services, if the equipment or apparatus is of a type which can be provided by persons that are not subject to regulation as telephone companies under ~~RCW~~ Title 80 [RCW](#), and for which a separate charge is made. Transmission of communication through cellular telephones is classified as "telephone business" in ACC 3.84.010 rather than "competitive telephone service." (Ord. 5673 § 2, 2002; Ord. 4722 § 2, 1994; Ord. 4594 § 2, 1992; Ord. 3679 § 4, 1981. Formerly 5.82.020.)

3.84.030 [Business](#) License – Required.

On and after January 1, 1982, no person, firm or corporation shall engage in or carry on any business, occupation, act or privilege for which a tax is imposed by ACC 3.84.040 without first having obtained, and being the holder of, a license ~~so~~ to do [so](#),

to be known as ~~an occupation~~ a business license pursuant to Title 5 ACC. ~~Each such person, firm or corporation shall promptly apply to the Auburn business license clerk, as designated by the mayor, for such license upon such forms as the business license clerk shall prescribe, giving such information as the business license clerk shall deem reasonably necessary to enable the business license clerk's office to administer and enforce this chapter, and, upon acceptance of such application by the business license clerk, the business license clerk shall thereupon issue such license to the applicant. Such occupation license shall be personal and nontransferable and shall be valid as long as the licensee shall continue in the business and shall comply with this chapter.~~ (Ord. 5897 § 1, 2005; Ord. 5673 § 2, 2002; Ord. 3679 § 3, 1981. Formerly 5.82.030.)

3.84.040 Tax – Imposed.

On and after July 1, 2008, there is levied upon and there shall be collected from every person, firm or corporation engaged in carrying on the following business for hire or for sale of a commodity or a service within or partly within the corporate limits of the city, a tax for the privilege of so doing business as defined in ACC 3.84.010. Upon any telephone business there shall be levied a tax equal to six percent of ~~the total gross operating~~ revenues, including revenues from intrastate tolls derived from the operation of such business within the city. Gross Revenues for the purposes of calculating Franchise Fees shall be as set forth in any franchise agreement. ~~Gross operating revenues for this purpose shall not include charges which are passed on to the subscribers by a telephone company pursuant to tariffs required by regulatory order to compensate for the cost to the company of the tax imposed by this chapter.~~ The increase in tax revenue generated by the additional one percent tax levied pursuant to Ordinance No. 6170 shall be relegated for use by the city in support of its arterial street system. It is provided, however, that if the state of Washington provides a long-term sustainable funding source to the city of Auburn arterial street fund in an amount sufficient to off-set the amount of the increases in utility tax rates of this chapter and the long-term funding source is sufficient to maintain the city of Auburn's arterial street system's pavement condition index (PCI) at an average of 70 PCI out

of a score of 100 PCI for the foreseeable future, the telephone utility tax rate shall automatically revert to five percent of the ~~total~~ gross ~~operating~~ revenues on telephone businesses, including revenues from intrastate tolls derived from the operation of such business within the city. (Ord. 6170 § 3, 2008; Ord. 5797 § 1, 2003; Ord. 5673 § 2, 2002; Ord. 4185 § 2, 1986. Formerly 5.82.040.)

3.84.050 Tax – Payment schedule.

The tax imposed by this chapter shall be due and payable in quarterly installments and remittance shall be made on or before the thirtieth day of the month next succeeding the end of the quarterly period in which the tax accrued. Such quarterly periods are as follows:

First quarter – January, February, March

Second quarter – April, May, June

Third quarter – July, August, September

Fourth quarter – October, November, December

The first payment made hereunder shall be made by April 30, 1982, for the three-month period ending March 31, 1982. On or before the due date the taxpayer shall file with the city clerk a written return, upon such form and setting forth such information as the clerk shall reasonably require, together with the payment of the amount of the tax. (Ord. 5673 § 2, 2002; Ord. 3679 § 5, 1981. Formerly 5.82.050.)

3.84.060 Tax – Deductions.

In computing the tax there shall be deducted from the gross ~~operating~~ revenues the following items:

A. The amount of credit losses and uncollectibles actually sustained by the taxpayer;

B. A deduction from gross ~~revenues~~income shall be allowed, only to cellular telephone service companies which keep their regular books of account on an accrual basis, for the total amount of cash discounts and credit losses actually sustained by a taxpayer as a result of cellular telephone service business ~~which shall be phased in as follows: 20 percent of the credit losses occurring in 1995; 40 percent of the credit losses occurring in 1996; 60 percent of the credit losses occurring in 1997; 80 percent of the credit losses occurring in 1998; and a complete deduction for the credit losses occurring in 1999 and thereafter;~~

C. Amounts derived from transactions in interstate or foreign commerce or from any business which the city of Auburn, Washington, is prohibited from taxing under the Constitutions of the United States or the state of Washington;

D. Amounts derived by the taxpayer from the city of Auburn, Washington;

E. That portion of the gross ~~revenues~~income derived from charges to another telecommunications company, as defined in RCW 80.04.010, for connecting fees, switching charges, or carrier access charges relating to intrastate toll telephone services, or for access to, or charges for, interstate services;

F. Charges by a taxpayer engaging in a telephone business to a telecommunications company, as defined in RCW 80.04.010, for telephone service that the purchaser buys for the purpose of resale. (Ord. 5673 § 2, 2002; Ord. 4722 § 3, 1994; Ord. 3679 § 6, 1981. Formerly 5.82.060.)

3.84.063 Allocation of income – Cellular telephone service.

A. *Service Address.* Payments by a customer for the telephone service from telephones without a fixed location shall be allocated among taxing jurisdictions to the location of the customer's principal service address during the period for which the tax applies.

B. *Presumption.* There is a presumption that the service address a customer supplies to the taxpayer is current and accurate, unless the taxpayer has actual knowledge to the contrary.

C. *Roaming Phones.* When the service is provided while a subscriber is roaming outside the subscriber's normal cellular network area, the gross ~~revenues~~^{income} shall be assigned consistent with the taxpayer's accounting system to the location of the originating cell site of the call, or to the location of the main cellular switching office that switched the call.

D. *Dispute Resolution.* If there is a dispute between or among the city and another city or cities as to the service address of a customer who is receiving cellular telephone services and the dispute is not resolved by negotiation among the parties, then the dispute shall be resolved by the city and the other city or cities by submitting the issue for settlement to the Association of Washington Cities (AWC). Once taxes on the disputed revenues have been paid to one of the contesting cities, the cellular telephone service company shall have no further liability with respect to additional taxes, penalties, or interest on the disputed revenues so long as it promptly changes its billing records for future revenues to comport with the settlement facilitated by AWC. (Ord. 5673 § 2, 2002; Ord. 4722 § 4, 1994. Formerly 5.82.063.)

3.84.065 Authority of administrator.

The finance director is authorized to represent the city in negotiations with other cities for the proper allocation of taxes due under ACC 3.84.063. (Ord. 5673 § 2, 2002; Ord. 4722 § 5, 1994. Formerly 5.82.065.)

3.84.067 Rate change.

No change in the rate of tax upon persons engaging in providing cellular telephone service shall apply to business activities occurring before the effective date of the change and, except for a change in the tax rate authorized by RCW 35.21.870, no

change in the rate of the tax may take effect sooner than 60 days following the enactment of the ordinance establishing the change. The finance director shall send to each cellular telephone service company, at the address on its license, a copy of any ordinance changing the rate of tax upon cellular telephone service promptly upon its enactment. (Ord. 5673 § 2, 2002; Ord. 4722 § 6, 1994. Formerly 5.82.067.)

3.84.070 Records required.

Each taxpayer shall keep records reflecting the amount of their gross **operating** revenues, and such records shall be open at all reasonable times to the inspection of the city clerk, or duly authorized subordinates, for verification of the tax returns or for the fixing of the tax of a taxpayer who shall fail to make such returns. (Ord. 5673 § 2, 2002; Ord. 3679 § 7, 1981. Formerly 5.82.070.)

3.84.080 Tax – Late penalty.

If any person, firm or corporation subject to this chapter shall fail to pay any tax required by this chapter within 30 days after the due date thereof, there shall be added to such tax a penalty of 12 percent of the amount of such tax, and any tax due under this chapter and unpaid, and all penalties thereon, shall constitute a debt to the city of Auburn, Washington, and may be collected by court proceedings, which remedy shall be in addition to all other remedies. (Ord. 5673 § 2, 2002; Ord. 3679 § 8, 1981. Formerly 5.82.080.)

3.84.090 Credit and refund.

Any money paid to the city of Auburn, Washington, through error or otherwise not in payment of the tax imposed or in excess of such tax shall, upon request of the taxpayer, be credited against any tax due or to become due from such taxpayer under this chapter or, upon the taxpayer's ceasing to do business in the city of

Auburn, Washington, be refunded to the taxpayer. (Ord. 5673 § 2, 2002; Ord. 3679 § 9, 1981. Formerly 5.82.090.)

3.84.100 Annexation notification. [\[Repealed\]](#).

~~Whenever the boundaries of the city of Auburn, Washington, are extended by annexation, all persons, firms and corporations subject to this chapter will be provided copies of all annexation ordinances by the first of the succeeding year. (Ord. 5673 § 2, 2002; Ord. 3679 § 10, 1981. Formerly 5.82.100.)~~

3.84.110 Constitutionality.

The invalidity or unconstitutionality of any provision or section of this chapter shall not render any other provision or section of this chapter invalid or unconstitutional. (Ord. 5673 § 2, 2002; Ord. 3679 § 11, 1981. Formerly 5.82.110.)

3.84.120 Regulation promulgation.

The city clerk is authorized to adopt, publish and enforce, from time to time, such rules and regulations for the proper administration of this chapter as shall be necessary, and it shall be a violation of this chapter to violate or to fail to comply with any such rule or regulation lawfully promulgated under this section. (Ord. 5673 § 2, 2002; Ord. 3679 § 12, 1981. Formerly 5.82.120.)

3.84.130 Applicable provisions.

The provisions of this chapter shall be subject to the provisions of ACC 3.88.060 through 3.88.100. (Ord. 5673 § 2, 2002; Ord. 3679 § 13, 1981. Formerly 5.82.130.)

ORDINANCE 6790

EXHIBIT C

Chapter 3.88

UTILITY SERVICES

Sections:

- 3.88.010 Exercise of revenue power.
- 3.88.020 Administration rules and regulations.
- 3.88.030 ~~Occupation license – Required – Application – Issuance.~~ [Repealed](#)
- 3.88.040 Tax – Levy.
- 3.88.050 Tax – Exempt revenues.
- 3.88.060 Tax – Payment – Returns.
- 3.88.070 Revenue records.
- 3.88.080 Tax – Payment failure – Penalty and collection.
- 3.88.090 Tax – Overpayments.
- 3.88.100 Violation – Penalty.

3.88.010 Exercise of revenue power.

The provisions of this chapter shall be deemed to be an exercise of the power of the city to license for revenue. (Ord. 5673 § 3, 2002; 1957 code § 5.42.010. Formerly 5.88.010.)

3.88.020 Administration rules and regulations.

The city clerk is authorized to adopt, publish and enforce, from time to time, rules and regulations for the proper administration of this chapter, and it is unlawful to violate or to fail to comply with any such rule or regulation lawfully promulgated under this section. (Ord. 5673 § 3, 2002; 1957 code § 5.42.015. Formerly 5.88.020.)

3.88.030 ~~Occupation license—Required—Application—Issuance.~~[Repealed](#)

~~After January 1, 1956, no person, firm or corporation shall engage in or carry on any business, occupation, act or privilege for which a tax is imposed by ACC 3.88.040 without first having obtained and being the holder of a license so to do, to be known as an occupation license. Each such person, firm or corporation shall promptly apply to the business license clerk, as designated by the mayor, for such license upon such forms as the business license clerk deems reasonably necessary to enable them to administer and enforce this chapter, and, upon acceptance of such application by the business license clerk, they shall thereupon issue such license to the applicant. Such occupation license shall be personal and nontransferable and shall be valid as long as the licensee continues in said business and complies with this chapter. (Ord. 5897 § 2, 2005; Ord. 5673 § 3, 2002; 1957 code § 5.42.020. Formerly 5.88.030.)~~

3.88.040 Tax – Levy.

On and after July 1, 2008, there is levied upon and there shall be collected from every person, firm or corporation engaged in carrying on an electric power business, natural gas business and/or artificial gas business for hire within or partly within the city limits an annual tax for the privilege of so doing, such tax to be equal to six percent of the total gross revenues received from the operation of such businesses within the city limits. The increase in tax revenue generated by the additional one percent tax levied pursuant to Ordinance No. 6170 shall be relegated for use by the city in support of its arterial street system. It is provided, however, that if the state of Washington provides a long-term sustainable funding source of to the city of Auburn arterial street fund in an amount sufficient to off-set the amount of the increases in utility tax rates of this chapter and the long-term funding source is sufficient to maintain the city of Auburn's arterial street system's pavement condition index (PCI) at an average of 70 PCI out of a score of 100 PCI for the foreseeable future, the electric power, natural gas business and artificial gas business utility tax rate shall automatically revert to five percent of the total gross revenues received from the operation of such businesses within the city limits. (Ord. 6170 § 4, 2008; Ord. 5797

§ 2, 2003; Ord. 5673 § 3, 2002; Ord. 4180 § 1, 1986; Ord. 3827 § 1, 1982; Ord. 3679 § 1, 1981; 1957 code § 5.42.030. Formerly 5.88.040.)

3.88.050 Tax – Exempt revenues.

In computing the annual tax there shall be deducted from the gross **operating** revenues the following items:

- A. The amount of credit losses and uncollectibles actually sustained by the taxpayer;
- B. Amounts derived from transactions in interstate or foreign commerce or from any business which the city is prohibited from taxing under the Constitutions of the United States or the state. (Ord. 5673 § 3, 2002; 1957 code § 5.42.040. Formerly 5.88.050.)

3.88.060 Tax – Payment – Returns.

The tax imposed by ACC 3.88.040 shall be due and payable quarterly on or before the last day of the month following the end of each quarterly period in each year, with the first quarterly payment payable on the last day in October, 1976. On or before the due date the taxpayer shall file with the city clerk a written return, upon such form and setting forth such information as the clerk shall reasonably require, together with the payment of the amount of the tax. (Ord. 5673 § 3, 2002; Ord. 3085 § 1, 1976; 1957 code § 5.42.050. Formerly 5.88.060.)

3.88.070 Revenue records.

Each taxpayer shall keep records reflecting the amount of its gross **operating** revenues, and such records shall be open at all reasonable times to the inspection of the city clerk, or their duly authorized subordinates, for verification of the tax returns or for the fixing of the tax of a taxpayer who fails to make such returns. (Ord. 5673 § 3, 2002; 1957 code § 5.42.060. Formerly 5.88.070.)

3.88.080 Tax – Payment failure – Penalty and collection.

If any person, firm or corporation subject to this chapter fails to pay any tax required by this chapter within 30 days after the due date thereof, there shall be added to such tax a penalty of ~~10~~-12 percent of the amount of such tax, and any tax due under this chapter and unpaid, and all penalties thereon, shall constitute a debt to the city and may be collected by court proceedings, which remedy shall be in addition to all other remedies. (Ord. 5673 § 3, 2002; 1957 code § 5.42.070. Formerly 5.88.080.)

3.88.090 Tax – Overpayments.

Any money paid to the city through error or otherwise not in payment of the tax imposed by this chapter or in excess of such tax shall, upon request of the taxpayer, be credited against any tax due or to become due from such taxpayer under this chapter or, upon the taxpayer's ceasing to do business in the city, be refunded to the taxpayer. (Ord. 5673 § 3, 2002; 1957 code § 5.42.080. Formerly 5.88.090.)

3.88.100 Violation – Penalty.

It shall be a misdemeanor punishable in accordance with ACC 1.24.010 for any person, firm or corporation subject to this chapter to fail or refuse to apply for an ~~occupation~~-business license or to make the tax returns or to pay the tax when due, or to make any false statement or representation in or in connection with any such application for an ~~occupation~~-business license or such tax return or otherwise violate or refuse or fail to comply with this chapter. (Ord. 5683 § 15, 2002; Ord. 5673 § 3, 2002; 1957 code § 5.42.090. Formerly 5.88.100.)

ORDINANCE 6790

EXHIBIT D

Chapter 5.84

LICENSING OF TELECOMMUNICATIONS CARRIERS, OPERATORS, PROVIDERS AND OTHER ~~COMMERCIAL~~ UTILITIES

Sections:

- 5.84.010 ~~Purpose of business licensing.~~ [Repealed](#)
- 5.84.020 Definitions.
- 5.84.030 Business licensing required.
- 5.84.040 Business license fee.
- 5.84.050 General penalties.
- 5.84.060 Other remedies.
- 5.84.070 Fees and compensation not a tax.

5.84.010 ~~Purpose of business licensing.~~ [Repealed](#)

~~The purpose of a business licensing is to:~~

~~A. Provide the city with accurate and current information concerning the commercial utility providers, cable operators, telecommunications carriers, operators and providers who offer or provide services within the city, or who own or operate facilities within the city's public ways;~~

~~B. Assist the city in enforcement of ACC Title 20;~~

~~C. Assist the city in the collection and enforcement of any municipal taxes, fees or charges that may be due the city; and~~

~~D. Assist the city in monitoring compliance with local, state and federal laws. (Ord. 5897 § 17, 2005; Ord. 5044 § 1, 1998.)~~

5.84.020 Definitions.

Except where specifically defined in this chapter, all words used in this title shall carry their customary meanings. For the purpose of this chapter, and the interpretation and enforcement thereof, the following words and phrases shall have the following meanings, unless the context of the sentence in which they are used shall indicate otherwise:

“Affiliate” shall mean the definition contained in ACC 20.02.020;~~means an entity which (directly or indirectly) owns or controls, is owned or controlled by, or is under common ownership with franchisee. For purposes of this definition, the term “own” means to own an equity interest (or the equivalent thereof) of more than 10 percent;~~

“Cable ~~system facilities~~” shall mean the definition contained in ACC 20.02.020;~~means equipment and wiring used to transmit audio and video signals to subscribers;~~

“Cable operator” shall mean the definition contained in ACC 20.02.020;~~means a telecommunications carrier providing or offering to provide “cable service” within the city as that term is defined in the Cable Act and Chapter 13.36 ACC;~~

“Cable service” shall mean the definition contained in ACC 20.02.020;~~for the purpose of this chapter shall have the same meaning provided by the Cable Act and Chapter 13.36 ACC;~~

“City” means the city of Auburn, Washington as defined in ACC 1.04.010 to include all future areas annexed into the city;

~~“Commercial utility provider” means any natural gas, electric power, pipeline, or other company desiring to utilize city public ways for transporting, purveying, or delivering bulk products, or providing commercial power or gas services within the city, or needing to transport bulk product or services through the city to other destinations for commercial purposes;~~

“Person” shall mean the definition contained in ACC 20.02.020;~~means and includes corporations, companies, associations, joint stock companies or associations, firms,~~

~~partnerships, limited liability companies and individuals and includes their lessors, trustees and receivers;~~

“Public way(s)” shall mean the definition contained in ACC 20.02.020;

“Telecommunications carrier” shall mean the definition contained in ACC 20.02.020;~~means and includes every person that directly or indirectly owns, controls, operates or manages plant, equipment or facilities within the city’s public ways, for the purpose of offering telecommunications services within the city;~~

“Telecommunications facilities or system” means lines, conduits, ducts, poles, wires, cables, crossarms, receivers, transmitters, instruments, machines, appliances, instrumentalities, and all devices, real estate, easements, apparatus, property, and routes used, operated, owned, or controlled by any entity to facilitate the provision of telecommunications services;~~the plant, equipment and facilities, including but not limited to cables, wires, conduits, ducts, pedestals, antennae, electronics and other appurtenances used or to be used to transmit, receive, distribute, provide or offer telecommunications services;~~

“Telecommunications operator” shall mean the definition contained in ACC 20.02.020;~~means and includes every person who provides telecommunications services within the city over telecommunications facilities located within the city’s public ways, without any ownership, management or control of the facilities;~~

“Telecommunications provider” shall mean the definition contained in ACC 20.02.020;~~means and includes every person who utilizes facilities within the city’s public ways to provide services outside the city only;~~

“Telecommunications service” shall mean the definition contained in ACC 20.02.020;~~means the providing or offering for rent, sale or lease, or in exchange for other value received, of the transmittal of voice, data, image, graphic and video programming information between or among points by wire, cable, fiber optics, laser, microwave, radio, satellite or similar facilities, with or without benefit of any closed transmission medium.~~

“Utility provider” means any natural gas, electric power, pipeline, water or sewer not owned or operated by the City of Auburn, or other company desiring to utilize the public ways for transporting, purveying, or delivering bulk products, or providing power or gas services within the city, or needing to transport bulk product or services through the city to other destinations for commercial purposes. (Ord. 5044 § 1, 1998.)

5.84.030 Business licensing required.

No person, firm or corporation shall engage in or carry on any business, occupation, act or privilege for which a tax is imposed by ACC 3.84.040 or 3.88.040 without first having obtained, and being the holder of, a [City of Auburn](#) business license [pursuant to Title 5 ACC](#). ~~with the Auburn business license clerk. Each such person, firm or corporation shall apply to the Auburn business license clerk, as designated by the mayor, for such business license upon such forms as the business license clerk shall prescribe, giving such information as the business license clerk shall deem reasonably necessary to enable the business license clerk's office to administer and enforce this chapter, and, upon acceptance of such application by the business license clerk, the business license clerk shall thereupon issue such license to the applicant. Such business license shall be nontransferable and shall be valid as long as the licensee shall continue in the business and shall comply with this chapter.~~

All ~~commercial~~ utility providers, cable operators, telecommunication carriers, operators, and providers who offer or provide any ~~commercial~~ utility or telecommunications service for a fee directly to the public, either within the city, or outside the corporate limits from facilities within the city, shall, on an annual basis, apply for and obtain a business license from the city pursuant to this chapter on forms to be provided by the city, which shall include the following:

A. Business name, addresses and telephone numbers of the applicant, including business owner(s), partner(s), officer(s) and any affiliates, including the legal status of each.

B. The name, address, telephone number, and title of the officer, or registered agent responsible for the accuracy of the telecommunications business license application statement.

C. Business location, mailing address, street address, ~~and~~ telephone number, and email address if available.

D. A description of applicant's existing or proposed facilities within the city.

E. A description of the service that the applicant intends to offer or provide, or is currently offering or providing, to persons, firms, businesses or institutions within the city, or to those outside the city limits using facilities located within the city.

F. Information sufficient to determine whether the applicant is subject to the public way permitting and/or franchising requirements imposed by ~~ACC~~ Title 20 ACC and Chapter 12.24 ACC.

G. Information sufficient to determine whether the transmission, origination or receipt of the services provided or to be provided by the applicant constitutes an occupation or privilege subject to any municipal telecommunications tax, utility tax or other occupation tax imposed by the city.

H. Alias or affiliate relationship such as "doing-business-as" (DBA) status of business. A statement indicating whether the Applicant is directly or indirectly controlled by another corporation or legal entity. If so, Applicant shall attach an explanatory statement.

I. Property tax ~~lot~~ parcel number, if applicable.

J. Business activity description.

K. Storage of hazardous materials (copy of Material Safety Data Sheet (MSDS) ~~sheet~~).

L. Washington State Unified Business Identifier (UBI)/tax registration number.

M. Federal ~~ID~~ tax identification number.

N. Washington State Labor and Industries contractor ~~ID~~identification number.

O. Number of employees in city.

P. Emergency contacts available 24 hours daily, seven days a week. (Ord. 5897 § 18, 2005; Ord. 5044 § 1, 1998.)

5.84.040 Business license fee.

Each initial and all subsequent annual applications for business licenses for telecommunications carriers, operators, providers, or other ~~commercial~~-utility providers shall be accompanied by an application fee ~~of \$25.00~~as set forth in the city's adopted fee schedule for the purpose of reimbursing the city for administrative expenses associated with processing the application. (Ord. 5897 § 19, 2005; Ord. 5044 § 1, 1998.)

5.84.050 General penalties and enforcement.

A. Violations of this Chapter shall be enforced and penalized in accordance with Chapter 1.25 ACC.~~Civil Penalty.~~

~~1. A violation of the provisions of this chapter is a civil infraction, punishable in accordance with ACC 1.25.050.~~

~~2. Each day of such violation constitutes a separate infraction under this chapter.~~

B. *Additional Relief.* ~~The city may seek legal or equitable relief to enjoin any acts or practices and abate any condition which constitutes or will constitute a violation of the applicable provisions of this chapter when penalties provided herein are inadequate to effect compliance. Furthermore, violation of the terms~~Violations ~~of this chapter shall be grounds for revocation of any public ways agreement, franchise, or lease issued or granted pursuant to ACC Title 20~~ACC~~. (Ord. 5683 § 14, 2002; Ord. 5044 § 1, 1998.)~~

5.84.060 Other remedies.

Nothing in this chapter shall be construed as limiting any judicial remedies that the city may have, at law or in equity, for enforcement of this chapter. (Ord. 5044 § 1, 1998.)

5.84.070 Fees and compensation not a tax.

The fees, charges and fines provided for in this chapter are separate from, and additional to, any and all federal, state, local, and city taxes as may be levied, imposed or due from a ~~commercial~~-utility provider, telecommunications carrier, operator, or provider, its customers or subscribers or on account of the lease, sale, delivery or transmission of ~~commercial~~-utility or telecommunications services. (Ord. 5044 § 1, 1998.)

ORDINANCE NO. 6797

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, RELATING TO UPDATING THE PROVISIONS FOR FRANCHISES, CONSTRUCTION, AND UNDERGROUNDING REQUIREMENTS FOR TELECOMMUNICATIONS, CABLE, AND UTILITIES CONSISTENT WITH CURRENT FEDERAL AND STATE REGULATIONS, AND AMENDING CHAPTERS 12.24, 12.32, AND 13.32A OF THE AUBURN CITY CODE

WHEREAS, the City of Auburn adopted Ordinance No. 5034 on January 5, 1998 enacting Title 20 entitled “Telecommunications and Other Commercial Utilities” pursuant to Federal and State regulations; and

WHEREAS, the City of Auburn adopted Ordinance No. 4625 on May 5, 1993 enacting Chapter 13.36 entitled “CATV Systems” pursuant to Federal and State regulations; and

WHEREAS, the City of Auburn adopted Ordinance No. 5042 on January 5, 1998 creating a new Chapter 12.24 of the Auburn City Code entitled “Construction Permits” relating to the procedures for application and approval of construction permits within the public ways or on public property; and

WHEREAS, the City of Auburn created Chapter 12.32 of the Auburn City Code entitled “Sidewalk Obstructions” in 1957; and

WHEREAS, the City of Auburn adopted Ordinance No. 6238 on August 25, 2009 creating a new Chapter 13.32A of the Auburn City Code entitled “Underground Wiring” and amending certain section of Chapter 13.36 relating to undergrounding for cable facilities; and

WHEREAS, the City has made only minor updates as necessary throughout the entire Auburn City Code since the adoption of Ordinance Nos. 4625, 5034, 5042, and 6238 as it relates to the constructions, undergrounding, permitting and regulation of telecommunications, cable and other utilities in the public ways and on city and public property; and

WHEREAS, due to changes in Federal and State regulations that govern the regulation of such industries and their presence within the City, it is necessary to update the Auburn City Code in all titles, chapters and sections that authorize, regulate, affect or otherwise govern the review, construction, placement and siting of such telecommunications, cable and other utility facilities in the public ways and on city property or facilities; and

WHEREAS, the City also seeks to clarify and update terms, procedural requirements and approval processes for permits, franchises, leases and licensing for telecommunications, cable and other utility facilities placed in the public ways and on city owned property or facilities

WHEREAS, the proposed amendments and changes to the Auburn City Code that are the subject of this Ordinance were also subject to state agency review by the Washington State Department of Commerce on or about October 9, 2020; and

WHEREAS, the proposed amendment and changes to the Auburn City Code that are the subject of this Ordinance were also subject to State Environmental Policy Act review and decision issued October 19, 2020.

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

Section 1. Amendment to City Code. Chapter 12.24 of the Auburn City Code
is amended to read as shown in Exhibit A.

Section 2. Amendment to City Code. Chapter 12.32 of the Auburn City Code
is amended to read as shown in Exhibit B.

Section 3. Amendment to City Code. Chapter 13.32A of the Auburn City Code
is amended to read as shown in Exhibit C.

Section 4. Implementation. The Mayor is authorized to implement those
administrative procedures necessary to carry out the directives of this legislation.

Section 5. 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 of it to any person
or circumstance, will not affect the validity of the remainder of this ordinance, or the validity
of its application to other persons or circumstances.

Section 6. Effective date. This Ordinance will take effect and be in force five
days from and after its passage, approval, and publication as provided by law, or on
January 1, 2021, whichever is later.

INTRODUCED: _____

PASSED: _____

APPROVED: _____

NANCY BACKUS, MAYOR

ATTEST:

APPROVED AS TO FORM:

Shawn Campbell, MMC, City Clerk

Kendra Comeau, City Attorney

Published: _____

ORDINANCE 6797

EXHIBIT A

Chapter 12.24

CONSTRUCTION PERMITS

Sections:

12.24.010	Required.
12.24.020	Applications.
12.24.030	Engineer of record.
12.24.040	Traffic-control plan.
12.24.050	Performance bond.
12.24.060	Permit – Fee.
12.24.070	Construction codes.
12.24.080	Decision – Permit term.
12.24.090	Contest of city engineer's decision.
12.24.100	Compliance with permit.
12.24.110	Display of permit.
12.24.120	Survey of underground facilities.
12.24.130	Noncomplying work.
12.24.140	Record drawings.
12.24.150	Restoration after construction.
12.24.160	Standards for construction.
12.24.170	Permittee's liability.
12.24.180	Release of construction surety.
12.24.190	Violation – Penalty.
12.24.200	Responsibilities of the owner.

12.24.010 Required.

All persons, including, but not limited to, franchise utilities, corporations, firms, companies, individuals, government agencies or officials, or any organization of any

kind, who propose to install overhead or underground facilities, perform construction, or excavate in the public way~~into the surface of any city street, sidewalk or curb, or make any excavation through or underneath any city street, sidewalk or curb, in any street or alley in the city, or across city or public property~~, must obtain a construction permit to do so from the city engineer prior to any proposed work. Use of, or construction on city property requires a lease, license, or city authorization. ~~In the event of any conflict,~~ Regarding the following: 1) permitting of any work within city the public ways and 2) lease, license, or authorization by the city for use or construction on city property, in the event of any conflict ~~or city easements,~~ with any other chapter of this code, the procedures set forth in this chapter shall take precedence.

A. Prior to applying for a permit for construction or installation of facilities within the ~~city's~~ public ways the applicant will obtain any business ~~registration~~license, and/or franchise, ~~and/or right of way agreement~~ required in accordance with ~~ACC~~ Titles 5 and 20 ACC.

B. Prior to applying ~~for a permit~~ for use of or the construction of approved facilities on city-owned or public property the applicant shall obtain a facilities lease or license agreement from the city in accordance with ~~ACC~~ Title 20 ACC. The city council reserves unto itself the sole discretion to lease city property for any purpose, and no vested or other rights shall be created by this section or any provision of this chapter applicable to such facilities leases.

C. This chapter does not apply to utility permits issued under ~~ACC~~ Title 13 ACC. (Ord. 5042 § 1 (Exh. C), 1998.)

12.24.020 Applications.

Applications for construction permits shall be submitted to the city engineer upon forms to be provided by the city and shall be accompanied by drawings, plans, specifications, performance bond valued at 125 percent of the estimated cost of work

including landscape and restoration work anticipated, and a brief narrative description of the project scope in sufficient detail to demonstrate:

- A. The identity of the applicant, including all affiliates of the applicant;
- B. A description of the services that are or will be offered or provided by the applicant to others;
- C. Preliminary engineering plans, specifications and a network map of the facilities to be located within the city, all in sufficient detail to identify:
 - 1. The location and route requested for applicant's proposed facilities;
 - 2. The location of all overhead and underground public utility, telecommunications, cable, water, sewer drainage and other facilities in the public way along the proposed route;
 - 3. The location(s), if any, for interconnection with the facilities of other carriers;
 - 4. The specific trees, structures, improvements, facilities and obstructions, if any, that applicant proposes to temporarily or permanently remove or relocate;
 - 5. The location of all facilities to be constructed within or immediately adjacent to the public ways on private property. Where use of private property is involved proof of easements will be required prior to permit issuance;
 - 6. The location of all survey monuments which may be displaced or disturbed by the proposed construction;
 - 7. In addition to the other requirements stated herein, the city engineer may require the plans to conform to general plan requirements as specified in the Engineering Design Standards, including the requirement that the plans are stamped by a profession engineer licensed in the State of Washington.
- D. If applicant is proposing to install overhead facilities, evidence that surplus space is available for locating its facilities on existing utility poles along the proposed route;

E. If applicant is proposing an underground installation in existing ducts or conduits within the public ways, information in sufficient detail to identify:

1. The excess capacity currently available in such ducts or conduits before installation of applicant's facilities;
2. The excess capacity, if any, that will exist in such ducts or conduits after installation of applicant's facilities; and
3. Evidence of ownership or a right to use such ducts or conduits;

F. If applicant is proposing an underground installation within new ducts or conduits to be constructed within the public ways:

1. The location proposed for the new ducts or conduits; and
2. The excess capacity that will exist in such ducts or conduits after installation of applicant's facilities;

G. A preliminary construction schedule and completion date;

H. Information to establish that the applicant has obtained all other governmental approvals and permits to construct and operate the facilities, and to offer or provide the services proposed, including, but not limited to, evidence that the applicant has registered the Washington Utilities and Transportation Commission where applicable;

I. A permit fee as determined in ACC 12.24.060;

J. Proof of ability to meet city's bonding requirements as set forth in ACC 12.24.050 when the permittee does not have an existing standing bond on file with the city sufficient to cover the scope of work proposed; and

K. Demonstration that the facilities will be constructed in accordance with city standards and all other applicable codes, rules and regulations. (Ord. 5042 § 1 (Exh. C), 1998.)

12.24.030 Engineer of record.

Permit applications shall be accompanied by drawings, plans and specifications and identification of the name, telephone number, and address of the engineer having responsible charge of the scope of work covered by the permit. (Ord. 5042 § 1 (Exh. C), 1998.)

12.24.040 Traffic-control plan.

All permit applications which involve work on, in, under, across, or along any public ways shall be accompanied by a traffic-control plan demonstrating the protective measures and devices that will be employed, consistent with the latest edition of Manual on Uniform Traffic-Control Devices (MUTCD), as adopted by the Model Traffic Ordinance (ACC 10.04.010) and RCW 47.36.020 to prevent injury or damage to persons or property and to minimize disruptions to pedestrian and vehicular traffic. (Ord. 5042 § 1 (Exh. C), 1998.)

12.24.050 Performance bond.

All performance bonds for work in public ways shall satisfy the minimum standards established in the city's ~~standard specifications~~ [Engineering Design and Construction Standards](#) as adopted in Chapter 12.04 ACC. Unless otherwise provided in a ~~right-of-way agreement~~, permit, franchise, or lease agreement, a performance bond written by a corporate surety acceptable to the city equal to at least 125 percent of the estimated cost of removing the ~~grantee's~~, permittee's, franchisee's, or lessee's equipment and facilities and restoring the public ways ~~of the city~~ and/or city-owned property to its substantially equivalent preconstruction condition shall be deposited before any construction is commenced. Said bond shall be required to remain in full force until 60 days after completion of the construction and/or improvements within the public ways ~~of the city~~ or upon city-owned property as determined by the city engineer, and shall warrant all such restoration work for a period of one year by reduction to an amount approved by the city engineer in the approximate amount of

10 percent of the original value of the performance bond during the period of warranty. The purpose of this bond is to guarantee removal of partially-completed work and/or nonconforming facilities, to fully restore the public ways ~~of the city~~ and city-owned property to its substantially equivalent preconstruction condition, and/or to cover unexpected deterioration of pavement structures precipitated by the ~~grantee's~~ permittee's, franchisee's, or lessee's work, and any other permitting requirements established in the permit as required by the city engineer. (Ord. 5042 § 1 (Exh. C), 1998.)

12.24.060 Permit – Fee.

A. The city engineer shall have charge of issuing construction permits to all persons upon the application for the permit to perform any work within the ~~city's~~ public ways, ~~easements, or upon city or public property. The city engineer shall provide application forms to be completed by each applicant.~~ Prior to permit issuance, the city engineer or designee shall assure that a fee for the permit is deposited with the finance department.

The fees shall be as shown in the ~~e~~City of Auburn adopted fee schedule ~~as adopted by Ordinance 5707, and any amendments thereto.~~

B. The permit fee will be collected at the time the permit is issued or other time as may be established by the city engineer. Upon approval of the application by the city engineer, a permit will be issued to the person paying for the permit. (Ord. 5817 § 4, 2004; Ord. 5042 § 1 (Exh. C), 1998.)

12.24.070 Construction codes.

All construction within ~~city~~ public ways or easements shall comply with the city's Engineering Design and Construction Standards ~~street standards~~ as established in Chapter 12.04 ACC. (Ord. 5042 § 1 (Exh. C), 1998.)

12.24.080 Decision – Permit term.

After submission of all plans and documents required of the applicant and payment of the permit fees required by this chapter, the city will determine whether the applications, plans and documents comply with all requirements of this chapter. Once all city requirements are met the city shall issue a permit authorizing construction of the facilities, subject to such further conditions, restrictions or regulations affecting the schedule, place and manner of performing the work as may be necessary or appropriate in the interest of public safety or welfare. The permit to be issued by the city engineer shall be valid only for the time designated on the permit. The city engineer shall designate the length of time that the permit shall be valid at the time the permit is issued. The city engineer shall exercise their discretion and shall have the sole power to decide whether or not a permit shall be issued at that time, providing that the decision of the city engineer may be changed by the city council upon the review of the merits of a complaint of any person being denied such a permit.

If the applicant does not take action in good faith, the application will be considered abandoned after 180 days of non-action. (Ord. 5042 § 1 (Exh. C), 1998.)

12.24.090 Contest of city engineer's decision.

Any person aggrieved by the granting or denying of a construction permit pursuant to this chapter shall have the right of review by the public works director as follows:

- A. All complaints filed pursuant to this section must be filed in writing with the public works director within 10 working days of the date of the decision being contested;
- B. All complaints filed pursuant to this section shall specify the error of law or fact, or new evidence which could not have been reasonably available at the time of the city engineer's decision, which shall constitute the basis of the complaint;
- C. Upon receipt of a timely written notice of complaint, the public works director shall review the materials submitted and determine whether to uphold or modify the

city engineer's decision. If, in the public works director's judgment, the city engineer's decision should be amended in favor of resolving the complaint, they shall so direct the same. If the director upholds the city engineer's decision, they shall prepare a written staff paper detailing the rationale of the city engineer's decision and findings of fact for conduct of a hearing by the hearing examiner;

D. The public works director shall schedule the hearing before the hearing examiner in accordance with Chapter 2.46 ACC and notify the contesting party of the scheduled hearing in accordance with ACC 18.70.040. (Ord. 6442 § 6, 2012; Ord. 5677 § 4, 2002; Ord. 5042 § 1 (Exh. C), 1998.)

12.24.100 Compliance with permit.

All construction practices and activities shall be in accordance with the permit and approved final plans and specifications for the facilities. The city shall be provided access to the work and such further information as may be required to ensure compliance. (Ord. 5042 § 1 (Exh. C), 1998.)

12.24.110 Display of permit.

The permittee shall maintain a copy of the construction permit and approved plans at the construction site, which shall be displayed and made available for inspection by the city inspector at all times when construction work is occurring. (Ord. 5042 § 1 (Exh. C), 1998.)

12.24.120 Survey of underground facilities.

If the construction permit specifies the location of facilities by depth, line, grade, proximity to other facilities or other standard, the permittee shall cause the location of such facilities to be verified by a state-registered land surveyor. The permittee may

be required to relocate any facilities which are not located in compliance with permit requirements at permittee's expense. (Ord. 5042 § 1 (Exh. C), 1998.)

12.24.130 Noncomplying work.

Upon order of the city engineer, all work which does not comply with the permit, the approved plans and specifications for the work, or the city's ~~standards and requirements~~[Engineering Design and Construction Standards](#) as established in Chapter 12.04 ACC shall be remedied to comply with standards or removed at permittee's expense. (Ord. 5042 § 1 (Exh. C), 1998.)

12.24.140 Record drawings.

Within ~~630~~³⁰ days after completion of construction ~~or in accordance with a separate agreement with the city engineer,~~ the permittee shall furnish the city with ~~a computer disc with~~ record [construction](#) drawings in [accordance with the city Engineering Design and Construction Standards](#). ~~Autocadd drawing file format and a complete set of plans, drawn to scale and certified to the city as accurately depicting the horizontal and vertical location and configuration of all facilities constructed pursuant to the permit. The city engineer shall have the discretion to prescribe the format and/or media of said record drawings, consistent with city codes and policies.~~ (Ord. 5042 § 1 (Exh. C), 1998.)

12.24.150 Restoration after construction.

Upon completion of any construction, maintenance, or repair work, the permittee shall promptly repair any and all public and private property improvements, landscaping, fixtures, structures, and facilities in the public or other ways or otherwise damaged during the course of construction, restoring the same as nearly as practicable to its condition before the start of construction, [except pavement restoration and pedestrian facility upgrade requirements for ADA compliance, which](#)

both shall be restored and/or upgraded per the Engineering Design and Construction Standards. All survey monuments disturbed or displaced shall be referenced and replaced as required by Chapter 332-120 WAC and the Engineering Design and Construction Standards~~Auburn benchmark system second order, first class specifications.~~ The referencing and replacement of survey monuments shall be performed by a licensed land surveyor. All trees, landscaping and grounds removed, damaged or disturbed as a result of the construction, installation, maintenance, repair, or replacement performed by the permittee shall be replaced or restored, as nearly as may be practicable, to the condition existing prior to performance of work. The city engineer or designee shall have final approval of the completeness of all restoration work. (Ord. 5042 § 1 (Exh. C), 1998.)

12.24.160 Standards for construction.

All work within the public ways will comply with the Engineering Design and Construction Standards. The additional terms under which the construction and/or the repair thereof are to be made by the permittee shall be stated and printed on the permit. The city will inspect the construction site before and after the construction to assure the permittee has completely repaired the area to the satisfaction of the city. Any person or persons who fail to comply with the city's permit by not completing repairs thereof in accordance with the requirements of the city shall not be granted any further permits requested in future applications until such time as the repairs and restoration are completed to the city's satisfaction or, if approved by the city engineer, the cost of the proper repair and restoration~~or construction~~ has been fully paid for by the permittee. (Ord. 5042 § 1 (Exh. C), 1998.)

12.24.170 Permittee's liability.

Any person regulated under this chapter shall be liable to the city for all losses or damages claimed by any persons as a result of the negligence or failure of the person securing a permit to take all necessary precautions to protect the public and

the city in the performance of any construction activities. (Ord. 5042 § 1 (Exh. C), 1998.)

12.24.180 Release of construction surety.

Upon completion of work and associated restoration work and payment of all fees to the satisfaction of the city engineer or designee, the performance bond will be released. (Ord. 5042 § 1 (Exh. C), 1998.)

12.24.190 Violation – Penalty.

Any violation of this chapter shall be enforced pursuant to the provisions of Chapter 1.25 ACC. (Ord. 5042 § 1 (Exh. C), 1998.)

12.24.200 Responsibilities of the owner.

The owner of the facilities to be constructed and, if different, the ~~grantee, franchisee,~~ or lessee is responsible for performance of and compliance with all provisions of this chapter. (Ord. 5042 § 1 (Exh. C), 1998.)

ORDINANCE 6797

EXHIBIT B

Chapter 12.32

SIDEWALK OBSTRUCTIONS

Sections:

- 12.32.010 Sidewalk use restriction.
- 12.32.020 Prohibitions.
- 12.32.030 Prohibition exemptions.
- 12.32.040 Building code provisions apply.
- 12.32.050 Violation – Penalty.

For statutory provisions authorizing third-class cities to manage and control sidewalks and to remove obstructions therefrom, see RCW 35.24.290(3); for provisions granting a code city all powers of any city of any class, see RCW 35A.21.160.

12.32.010 Sidewalk use restriction.

All sidewalks in the public streets, alleys and places in the city, for the full width thereof, are exclusively for the use of pedestrians, and shall be used for no other purpose whatsoever except as hereinafter provided and except for the use of bicycles. (Ord. 2983 § 1, 1976; 1957 code § 8.18.010.)

12.32.020 Prohibitions.

It is unlawful for any person, firm or corporation, or for any agent, representative, servant or employee thereof, to deposit, place, erect or maintain, or cause to be deposited, placed, erected or maintained, upon any sidewalk located in any public street, alley or place of the city, or upon any portion of such sidewalk, any bench,

chair, rack, stand, structure, sign, merchandise or other object, except as approved by the city engineer, or to place, erect or maintain, or cause to be placed, erected or maintained, over such sidewalk, or over any portion of such sidewalk, any structure, sign or other object at such height or in such manner as to prevent or interfere with the free and unobstructed use of all of such sidewalk by pedestrians. (Ord. 6532 § 16, 2014; 1957 code § 8.18.020.)

12.32.030 Prohibition exemptions.

The provisions of this chapter shall not prohibit the placing or maintaining of signs, notices or orders of the city council or the police department of the city, ~~or the placing and maintaining of flags of the United States of America or the state, or the placing and maintaining of ornamental tree planters on sidewalks near the curb by or under the direction of the chief of police or the city council,~~ nor shall the provisions of this chapter prohibit the expeditious moving of freight and merchandise in the loading or unloading thereof, across sidewalks, if such is done with the least possible obstruction to the free use of such sidewalks by pedestrians pursuant to a franchise or permit; ~~provided, further, that the city council may by resolution allow certain designated persons, firms or corporations to utilize the public sidewalks of the city for additional purposes for specified periods of time, pursuant to a franchise or permit, after review and recommendation thereon by the public works department and after approval thereof by a majority of the city council; provided further, that such use will not substantially interfere with the use of such sidewalk by pedestrians.~~ (1957 code § 8.18.030.)

12.32.040 Building code provisions apply.

This chapter is subject to the provisions of Title 15 ACC. Part IX, Sections 4401 through 4406 of the Uniform Building Code, 1973 Edition, ~~pertaining to regulations for use of public streets and projections over public property, and more particularly pertaining to protection of pedestrians during construction or demolition. It is the~~

~~intent of the city council in passing the ordinance codified in this section that the latter portions of the 1973 Edition of the Uniform Building Code shall prevail in case of any conflict with the provisions of this chapter.~~ (Ord. 2984 § 1, 1976; 1957 code § 8.18.050.)

12.32.050 Violation – Penalty.

Any violation of this chapter shall be enforced pursuant to the provisions of Chapter 1.25 ACC. (Ord. 4502 § 5, 1991; 1957 code § 8.18.040.)

ORDINANCE 6797

EXHIBIT C

Chapter 13.32A

UNDERGROUND WIRING

Sections:

13.32A.010	Scope.
13.32A.020	Exceptions.
13.32A.030	Definitions.
13.32A.040	Temporary aerial services.
13.32A.050	Requirements – New utility distribution facilities.
13.32A.060	Requirements – Existing utility aerial distribution facilities.
13.32A.070	Requirements – New utility service connections.
13.32A.080	Permitting.
13.32A.090	Joint trenches.
13.32A.110	Financial responsibilities – Private development.
13.32A.120	Deferral of underground distribution facilities.
13.32A.130	City project process and requirements.
13.32A.140	Local improvement regulations apply.
13.32A.150	Authority.
13.32A.160	Violation – Penalty.

13.32A.010 Scope.

A. It is found and determined by the city that the general necessity, convenience, health, safety and welfare require that electrical and telecommunication utility facilities be constructed underground in an orderly manner in accordance with the requirements specified in this chapter.

B. The scope of this chapter is to provide policies and standard procedures for regulation of installation, operation, and management of all aerial and underground utility wiring and conduits within the city of Auburn.

C. This chapter shall apply to all electrical and telecommunication utility facilities, including but not limited to power, telephone and cable television facilities, within the corporate city limits; provided, however, the facilities identified in ACC 13.32A.020 are ~~excepted~~ exempt from the undergrounding requirements of this chapter.

D. This chapter clarifies the applicability of all other titles, and all other chapters of this title, of the Auburn City Code regarding the subject of undergrounding, to foster management of city rights-of-way to the benefit of the public, and to prescribe the specific procedures and permits to be used to regulate each activity.

E. All improvements subject to this chapter shall also meet the requirements of the engineering design and construction standards of the city.

F. In addition to the provisions of this chapter, Chapter ~~13.36~~ 20.06 ACC, ~~GATV Systems~~ Cable Franchises, also governs the installation and management of all underground facilities related to cable television services and franchises within the corporate boundaries of the city.

G. In addition to the provisions of this chapter, ~~ACC~~ Title 20 ACC, ~~Telecommunications and Other Commercial Utilities~~ Franchises, Cable Franchises and Leases, also governs the installation and management of all underground facilities related to ~~commercial~~ utilities and telecommunication services and Chapter 12.24 ACC, Construction Permits, also governs ~~right-of-way agreements~~, franchises, and leases within the corporate boundaries of the city.

H. In the event of a conflict between the provisions of this chapter and other portions of the Auburn City Code, the provisions of this chapter shall control. (Ord. 6238 § 2, 2009.)

13.32A.020 Exceptions.

With the approval of the city engineer, the following [utility](#) facilities are exempt from the undergrounding requirements of this chapter:

- A. Electric utility substations, pad mounted transformers and switching facilities not located on the public ~~right-of~~-way and authorized through existing or future site-specific development approvals;
- B. Electric aerial transmission facilities of a voltage of more than 15,000 volts, including poles, wires, and associated facilities;
- C. Street lighting and traffic control equipment as determined necessary by the city engineer;
- D. Telecommunication pedestals and other equivalent telecommunication facilities [including those parts of Wireless Communications Facilities which by their nature cannot function underground](#);
- E. Temporary aerial utility services for construction that will be removed immediately upon completion of construction; and
- F. [New facilities installed on existing poles with other aerial facilities attached, except if the existing attached aerial facilities consist only of electric transmission facilities of a voltage of more than 15,000 volts in which case the new facilities are not exempt unless other exemptions listed in this chapter apply.](#) ~~A franchisee is expanding its existing aerial system as a secondary tenant on an existing aerial system not related to a new private development project where the undergrounding of the expansion will not eliminate the existing aerial system.~~ (Ord. 6520 § 1, 2014; Ord. 6238 § 2, 2009.)

[These exemptions do not affect the obligation for any facility to relocate when required to do so by any section of the ACC.](#)

13.32A.030 Definitions.

The definitions of this chapter are specific to this chapter.

A. "Aerial" means those utility facilities which currently exist on poles, or which may be installed on poles within city rights-of-way or city utility easements at a future date with the city engineer's approval.

B. "Applicant" means the owner or owners of record of the property, or facility owner pursuing the development or redevelopment of property within the jurisdiction of the city.

C. "Conduit" means any pipeline, duct, or protective enclosure used for electrical conductors, coaxial cable, multiconductor cable, or fiber optic cable, telecommunications trunkline or used for conveyance of gas, petroleum, or other commercial products.

D. "Conversion" means a project being performed by the city to convert an area of existing aerial utility facilities to underground facilities.

E. "Conversion area" means the area that has been identified by the city in relation to a city project that will be requiring the aerial utility systems to be undergrounded, including all affected utility customers.

F. "Electric utility" means any utility engaged in the business of furnishing electric energy to the public and includes electric companies as defined by RCW 80.04.010 and public utility districts.

G. "Permanent structure" means any commercial, industrial or residential structure that is greater than 120 square feet and is on a fixed foundation including but not limited to uses such as offices, businesses, warehouses, homes, garages, barns, and storage buildings.

~~H. "Power distribution facilities" means those electrical utility facilities of less than 15,000 volts that provide direct service to customers and are not considered transmission systems.~~

~~I~~H. “Service connection” means utility facilities extending from a ~~distribution~~-utility system and terminating on private property to serve a customer or subscriber.

~~J~~I. “Telecommunications” is the transmission of information by wire, radio, optical cable, electromagnetic, or other similar means, including but not limited to telephone, cable television, and data transmission services. As used in this definition, “information” means knowledge or intelligence represented by any form of writing, signs, signals, pictures, sounds, or any other symbols.

~~K~~. “Telecommunication utility” means any utility engaged in the business of affording telecommunications services to the public in all or part of the conversion area.

~~L~~. “Temporary structure” means a structure that is 120 square feet or less in size, mobile in nature and will be removed from the site within the time frame allowed for temporary aerial services.

~~M~~K. “Utility or Utilities” means those companies providing electric power, cable, or telecommunications services within the corporate boundaries of the city of Auburn, Washington.

~~N~~L. “Utility facility” shall mean the definition contained in ACC 20.02.020.~~means any and all utility owned or operated conduits, wires, cables, fiber optics, or other devices used to transmit, transport, or distribute electric power or telecommunications services, and any appurtenances thereto.~~ (Ord. 6238 § 2, 2009.)

13.32A.040 Temporary aerial services.

The city engineer may allow utility service connections for permanent structures to be temporarily located aurally for up to 180 calendar days. ~~and may grant an additional Extensions~~ extension not to exceed ~~beyond the~~ 180 calendar days for temporary aerial service connections for permanent structures. ~~may be authorized by the public works committee of the city council; such~~ Such authorizations may include financial securities or other instruments to ensure the conversion of the aerial system to an

underground system by the end of the extension period authorized. (Ord. 6238 § 2, 2009.)

13.32A.050 Requirements – New utility ~~distribution~~ facilities.

Unless exempted by ACC 13.32A.020 ~~All-all~~ new utility ~~distribution~~ facilities shall be underground. The installation of all new utility facilities for subdivisions shall also meet the requirements identified in Chapter 17.14 ACC. (Ord. 6238 § 2, 2009.)

13.32A.060 Requirements – Existing ~~utility~~-aerial utility ~~distribution~~ facilities.

A. Any applicant triggering the requirement for public improvements per Chapter 12.64A ACC shall be responsible for converting all non-exempt aerial facilities on the parcel(s) associated with the permitted actions to underground unless ~~All existing utility aerial distribution facilities shall be undergrounded in connection with new private development unless~~ any ~~one~~ of the following criteria is met:

1. ~~The city engineer determines that undergrounding of the portion of the existing aerial facilities along the development's street frontage would require undergrounding portions of the aerial distribution facilities extending beyond the development's street frontage unless an additional extension of no more than 50 feet of the underground system is needed on either end of the street frontage to connect to logical points of the existing utility system~~ The development is a single family residence on a platted lot; or
2. The development is the conversion of one single-family residence to a commercial use as defined in the R-O, ~~residential~~ Residential ~~office~~ Office zoning district, Chapter ~~18.22~~ 18.35 ACC; or
3. The development is a new commercial development on a lot that is 11,000 square feet or smaller in area and located in the RO, DUC, CN, C-1, C-2 or C-3 zone; or

4. The development is wholly interior improvements to an existing building; or

5. The development is an addition, alteration or repair of an existing building structure, where the building permit valuation per ~~ACC 15.07.080~~[Chapter 15.07 ACC](#) is less than 50 percent of either:

- a. The assessed value of the existing building structure(s) on the subject property as determined by the most current property assessment by the county assessor of the county in which the property is located; or
- b. The value of the existing building structure(s) as determined by an appraisal performed by an MAI appraiser certified by the state of Washington, which appraisal shall be paid for and provided by the property owner.

B. Repairs to an existing utility aerial service facility may be made aurally.

C. For city projects, ~~the city council shall determine whether the~~ undergrounding of existing aerial utility ~~distribution~~ facilities shall be ~~required in association with the city project~~ [as identified in the Capital Facilities Plan](#). (Ord. 6238 § 2, 2009.)

13.32A.070 Requirements – New utility service connections.

All new utility service connections shall be underground unless one of the following criteria is met:

A. The existing ~~distribution~~-[utility](#) system and any service connections serving the customer or subscriber are aerial and the building, structure, or facility to be served is new construction, an addition, alteration, or repair where the building permit valuation per ~~ACC 15.07.080~~[Chapter 15.07 ACC](#) is under \$20,000 in value.

B. The installation of a new or replacement service connection in an area where the existing utility ~~distribution~~ facility and/or existing service connection is aerial and meeting at least one of the following criteria:

1. The construction of a single-family residence on an existing platted lot or the addition of an accessory dwelling unit on an existing residential lot; or
2. The conversion of one single-family residence to a commercial use as defined in the residential office zoning district, Chapter ~~18.22~~18.35 ACC; or
3. A new commercial development on a lot that is 11,000 square feet or smaller in area and located in the RO, DUC, CN, C-1, C-2 or C-3 zone; or
4. Wholly interior improvements made to an existing building; or
5. For existing building structures, where the building permit valuation per ~~ACC 15.07.080~~Chapter 15.07 ACC of an addition, alteration, or repair to the existing structure is less than 50 percent of either:
 - a. The assessed value of the existing building structure(s) on the subject property as determined by the most current property assessment by the county assessor of the county in which the property is located; or
 - b. The value of the existing building structure(s) as determined by an appraisal performed by an MAI appraiser certified by the state of Washington, which appraisal shall be paid for and provided by the property owner. (Ord. 6238 § 2, 2009.)

13.32A.080 Permitting.

All permits for the installation of aerial and underground utility facilities within existing ~~city rights-of-way~~public ways or easements shall be processed and reviewed under Chapter 12.24 ACC, Construction Permits. (Ord. 6238 § 2, 2009.)

13.32A.090 Joint trenches.

Where several underground utilities are planned or required in the same alignment, the utilities shall use a joint trench for such facilities unless demonstrated to the

satisfaction of the city engineer that a joint trench is not feasible. (Ord. 6238 § 2, 2009.)

13.32A.110 Financial responsibilities – Private development.

For private development, the cost of constructing new underground utility facilities, or relocating existing aerial facilities underground, shall be borne by the serving utilities, the owners of the real property to be served or others requesting such underground services in accordance with the applicable filed tariffs or the rules and regulations or the published policies of the respective utilities furnishing such service or as may be contractually agreed upon between the utility and such owner or applicant.

In addition, all such conversion of electric and telecommunication utility facilities to underground facilities may be undertaken by local improvement district or as otherwise permitted by [applicable](#) law and as further authorized by RCW 35.96.030 and 35.96.040. (Ord. 6238 § 2, 2009.)

13.32A.120 Deferral of underground ~~distribution~~-[utility](#) facilities.

A. The city engineer may grant a deferral for some or all of the undergrounding of utility ~~distribution~~ facilities otherwise required pursuant to this chapter following the procedures identified in ACC 12.64A.050, Deferral and fee in lieu of improvements. The city engineer's decision regarding such a deferral will be based on meeting the following criteria rather than those listed in ACC 12.64A.050:

1. There is a pending city six-year TIP project or an adjacent developer planned project which would affect the proposed area of undergrounding of the existing aerial facilities; or
2. A franchisee is expanding its existing aerial system as a secondary tenant on an existing aerial system for the purpose of serving a new private development where the undergrounding of the expansion will not eliminate the existing aerial system; or

3. All of the following conditions are met:

- a. There are other properties abutting or across the street from the subject property that have aerial utility facilities; and
- b. The establishment or continuation of aerial utility facilities for the period of the deferral will not adversely affect or delay other properties that may have to provide or convert to undergrounding utility improvements within the public ~~right-of-way~~; and
- c. There are technological difficulties associated with converting to or providing undergrounding utility improvements for the subject property as demonstrated to the satisfaction of the city engineer; ~~or~~;

4. The city engineer determines that undergrounding of the portion of the existing aerial facilities along the development's street frontage would require undergrounding portions of the aerial facilities extending beyond the development's street frontage unless an additional extension of no more than 50 feet of the underground system is needed on either end of the street frontage to connect to logical points of the existing utility system.

B. An applicant whose request has been denied may appeal the denial following the procedure as identified in ACC 12.64A.060, Appeal and enforcement. (Ord. 6520 § 2, 2014; Ord. 6238 § 2, 2009.)

13.32A.130 City project process and requirements.

A. *City Responsibilities.* When service from underground electric and telecommunication utility facilities becomes available in all or part of a conversion area, the city engineer will issue a directive to the owners of all structures or improvements with service connections to the existing or temporary overhead utility facilities in the area by means of mailing a certified notice stating that service from the underground utility facilities is available and notifying the property owners of the owners' responsibilities.

B. *Property Owner's Responsibilities.* To facilitate completion of the city's project, all electric and telecommunication service connections from the existing aerial utility facilities within the area to any structure or improvement must be decommissioned, disconnected and removed within 90 calendar days after the date of mailing. After existing aerial utility facilities identified by the city's notice in subsection A of this section have been decommissioned, disconnected, and removed, the property owner must:

1. Convert the service connections from the aerial system to the underground system within 90 calendar days after the date of receipt of the notice or the city will order the electric and telecommunication utilities to disconnect and remove the service connections. If the owner has filed written objections to such disconnection and removal with the city clerk within 30 calendar days after the date of mailing, the city will not order disconnection and removal until after the appeal hearing on those objections; or
2. Notify the city engineer in writing within 30 calendar days after the date of receipt of the notice provided under subsection A of this section that the property owner wants to discontinue utility service; or
3. If the city engineer determines it is in the best interest of the public and the city's infrastructure system for the city to complete the service connection from the underground system to the existing aerial service point of connection and the property owner desires the city to do so, the property owner will enter into an agreement with the city within 90 calendar days after the date of mailing to provide property access to complete the conversion.

C. *Financial Responsibilities.*

1. For city projects, the cost of relocating existing utility aerial ~~distribution~~ facilities will be borne by the serving utility and the city in accordance with the filed tariffs or franchise agreement. If there is no filed tariff or franchise agreement, the cost of the relocation of existing aerial ~~distribution~~ facilities will be borne by the serving utility.

2. For city projects, the undergrounding of the service connections for real property served by the aerial electric or telecommunication utility facilities that are being relocated underground will be at the owner(s)'s expense, including:

- a. Decommission, disconnect, and remove the service connections from those utility facilities to any structures or improvements located on the property.
- b. Either install underground service connections to those structures/improvements on the property or, on approval of the city engineer, discontinue utility service to one or more of the structures/improvements on the property.

Services that are being connected by the city per subsection (B)(3) of this section are exempted from this requirement and the city will be financially responsible for those connection costs.

3. All conversion of utility facilities to underground facilities may be undertaken by local improvement district or as otherwise permitted by [applicable](#) law and as further authorized by RCW 35.96.030 and 35.96.040.

D. *Appeal Procedures.*

1. A property owner may appeal to the public works director the disconnection and removal of an aerial service connection by filing a written objection with the city clerk within 20 working days after the date of the mailing of the notice set forth in subsection A of this section. Failure to file a timely written objection will constitute a waiver of the owner's right to object to such disconnection and removal. The public works director will have 15 working days to review the appeal, decide whether to uphold or modify the city engineer's decision, and notify the property owner of such decision.

2. All appeals of the public works director's decision must be filed in writing with the public works director within 10 working days of the public works director's decision. Appeals must specify the error of law or fact, or new evidence which

could not have been reasonably available at the time of the public works director's decision, which shall constitute the basis of the complaint.

3. Appeals will be heard by the city's hearing examiner pursuant to Chapter 2.46 ACC. Decisions of the hearing examiner will be based on whether the decision being appealed was consistent with applicable ~~state~~-law and city codes.

4. Upon receipt of a timely written appeal, the hearing examiner will review the materials submitted and prepare findings of fact. The hearing examiner decision will be final. (Ord. 6713 § 1 (Exh. A), 2019; Ord. 6442 § 8, 2012; Ord. 6238 § 2, 2009.)

13.32A.140 Local improvement regulations apply.

Unless otherwise provided for in RCW 35.96.010 et seq., all the general provisions related to local improvements of cities and towns shall likewise apply to local improvements for the conversion of aerial electric and telecommunication facilities to underground facilities within the city limits. (Ord. 6238 § 2, 2009.)

13.32A.150 Authority.

The city engineer or designee shall be responsible for the application of this chapter related to ~~the~~ public ~~rights-of~~-way.

The building official or designee shall be responsible for the application of this chapter related to real property. (Ord. 6238 § 2, 2009.)

13.32A.160 Violation – Penalty.

Any violation of this chapter shall be enforced pursuant to the provisions of Chapter 1.25 ACC. (Ord. 6238 § 2, 2009.)

ORDINANCE NO. 6798

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, RELATING TO UPDATING THE PROVISIONS FOR FRANCHISES AND LEASES FOR TELECOMMUNICATIONS, CABLE, AND UTILITIES CONSISTENT WITH CURRENT FEDERAL AND STATE REGULATIONS, AND REPEALING CHAPTERS 13.36 AND 13.44, AND AMENDING TITLE 20 OF THE AUBURN CITY CODE

WHEREAS, the City of Auburn adopted Ordinance No. 4625 on May 5, 1993 enacting Chapter 13.36 entitled "CATV Systems" pursuant to Federal and State regulations; and

WHEREAS, the City of Auburn adopted Ordinance No. 3121 on October 4, 1976 enacting Chapter 13.44 entitled "Electrical Franchise" granting to Puget Sound Power and Light Company, their successor and assigns, a franchise; and

WHEREAS, the City of Auburn adopted Ordinance No. 5034 January 5, 1998 enacting Title 20 entitled "Telecommunications and Other Commercial Utilities" pursuant to Federal and State regulations; and

WHEREAS, the provisions of Chapter 13.44 ACC are outdated and electrical franchise agreements have recently been negotiated under current applicable law; and

WHEREAS, the City has made only minor updates as necessary throughout the entire Auburn City Code since the adoption of Ordinance Nos. 4625 and 5034 as it relates to the regulation of telecommunications, cable systems and other utilities in the public ways and on public property; and

WHEREAS, due to changes in Federal and State regulations that govern the regulation of such industries and their presence within the City, it is necessary to update

the Auburn City Code in all titles, chapters and sections that authorize, regulate, affect or otherwise govern the review, construction, placement and siting of such telecommunications, cable and other utility facilities in the public ways and on city property or facilities; and

WHEREAS, the City also seeks to clarify and update terms, procedural requirements and approval processes for permits, franchises and leases for telecommunications, cable and other utility facilities placed in the public ways and on city owned property or facilities.

WHEREAS, the proposed amendments and changes to the Auburn City Code that are the subject of this Ordinance were also subject to state agency review by the Washington State Department of Commerce on or about October 9, 2020 for review; and

WHEREAS, the proposed amendment and changes to the Auburn City Code that are the subject of this Ordinance were also subject to State Environmental Policy Act review and decision issued October 19, 2020.

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

Section 1. Repeal of City Code. Chapter 13.36 of the Auburn City Code is repealed as shown in Exhibit A.

Section 2. Repeal of City Code. Chapter 13.44 of the Auburn City Code is repealed as shown in Exhibit B.

Section 3. Amendment to City Code. Title 20 of the Auburn City Code is amended to read as shown in Exhibit C.

Section 4. Implementation. The Mayor is authorized to implement those administrative procedures necessary to carry out the directives of this legislation.

Section 5. 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 of it to any person or circumstance, will not affect the validity of the remainder of this ordinance, or the validity of its application to other persons or circumstances.

Section 6. Effective date. This Ordinance will take effect and be in force five days from and after its passage, approval, and publication as provided by law, or on January 1, 2021, whichever is later.

INTRODUCED: _____

PASSED: _____

APPROVED: _____

NANCY BACKUS, MAYOR

ATTEST:

APPROVED AS TO FORM:

Shawn Campbell, MMC, City Clerk

Kendra Comeau, City Attorney

Published: _____

ORDINANCE 6798

EXHIBIT A

Chapter 13.36 CATV SYSTEMS

[Repealed]

Sections:

- ~~13.36.010 Purpose.~~
- ~~13.36.020 Definitions.~~
- ~~13.36.030 Franchise Conditions and term.~~
- ~~13.36.040 Franchise Application requirements.~~
- ~~13.36.050 Public hearing and notice requirements.~~
- ~~13.36.060 Acceptance.~~
- ~~13.36.070 Police powers.~~
- ~~13.36.080 Rules and regulations by the city.~~
- ~~13.36.090 Technical standards and maintenance.~~
- ~~13.36.100 Parental control devices.~~
- ~~13.36.110 Construction standards.~~
- ~~13.36.120 Construction notification.~~
- ~~13.36.130 Undergrounding and landscaping.~~
- ~~13.36.140 Construction in right-of-way.~~
- ~~13.36.150 Safety requirements.~~
- ~~13.36.160 Building moving.~~
- ~~13.36.170 Tree trimming.~~
- ~~13.36.180 Rates.~~
- ~~13.36.190 Discounts.~~
- ~~13.36.200 Customer service.~~
- ~~13.36.210 Telephone response.~~
- ~~13.36.220 Failure to improve customer service.~~
- ~~13.36.230 Franchise fee.~~

- ~~13.36.240 Cable system evaluation.~~
- ~~13.36.250 Periodic meetings.~~
- ~~13.36.260 Record inspection.~~
- ~~13.36.270 Reports.~~
- ~~13.36.280 Programming.~~
- ~~13.36.290 Nondiscrimination.~~
- ~~13.36.300 Continuity of service.~~
- ~~13.36.310 Franchise renewal.~~
- ~~13.36.320 Transfer of ownership.~~
- ~~13.36.330 Removal and abandonment — Franchisee property.~~
- ~~13.36.340 Termination — Revocation for cause.~~
- ~~13.36.350 Effect of termination for noncompliance.~~
- ~~13.36.360 Indemnity and hold harmless.~~
- ~~13.36.370 Insurance.~~
- ~~13.36.380 Performance bond.~~
- ~~13.36.390 Franchising costs.~~
- ~~13.36.400 Equalization of civic contributions.~~
- ~~13.36.410 Inconsistency.~~
- ~~13.36.420 Severability.~~

~~For statutory provisions authorizing third-class cities to manage and control the city streets, see RCW 35.24.290(3); for provisions authorizing code cities to regulate and grant nonexclusive franchises for facilities for the transmission of signals and other methods of communication, see RCW 35A.47.040.~~

~~13.36.010 Purpose.~~

~~The purpose of this chapter is to set forth an integrated statement of conditions, requirements, obligations, duties and procedures for granting by the city of a nonexclusive franchise for the construction, maintenance and operation of a system~~

~~of cable television signal distribution within the territorial limits of the city of Auburn.
(Ord. 4625 § 2, 1993.)~~

~~13.36.020 — Definitions.~~

~~For the purposes of this chapter, the following definitions will apply:~~

~~A. “Access channels” (commonly referred to as “PEG” channels”) means free composite channels to be used for educational purposes and by government and public agencies and/or their representatives.~~

~~B. “The Act” means the Cable Television Consumer Protection and Competition Act of 1992, and any subsequent amendments thereto.~~

~~C. “Addressability” means the ability of a system allowing a franchisee to authorize by remote control customer terminals to receive, change or to cancel any or all specified programming.~~

~~D. “Affiliate” means a condition of being united, being in close connection, allied, or attached as a member or branch.~~

~~E. “Applicant” means any person or entity that applies for a franchise.~~

~~F. “Basic cable” is the tier of service regularly provided to all subscribers that includes the retransmission of local broadcast television signals.~~

~~G. “Cable services” means (1) the one-way transmission to subscriber of video programming or other programming service, and (2) subscriber interaction, if any, which is required for the selection by the subscriber of such video programming or other programming service.~~

~~H. “Channel” means a single path or section of the spectrum which carries a television signal.~~

~~I. “Character generator” means a device used to generate alphanumerical programming to be cablecast on a cable channel.~~

~~J. “City” means the city of Auburn, a municipal corporation of the state of Washington.~~

~~K. “Cable system” means a facility, consisting of a set of closed transmission paths and associated signal generation, reception, and control equipment that is designed to provide cable service and other service to subscribers.~~

~~L. “Council” means the city council of the city of Auburn.~~

~~M. “Data communication” means (1) the movement of encoded information by means of electrical or electronic transmission systems; and (2) the transmission of data from one point to another over communications channels.~~

~~N. “Dwelling units” means residential living facilities as distinguished from temporary lodging facilities such as hotel and motel rooms and dormitories, and includes single-family residential units and individual apartments, condominium units, mobile homes within mobile home parks, and other multiple family residential units.~~

~~O. “FCC” means the Federal Communications Commission, a regulatory agency of the United States government.~~

~~P. “Franchise” means the initial authorization, or renewal thereof, issued by the franchising authority, whether such authorization is designated as a franchise, permit, license, resolution, contract, certificate or otherwise, which authorizes construction and operation of the cable system for the purpose of offering cable service or other service to subscribers.~~

~~Q. “Franchisee” means the person, firm or corporation to whom or which a franchise, as herein above defined, is granted by the council pursuant to this chapter, and the lawful successor, transferee or assignee of said person, firm or corporation subject to such conditions as may be defined in this chapter and in a franchise granted in compliance with this chapter.~~

~~R. "Gross revenues" means any and all revenue derived directly or indirectly by franchisee, or by franchisee's affiliates, as defined in the federal Cable Act, from the operation of the franchisee's cable system to provide cable services in the franchise area. Gross revenues include, by way of illustration and not limitation, monthly and other fees charged subscribers for cable services including basic service, expanded basic service, any expanded tiers of cable service, other tiers of cable service, optional premium service, video on demand, pay per view, per program channels, cable service installation, disconnection, reconnection and change in service fees, leased access channel fees, remote control rental fees, late fees and administrative fees, consideration received by the franchisee from programmers for carriage of cable services on the cable system and recognized as revenue under generally accepted accounting principles (GAAP), revenues from rentals of converters or other cable system equipment, advertising sales revenues (including local and a pro rata share of regional and national advertising carried on the cable system in the franchise area), net of commissions due to franchisee's unaffiliated advertising agencies that arrange for the advertising buy, revenues from program guides, additional outlet fees, revenue from the sale or carriage of other cable services, revenues from home shopping, and a fairly apportioned percentage of fees associated with bundled services (i.e., late fees, NSF fees, etc.). Gross revenues shall not include (1) bad debt; provided, however, that all or part of any such bad debt that is written off but subsequently collected shall be included in gross revenues in the period collected; or (2) any taxes on services furnished by the franchisee that are imposed directly on any subscriber or user by the state, grantor or other governmental unit and that are collected by the franchisee on behalf of said governmental unit; or (3) the PEG fee as required by this franchise. The franchise fees are not a tax and are therefore included in gross revenues.~~

~~This definition shall be construed so as to include all gross revenues to the maximum extent permitted by federal and state law, except to the extent specifically excluded in this section, and encompasses revenues that may develop in the future, whether or not anticipated. If a statutory change in state or federal law or a decision of the FCC or a court of competent jurisdiction expands or contracts the categories of revenue~~

~~available to the city for the franchise fee assessment beyond those permitted under this definition as of the effective date, this franchise may be amended to include or exclude any such category of revenue in the definition of gross revenues under this franchise; provided, that the city amends the franchises of all other similarly situated multichannel video provider over which the city has jurisdiction and authority to impose such fees.~~

~~S. "Headend" means the electronic equipment located at the start of a cable system, usually including antennas, preamplifiers, frequency converters, demodulators and related equipment.~~

~~T. "High definition television (HDTV)" means a television system that will provide sharper picture definition than the current U.S. Standards, 525 lines per frame.~~

~~U. "Insertion point(s)" means location(s) where institutional programming can be initiated for distribution throughout the secured portion of the subscriber network.~~

~~V. "Installation" means the connection of the system from feeder cable to subscribers' terminals.~~

~~W. "Institutional services" means a cable communications system designated principally for the provision of nonentertainment services to schools, public agencies or other nonprofit agencies which is separate and distinct from the subscriber network or is on secured channels of the subscriber network.~~

~~X. "Interactive services" means services provided to subscribers where the subscriber either (1) receives information consisting of television or other signals and transmits signals generated by the subscriber or equipment under their control for the purpose of selecting what information shall be transmitted to the subscriber or for any other purpose; or (2) transmits signals to any other location for any purpose.~~

~~Y. "NCTA" means the National Cable Television Association.~~

~~Z. "Office" means the person or entity designated by the city of Auburn as being responsible for the administration of a franchise for the city.~~

~~AA. "Operator" means the person, firm or corporation to whom a franchise is granted pursuant to the provisions of chapter.~~

~~BB. "Premium services" means programming over and above those provided by basic services for which there is an additional charge.~~

~~CC. "Property of franchisee" means all property owned, installed or used by a franchisee in the conduct of its business in the city under the authority of a franchise granted pursuant to this chapter.~~

~~DD. "Proposal" means (1) the response by an individual or organization to a request by the city regarding the provision of cable services; or (2) an unsolicited plan submitted by an individual or organization seeking to provide cable services in the city.~~

~~EE. "Public way" means the surface of, and the space above and below, any public street, highway, freeway, bridge, land path, alley, court, boulevard, sidewalk, parkway, way, lane, drive, circle or other public right-of-way, including, but not limited to, public utility easements, dedicated utility strips or rights-of-way dedicated for compatible uses and any temporary or permanent fixtures or improvements located thereon now or hereafter held by the city in the service area which shall entitle the city and a franchisee to the use thereof for the purpose of installing, operating, repairing and maintaining the cable system. "Public way" shall also mean any easement now or hereafter held by the city within the service area for the purpose of public travel, or for utility or public service use dedicated for compatible uses, and shall include other easements or rights-of-way as shall within their proper use and meaning entitle the city and a franchisee to the use thereof for the purpose of installing or transmitting franchisee's cable service or other service over poles, wires, cables, conductors, ducts, conduits, vaults, manholes, amplifiers, appurtenances, attachments and other property as may be ordinarily necessary and pertinent to the cable system.~~

FF. ~~“Subscriber” means a person or entity or user of the cable system who lawfully receives cable services or other service therefrom with franchisee’s express permission. (Ord. 6284 § 1, 2010; Ord. 4625 § 2, 1993.)~~

~~13.36.030 Franchise Conditions and term.~~

~~A. *Authority to Grant Franchises or Licenses for Cable Television.* The council may by resolution award a nonexclusive franchise to construct, operate and maintain a cable communications system which complies with the requirements and conditions of this chapter. Any franchise granted pursuant to this chapter shall be nonexclusive and shall not preclude the city from granting other or further franchises or permits, or preclude the city from using any roads, rights of way, streets, or other public properties, or affect its jurisdiction over them or any part of them, or limit the full power of the city to make such changes as the city shall deem necessary, including the dedication, establishment, maintenance, and improvement of all new rights of way and thoroughfares and other public properties; provided, that any such changes shall not materially or substantially impair the rights granted a franchisee pursuant to this chapter. All franchises granted subsequent to the effective date of this chapter shall be consistent with the requirements and conditions of this chapter.~~

~~B. *Incorporation by Reference.* The provisions of this chapter shall be incorporated by reference in any franchises approved pursuant hereto. The provisions of any proposal for a franchise submitted and accepted by the city shall be incorporated by reference in the applicable franchise; provided, that in the event of any conflict between the proposal, this chapter and the franchise, the franchise shall be the prevailing document.~~

~~C. *Conditions of a Franchise.* Subject to the provisions in this chapter, any franchise granted hereunder by the city shall authorize a franchisee to: (1) engage in the business of operating and providing cable service and the distribution and sale of such service to subscribers within the city; and (2) erect, install, construct, repair, replace, reconstruct, maintain and retain in, on, over, under, upon, across and along~~

~~any street, such amplifiers and appliances, lines, cables, conductors, vaults, manholes, pedestals, attachments, supporting structures, and other property as may be necessary and appurtenant to the cable communications system; and (3) use, operate and provide similar facilities, or properties rented or leased from other persons, firms or corporations, including but not limited to any public utility or other franchisee franchised or permitted to do business in the city; provided, that no privilege or exemption shall be granted or conferred upon a franchisee by any franchise except those specifically prescribed therein, and any use of any street shall be consistent with any prior lawful occupancy of the street or any subsequent improvement or installation therein.~~

~~D. *Term of Franchise.* The council shall have the right to grant a franchise for a period of time which in the council's judgement is the most appropriate to the circumstances of the particular grant and is in the best interests of the citizens of the city. (Ord. 4625 § 2, 1993.)~~

~~13.36.040 — Franchise — Application requirements.~~

~~An applicant for an initial franchise to construct, operate, and maintain a cable communication system within the city shall file an application in a form prescribed by the city, accompanied by a nonrefundable franchise application fee in the amount set forth in the city of Auburn fee schedule. (Ord. 6546 § 1, 2014; Ord. 4625 § 2, 1993.)~~

~~13.36.050 — Public hearing and notice requirements.~~

~~A. Prior to the granting of a franchise, the city council shall conduct a public hearing to determine the following:~~

- ~~1. That the public will be benefited by the granting of a franchise to the applicant;~~

- ~~2. That the applicant has requisite financial and technical resources and capabilities to build, operate and maintain a cable television system in the area;~~
- ~~3. That the applicant has no conflicting interests, either financial or commercial, which will be contrary to the interests of the city;~~
- ~~4. That the applicant will comply with all terms and conditions placed upon a franchisee by this chapter;~~
- ~~5. That the applicant is capable of complying with all relevant federal, state, and local regulations pertaining to the construction, operation and maintenance of the facilities and systems incorporated in its application for a franchise;~~
- ~~6. The capacity of public rights-of-way to accommodate the cable system;~~
- ~~7. The present and future use of the public rights-of-way to be used by the cable system; and~~
- ~~8. The potential disruption to existing users of the public rights-of-way to be used by the cable system and the resultant inconvenience which may occur to the public.~~

~~B. Notice of the public hearing shall comply with the following:~~

- ~~1. Briefly describe the purpose of hearing and state the place where the relevant information is available to the public, the time and place of the hearing and the date by which written comments must be submitted.~~
- ~~2. Published at least once during the two week period preceding the hearing in a newspaper of general circulation within the city, and in one or as many more community newspapers as may be necessary to cover the entire cable franchise area, and be broadcast over the local access channel of the grantee in the cable franchise area affected at least once each day between the hours of 9:00 a.m. and 11:00 p.m. during the two weeks immediately preceding the hearing. (Ord. 4625 § 2, 1993.)~~

~~13.36.060 Acceptance.~~

~~A. No franchise granted pursuant to the provisions of this chapter shall become effective unless and until the resolution granting same has become effective and the grantee has accepted same as provided below.~~

~~B. Within 60 days after the effective date of the resolution awarding a franchise, or within such extended period of time as the council in its discretion may authorize, a franchisee shall file with the city clerk its written acceptance of the franchise, in a form satisfactory to the city attorney, together with the bond and insurance policies required by ACC 13.36.370 and 13.36.380. (Ord. 4625 § 2, 1993.)~~

~~13.36.070 Police powers.~~

~~In accepting any franchise, a franchisee acknowledges that its rights hereunder are subject to the legitimate rights of the police power of the city to adopt and enforce general laws necessary to protect the safety and welfare of the public. The franchisee also agrees to comply with all applicable general laws enacted by the city pursuant to such power so long as such regulations do not materially increase the burden or impair the rights of the franchise as provided for in this chapter. (Ord. 4625 § 2, 1993.)~~

~~13.36.080 Rules and regulations by the city.~~

~~In addition to the inherent powers of the city to regulate and control any franchise it issues, the authority granted to the city by the Act, and those powers expressly reserved by the city or agreed to and provided for in a franchise, the city also reserves the right and power to promulgate such additional regulations as it may find necessary in the exercise of its lawful powers. (Ord. 4625 § 2, 1993.)~~

~~13.36.000 — Technical standards and maintenance.~~

~~A. Subject to federal, state and local law, a franchisee shall comply with FCC Rules, Part 76, Subpart K, Section 76.601 through 76.610 and as amended hereafter, and, at the minimum, the following:~~

- ~~1. Applicable city, county, state and national/federal codes, laws and regulations;~~
- ~~2. Applicable utility joint attachment practices;~~
- ~~3. The National Electric Safety Code; ANSI C2;~~
- ~~4. Local utility code requirements;~~
- ~~5. Local rights-of-way procedures, in accordance with AGC Titles 12, 13 and 20.~~

~~B. A comprehensive routine preventive maintenance program shall be developed, effected and maintained to ensure continued top quality cable communications operating standards in conformance with FCC Regulations Part 76 and amendments thereto. (Ord. 6238 § 3, 2009; Ord. 4625 § 2, 1993.)~~

~~13.36.100 — Parental control devices.~~

~~A franchisee will make available at its cost, including applicable handling fees, a device by which the subscriber can prohibit viewing of a particular cable service during periods selected by that subscriber. (Ord. 4625 § 2, 1993.)~~

~~13.36.110 — Construction standards.~~

~~All facilities constructed pursuant to the provisions of this chapter shall be placed and maintained at such places and positions in or upon such streets, avenues, alleys and public places as shall not interfere with the passage of traffic and the use of adjoining property, and shall conform to the applicable sections of the National Electrical Code,~~

~~codes of the state of Washington and ACC Titles 12, 13 and 20 pertaining to such construction. (Ord. 6238 § 4, 2000; Ord. 4625 § 2, 1993.)~~

~~13.36.120 — Construction notification.~~

~~Upon application for each construction permit in compliance with this chapter, a franchisee shall submit to city its plan for advance notification for the proposed construction project. In the event that an emergency situation arises which precludes such advance notification, a franchisee shall subsequently inform the city of the nature of the extraordinary event and the action taken. (Ord. 4625 § 2, 1993.)~~

~~13.36.130 — Undergrounding and landscaping.~~

~~Undergrounding of all utility facilities will meet the requirements of Chapter 13.32A ACC. (Ord. 6238 § 5, 2000; Ord. 4625 § 2, 1993.)~~

~~13.36.140 — Construction in right of way.~~

~~Whenever, in the sole opinion of the city, any of a franchisee's facilities or equipment need to be relocated or altered due to a construction or repair project by the city in a public way, a franchisee shall move or relocate said facilities or equipment within 30 days from receiving written notice from the city. However, in the event such relocation is required due to emergency repairs deemed necessary by the city, such relocation or moving shall be accomplished within 24 hours. Any relocation or alteration of a franchisee's facilities or equipment required under this section shall be at the sole expense of a franchisee. Installation and/or relocation of all underground and aerial facilities within existing city right of way or public ways or city utility easements shall be permitted under Chapter 12.24 ACC, Construction Permits. (Ord. 5043 § 1 (Exh. B), 1998; Ord. 4625 § 2, 1993.)~~

~~13.36.150 Safety requirements.~~

~~A franchisee, in accordance with applicable national, state, and local safety requirements shall, at all times, employ ordinary care and shall install and maintain and use commonly accepted methods and devices for preventing failures and accidents which are likely to cause damage, injury, or nuisance to the public.~~

~~All structures and all lines, equipment and connections in, over, under, and upon the streets, sidewalks, alleys, and public ways or places of a franchise area, wherever situated or located, shall at all times be kept and maintained in a safe, suitable condition and in good order and repair.~~

~~The city reserves the general right to see that the system of a franchisee is constructed and maintained in a safe condition. If a violation of the National Electrical Safety Code or other applicable regulation is found to exist by the city, the city will, after discussions with a franchisee, establish a reasonable time for a franchisee to make necessary repairs. If the repairs are not made within the established time frame, the city may make the repairs itself or have them made and collect all reasonable costs thereof from the franchisee. (Ord. 4625 § 2, 1993.)~~

~~13.36.160 Building moving.~~

~~Whenever any person shall have obtained permission from the city to use any street for the purpose of moving any building, a franchisee shall, upon seven days' written notice from the city, raise or remove, at the expense of the permittee desiring to move the building, any of a franchisee's wires which may obstruct the removal of such building; provided, that the moving of such building shall be done in accordance with the codes and regulations of the city. Where more than one street is available for the moving of such building, the building shall be moved on such street as shall cause the least interference. In such event, the city shall be responsible for determining the path of least interference. It is further provided that the person or persons moving such building shall indemnify and save harmless said franchisee~~

~~from any and all damages or claims of any kind or nature caused directly or indirectly for such temporary arrangement of the lines and poles of a franchisee. (Ord. 4625 § 2, 1993.)~~

~~13.36.170 — Tree trimming.~~

~~Upon approval of the director of public works, a franchisee shall have the authority to trim trees upon and overhanging streets, public ways and public places in the franchise area so as to prevent the branches of such trees from coming into contact with a franchisee's wires and cables, and, if necessary, to clear a microwave path. A franchisee shall be responsible for debris removal from such activities. Failure to remove debris after a reasonable time shall result in the debris being removed by the city and the costs involved charged to the franchisee. (Ord. 4625 § 2, 1993.)~~

~~13.36.180 — Rates.~~

~~Within 60 days after the grant of any franchise hereunder, a franchisee shall file with the city a complete schedule of all rates to be charged to all subscribers.~~

~~Prior to implementation of any change in rates or charges for any service or equipment provided by a franchisee, the franchisee shall provide the city and all subscribers a minimum of 30 days prior written notice of such change.~~

~~Subject to federal, state and local law, the city may regulate the approval of increases of rates or charges for providing cable service and prescribe reasonable rate approval procedures. (Ord. 4625 § 2, 1993.)~~

~~13.36.190 — Discounts.~~

~~A franchisee shall offer a discount of 30 percent from the normal charge for basic services and installation to those individuals age 62 or older or disabled who are the~~

~~legal owner or lessee/tenant of their residence provided that their combined disposable income from all sources does not exceed the Housing and Urban Development (HUD) standards for the Seattle-Everett area for the preceding calendar year.~~

~~The city or its designee shall be responsible for certifying to a franchisee that such applicants conform to the specified criteria. (Ord. 4625 § 2, 1993.)~~

~~13.36.200 Customer service.~~

~~A. A franchisee shall render repair service to restore the quality of the signal at approximately the same standards existing prior to the failure or damage of the component causing the failure and make repairs promptly and interrupt service only for good cause and for the shortest time possible. Such interruptions, insofar as possible, shall be preceded by notice and shall occur during a period of minimum use of the system. A log of all service interruptions shall be maintained for at least a period of one year. The city, after two working days' notice, may inspect such logs.~~

~~B. An employee of a franchisee shall answer and respond to all individual complaints received no later than 5:00 p.m. weekdays. A franchisee may use an answering service to receive complaints after 5:00 p.m. weekdays, weekends and holidays and will respond to any system outage affecting more than five subscribers. A copy of the instructions to the answering service by a franchisee shall be furnished to the city or its designee.~~

~~C. A technician shall be on call seven days a week, 24 hours a day. A franchisee shall respond immediately to service complaints in an efficient manner.~~

~~D. A franchisee shall maintain a sufficient repair force to respond to individual requests for repair service within two working days after receipt of the complaint or request, except Saturday, Sunday and legal holidays. All complaints shall be resolved within seven days, to the extent reasonable. If a subscriber has notified a franchisee of an outage, no charge for the period of the outage shall be made to the~~

~~subscriber if the subscriber was without service for a period exceeding 24 hours, unless the outage was due to acts of God, force majeure or circumstances reasonably beyond a franchisee's ability to control.~~

~~E. A franchisee shall supply at the time of a new connection, and periodically at least once a year, the title, address, and telephone number of the city official or designee, to whom system subscribers may direct their concerns.~~

~~F. In no case will a franchisee's service standards fall below the standards established by the National Cable Television Association (NCTA) which are attached to the ordinance codified in this chapter as Appendix "A" and incorporated within this chapter⁴ or any FCC regulation. (Ord. 4625 § 2, 1993.)~~

~~4 Code reviser's note: Appendix "A" is on file in the office of the city clerk.~~

~~13.36.210 Telephone response.~~

~~A. A franchisee shall maintain an adequate force of customer service representatives as well as incoming trunk lines so that telephone inquiries are met promptly and responsively. A franchisee shall have in place procedures for utilization of other manpower and/or recording devices for handling the flow of telephone calls at peak periods of large outages or other major causes of subscriber concern. A copy of such procedures and/or policies shall be made available to the city.~~

~~B. In order that the city may be informed of a franchisee's success in achieving satisfactory customer relations in its telephone answering functions, a franchisee shall, upon request by the city, and routinely no less than quarterly, provide the city with a summary that will provide, at a minimum, the following:~~

- ~~1. Total number of calls received in reporting periods;~~
- ~~2. Time taken to answer;~~
- ~~3. Average talk time;~~

~~4. Number of calls abandoned by the caller;~~

~~5. Average hold time;~~

~~6. Percentage of time all lines busy;~~

~~7. An explanation of any abnormalities.~~

~~This data will be compared to minimum standards of the NCTA incorporated in this chapter by reference or any amendment thereto which increases such NCTA standards, and shall be monitored by the city.~~

~~C. Calls for service generated during period of system outages due to emergency which affects more than 25 customers may be excluded from the service response calculations. The city shall have the sole determination as to what constitutes a system failure due to emergency and which calls shall be excluded from the service level calculations. (Ord. 4625 § 2, 1993.)~~

~~13.36.220 Failure to improve customer service.~~

~~A. The city or its designee shall review telephone response and customer service information with a franchisee. The franchisee shall make improvements in the appropriate categories which were found deficient pursuant to AGC 13.36.190 and 13.36.200 from the last reporting period. Failure to do so may result in the calling of a public hearing by the council for the purpose of examining the reasons, if any, why such improvements were not achieved by a franchisee.~~

~~B. An unsatisfactory record will result in the hearings being made part of an exhibit under Sections 626(c)(1)(A) and (B) of the Act alleging that such practices have failed to conform with future refranchising requirements as stated therein. In addition, a franchisee's corporate office shall be advised of the city's findings. (Ord. 4625 § 2, 1993.)~~

~~13.36.230 — Franchise fee.~~

~~A franchisee shall pay to the city quarterly, on or before the thirtieth day of each January, April, July and October, a sum as set forth in the Auburn fee schedule. Such remittances shall be accompanied by forms furnished by the city to report detailed information as to the sources of such income. (Ord. 6546 § 2, 2014; Ord. 4625 § 2, 1993.)~~

~~13.36.240 — Cable system evaluation.~~

~~A. In addition to periodic meetings, the city may require reasonable evaluation sessions at any time during the term of a franchise. It is intended that such evaluations cover areas such as customer service, response to the community's cable-related needs, and a franchisee's performance under and compliance with the terms of a franchise.~~

~~B. During an evaluation session, a franchisee shall fully cooperate with the city and shall provide without cost such reasonable information and documents as the city may request to perform evaluations.~~

~~C. If the city has concerns because of uncorrected and reoccurring problems with the franchisee's cable system, the city may retain an independent consultant to conduct an analysis of the cable system and its performance and submit a report of such analysis to the city. The city shall take into consideration any efforts taken to correct such deficiencies.~~

~~D. The report prepared by the consultant in response to the city's request for a system evaluation shall include:~~

- ~~1. A description of the technical problem in cable system performance which precipitated the special tests;~~
- ~~2. What cable system components were tested;~~

- ~~3. The equipment used and procedures employed in testing;~~
- ~~4. The method, if any, by which specific performance problems may be resolved;~~
- ~~5. Any other information pertinent to said tests and analyses which may be required by the city, or determined when the test is performed.~~

~~E. If the tests indicate that the system is not in compliance with FCC standards or the requirements of the franchise, a franchisee shall reimburse the city for any costs involved in conducting such tests, such as consultant fees or other expenses. Such fees or expenses shall not exceed \$2,500 for each evaluation. (Ord. 4625 § 2, 1993.)~~

~~13.36.250 — Periodic meetings.~~

~~Upon request, a franchisee shall meet with designated city officials and/or designated representative(s) to review the performance of a franchisee for the preceding period. The subjects may include, but are not limited to, those items covered in the periodic reports and performance tests. (Ord. 4625 § 2, 1993.)~~

~~13.36.260 — Record inspection.~~

~~Subject to statutory and constitutional limits and two working days' advance notice, the city reserves the right to inspect the records of a franchisee necessary for the enforcement of a franchise and verification of the accuracy of franchise fee payments at any time during normal business hours; provided, that the city shall maintain the confidentiality of any trade secrets or other proprietary information in the possession of a franchisee. Such documents shall include such information as financial records, subscriber records within the context of Section 631 of the Act, and plans pertaining to a franchisee's operation in the city. (Ord. 4625 § 2, 1993.)~~

~~13.36.270 Reports.~~

~~A franchisee shall furnish, upon request, a report of its activities as appropriate. Such report shall include:~~

~~A. Most recent annual report;~~

~~B. A copy of the 10-K Report, if required by the Securities and Exchange Commission;~~

~~C. The number of homes passed;~~

~~D. The number of subscribers with basic services;~~

~~E. The number of subscribers with premium services;~~

~~F. The number of hook-ups in period;~~

~~G. The number of disconnects in period;~~

~~H. Total number of miles of cable in city;~~

~~I. Summary of complaints received by category, length of time taken to resolve and action taken to provide resolution;~~

~~J. A statement of its current billing practices, and a sample copy of the bill format;~~

~~K. A current copy of its subscriber service contract;~~

~~L. Report on operations; and~~

~~M. Such other reports with respect to its local operation, affairs, transactions or property that may be appropriate. (Ord. 4625 § 2, 1993.)~~

~~13.36.280 Programming.~~

~~For informational purposes, a franchisee shall file a listing of its programing and the tiers in which they are placed. A franchisee shall consider the city's suggestions of general program categories as determined from time to time in residential questionnaire polls. The results of initial such surveys will be appended to the respective franchise agreements. (Ord. 4625 § 2, 1993.)~~

~~13.36.290 Nondiscrimination.~~

~~A. A franchisee shall not, as to rates, charges, service facilities, rules, regulations or in any other respect, make or grant any preferences or advantage to any person nor subject any person to any prejudice or disadvantage; provided, that nothing in this chapter shall be deemed to prohibit the establishment of a graduated scale of charges and classified rate schedules to which any customer coming within such classification would be entitled; and, provided further, that connection and/or service charges may be waived or modified during promotional campaigns of a franchisee.~~

~~B. A franchisee will not deny access to cable communications service to any group of potential residential subscribers because of the income of the residents of the local area in which the group resides. (Ord. 4625 § 2, 1993.)~~

~~13.36.300 Continuity of service.~~

~~It shall be the right of all subscribers to continue receiving service so long as their financial and other obligations to a franchisee are fulfilled.~~

~~A. In this regard a franchisee shall act so far as it is within its control to ensure that all subscribers receive continuous uninterrupted service during the term of the franchise.~~

~~B.— In the event a franchisee fails to operate a system for 72 continuous and consecutive hours without prior notification to and approval of the city council or without just cause such as an impossibility to operate the system because of the occurrence of an act of God or other circumstances reasonably beyond a franchisee's control, the city may, after notice and an opportunity for a franchisee to commence operations at its option, operate the system or designate someone to operate the system until such time as a franchisee restores service to conditions acceptable to the city council or a replacement franchisee is selected. If the city is required to fulfill this obligation for a franchisee, a franchisee shall reimburse the city for all reasonable costs or damages in excess of revenues from the system received by the city that are the result of a franchisee's failure to perform. (Ord. 4625 § 2, 1993.)~~

~~13.36.310—— Franchise renewal.~~

~~The provisions of Section 626 of the Act, or other applicable federal or state law, will govern the actions of the city and a franchisee in proceedings relating to franchise renewal. The city expressly reserves the right to establish guidelines and monitoring systems in accordance with the provisions of the Act to measure the effectiveness of a franchisee's performance during the term of such franchise. (Ord. 4625 § 2, 1993.)~~

~~13.36.320—— Transfer of ownership.~~

~~A.— A franchisee's right, title, or interest in the franchise shall not be sold, transferred, assigned, or otherwise encumbered, other than to an affiliate, without the prior consent of the city, such consent not to be unreasonably withheld. No such consent shall be required, however, for a transfer in trust, by other hypothecation, or by assignment of any rights, title, or interest of the franchisee in the franchise or cable system in order to secure indebtedness. Approval shall not be required for mortgaging purposes provided that the collateral does not specifically affect the~~

~~assets of this franchise, or if the transfer is from a franchisee to another person or entity controlling, controlled by, or under common control with a franchisee.~~

~~B.— In any transfer of a franchise requiring city approval, the applicant must show technical ability, financial capability, legal and general qualifications as determined by the city, and must agree to comply with all provisions of the franchise. All costs associated with the transfer process shall be reimbursed to the city.~~

~~C.— An assignment of a franchise shall be deemed to occur if there is an actual change in control or where ownership of 50 percent or more of the beneficial interests, singly or collectively, are obtained by other parties. The word “control” as used herein is not limited to majority stock ownership only, but includes actual working control in whatever manner exercised.~~

~~D.— Regardless of the circumstances, a franchisee shall promptly notify the city prior to any proposed change, transfer, or acquisition by any other party of a franchisee’s company. In the event that the city adopts a resolution denying its consent and such change, transfer or acquisition of control has been effected, the city may cancel the franchise. (Ord. 4625 § 2, 1993.)~~

~~13.36.330 — Removal and abandonment — Franchisee property.~~

~~A.— The city may direct a franchisee to temporarily disconnect or bypass any equipment of a franchisee in order to complete street construction or modification, install and remove underground utilities, or for other reasons of public safety and efficient operation of the city. Such removal, relocation or other requirement shall be at the sole expense of a franchisee.~~

~~B.— In the event that the use of any part of the cable system is discontinued for any reason for a continuous period of 12 months, or in the event such system or property has been installed in any street or public place without complying with the requirements of the franchise or other city ordinances or the franchise has been terminated, cancelled or has expired, a franchisee shall promptly, upon being given~~

~~10 days' notice, remove within 90 days from the streets or public places all such property and poles of such system other than any which the city may permit to be abandoned in place. In the event of such removal, a franchisee shall promptly restore the street or other areas in accordance with local regulations and standards from which such property has been removed to a condition similar to that existing before such removal and satisfactory to the city. Such approval shall not be unduly withheld.~~

~~C.— Any property of a franchisee remaining in place 90 days after the termination or expiration of the franchise shall be considered permanently abandoned. The city may extend such time not to exceed an additional 90 days.~~

~~D.— Any property of a franchisee to be abandoned in place shall be abandoned in such manner as the city shall prescribe. Upon permanent abandonment of the property of a franchisee in place, the property shall become that of the city, and a franchisee shall submit to the city clerk an instrument in writing, to be approved by the city attorney, transferring to the city the ownership of such property. None of the foregoing affects or limits franchisee's rights to compensation for an involuntary abandonment of its property under state or federal law. In the event the city and a franchisee are unable to agree as to whether an abandonment is voluntary for the purposes of this section, either party may invoke arbitration to resolve such question. (Ord. 4625 § 2, 1993.)~~

~~13.36.340 — Termination — Revocation for cause.~~

~~A.— If a franchisee willfully violates or fails to comply with any of the material provisions of a franchise, the city shall give written notice to a franchisee of the alleged noncompliance of its franchise. A franchisee shall have 45 days from the date of notice of noncompliance to cure such alleged default or, if such default cannot be cured within 45 days, to present to the city a plan of action whereby such default can be promptly cured.~~

~~B.— If such default continues beyond the applicable dates agreed to for such cure, the city shall give a franchisee written notice that all rights conferred under this chapter and pursuant to its franchise may be revoked or terminated by the council after a public hearing. A franchisee shall be entitled to not less than 30 days' prior notice of the date, time and place of the public hearing. The city may elect, in lieu of the above and without any prejudice to any of its other legal rights and remedies, to obtain an order from the superior court having jurisdiction compelling a franchisee to comply with the provisions of the franchise and recover damages and costs incurred by the city by reason of a franchisee's failure to comply. (Ord. 4625 § 2, 1993.)~~

~~13.36.350 — Effect of termination for noncompliance.~~

~~Subject to state and federal law, if any franchise is terminated by the city by reason of a franchisee's noncompliance, that part of the system under such franchise located in the streets and public property, shall, at the election of the city, become the property of the city at a cost consistent with the provisions of Section 627(b)(1) of the Act. If the city, or a third party, does not purchase the system, a franchisee shall, upon order of the city council, remove the system as required under ACC 13.36.330. (Ord. 4625 § 2, 1993.)~~

~~13.36.360 — Indemnity and hold harmless.~~

~~A franchisee will indemnify and hold harmless the city from any and all liabilities, fees, costs and damages, except in the case of judicially determined gross negligence and/or willful misconduct of the city, whether to person or property, or expense of any type or nature which may occur to the city by reason of the construction, operation, maintenance, repair and alteration of a franchisee's facilities or any other actions of a franchisee in the city. In any case in which suit or action is instituted against the city by reason of damage or injury caused by a franchisee, the city shall cause written notice thereof to be given to a franchisee and a franchisee~~

~~thereupon shall have the duty to appear and defend any such suit or action, without cost or expense to the city. (Ord. 4625 § 2, 1993.)~~

~~13.36.370 — Insurance.~~

~~A. A franchisee shall, concurrently with the filing of an acceptance of award of any franchise granted hereunder, furnish to the city and file with the city clerk, and at all times during the existence of any franchise granted hereunder maintain in full force and effect, at its own cost and expense, a general comprehensive liability insurance policy, for the purpose of protecting the city and all persons against liability for loss or damage, for personal injury, death and property damage, and errors or omissions, occasioned by the operations of a franchisee under such franchise, such policy to provide minimum limits of \$1,000,000 for both personal injury and/or property damage.~~

~~B. The policies mentioned in the foregoing paragraph shall name the city as additional insured and shall contain a provision that a written notice of cancellation or reduction in coverage of said policy shall be delivered to the city 30 days in advance of the effective date thereof. If such insurance is provided by a policy which also covers a franchisee or any other entity or person other than those above named, then such policy shall contain the standard cross-liability endorsement. (Ord. 4625 § 2, 1993.)~~

~~13.36.380 — Performance bond.~~

~~A franchisee shall promptly repair or cause to be repaired any damage to city property caused by a franchisee or any agent of a franchisee. A franchisee shall comply with all present and future ordinances and regulations regarding excavation or construction and, if deemed necessary by the city, shall be required to post a performance bond or other surety acceptable to the city in an amount specified by the city in favor of the city warranting that all restoration work will be done promptly and~~

~~in a workmanlike manner and that penalties, if any, after final adjudication are paid to the city within 90 days of such finding. (Ord. 4625 § 2, 1993.)~~

~~13.36.390 — Franchising costs.~~

~~A franchisee shall pay to the city upon acceptance of any franchise granted hereunder the city's out-of-pocket costs associated with the franchising process. The city shall provide the franchisee an itemization of its anticipated costs. Such payment is in addition to franchise fee payments. Payment is due within 30 days of receipt of appropriate invoice from the city. (Ord. 4625 § 2, 1993.)~~

~~13.36.400 — Equalization of civic contributions.~~

~~A. In the event of one or more franchises being granted pursuant to the provisions of this chapter, the city may require that such subsequential franchisees pay to the city an amount proportionally equal to franchising costs contributed by the initial franchisee. These costs may include, but are not limited to, such features as access and institutional network costs, bi-directional or equivalent cable installed to municipal buildings and similar expenses.~~

~~B. On the anniversary of the grant of each later awarded franchise, such franchisees shall pay to the city an amount proportional to the amount contributed by the original franchisee, based upon the amount of subscribers held by such franchisees.~~

~~C. Additional franchisees shall provide all PEG access channel(s) and the emergency override system currently available to the subscribers of existing franchisees. In order to provide these access channels, additional franchisees may interconnect, at their cost, with existing franchisees, subject to any reasonable terms and conditions that the existing franchisee providing the interconnection may require. These interconnection agreements shall be made directly between the franchisees.~~

~~The city council, in such cases of dispute of award, may be called upon to arbitrate regarding these arrangements. (Ord. 4625 § 2, 1993.)~~

~~13.36.410 Inconsistency.~~

~~If any portion of chapter should be inconsistent or conflict with any rule or regulation now or hereafter adopted by the FCC or other federal law, then to the extent of the inconsistency or conflict, the rule or regulation of the FCC or other federal law shall control for so long, but only for so long, as such rule, regulation, or law shall remain in effect; provided the remaining provisions of this chapter shall not be affected thereby. (Ord. 4625 § 2, 1993.)~~

~~13.36.420 Severability.~~

~~Each section, subsection or other portion of chapter shall be severable and the invalidity of any section, subsection, or other portion shall not invalidate the remainder. (Ord. 4625 § 2, 1993.)~~

ORDINANCE 6798

EXHIBIT B

Chapter 13.44 ELECTRICAL FRANCHISE

[\[Repealed\]](#)

Sections:

- ~~13.44.010 ——— Granted.~~
- ~~13.44.020 ——— Grantee defined.~~
- ~~13.44.030 ——— Public highways and places — Defined — Scope.~~
- ~~13.44.040 ——— Pole and cable maintenance.~~
- ~~13.44.050 ——— Indemnification of city.~~
- ~~13.44.060 ——— Building moving — Wire removal.~~
- ~~13.44.070 ——— Acquisition of grantee's property.~~
- ~~13.44.080 ——— Franchise not exclusive.~~
- ~~13.44.090 ——— Severability.~~
- ~~13.44.100 ——— Written acceptance required.~~

~~13.44.010 ——— Granted.~~

~~There is granted to Puget Sound Power and Light Company, a Washington corporation, its successors and assigns, hereinafter called the grantee, for the term of 25 years beginning on the first day of January, 1977, and ending on the thirty-first day of December, 2001, the right, privilege, authority and franchise to set, erect, construct, replace, maintain and use poles and lines of poles (with or without crossarms) and all convenient appurtenances, equipment and facilities for the support thereof, or underground cables with appurtenances thereto where such underground facilities have been specially contracted for, in, upon, over, along and~~

~~across the public highways and places, as hereinafter defined, in the city of Auburn, and to attach wires and cables to such poles and crossarms and stretch wires and cables from pole to pole and to the premises of patrons for the transmission, distribution and sale of electricity for power, heat, light and any other purpose or purposes for which electricity may be used, whether for municipal, domestic, manufacturing or other uses and purposes, and to charge and collect tolls, rates and compensation for such electricity, and also the right to attach to such poles and crossarms and maintain private telephone wires for the exclusive use of the grantee in connection with its electric business. (Ord. 3121 § 1, 1976.)~~

~~13.44.020 — Grantee defined.~~

~~The word “grantee” is used in this chapter to refer to and include not only Puget Sound Power and Light Company, the immediate grantee hereof, but also the successors and assigns of said Puget Sound Power and Light Company who may successively become the owners, of the rights granted by this chapter. (Ord. 3121 § 2, 1976.)~~

~~13.44.030 — Public highways and places — Defined — Scope.~~

~~The grant hereby made is intended to, and does include any, all and every of the public streets, avenues, alleys, highways, and public grounds and places in the city of Auburn as now laid out, platted and dedicated, and all public streets, avenues, alleys, highways and public grounds and places that may be hereafter laid out and dedicated within the present limits of said city or within the limits thereof as the same may hereafter be extended, all of which are included within the words “public highways and places” wherever such words are used in this chapter. (Ord. 3121 § 3, 1976.)~~

~~13.44.040 — Pole and cable maintenance.~~

~~All poles and/or underground cables shall be constructed and maintained at such places and in such positions upon said public highways and places as shall least interfere with the free passage of traffic thereon, and in accordance with the laws of the state of Washington regulating such construction, such installations to be made under the supervision of, and with the permission of the director of public works of the city of Auburn or other assigned by the mayor or city council. Whenever it shall be necessary to make any excavation in any public highway or place for the erection, repair or substitution of any pole, underground cables or other equipment or facilities the grantee shall without delay restore the surface of said public highway or place as nearly as practicable to the same condition it was in before the doing of such work. (Ord. 3121 § 4, 1976.)~~

~~13.44.050 — Indemnification of city.~~

~~The grantee shall indemnify the city of Auburn for, and hold it harmless from, all damages that may result from the construction, maintenance or operation by such grantee of any of its property in said public highways or places pursuant to this franchise and shall pay all damages for which the grantee or the city of Auburn shall be held liable as the result of injuries suffered by any person, association or corporation by reason of the construction, maintenance or operation of such property; provided, that in case any claim is filed with the city of Auburn or any suit or action is instituted against said city by reason of any such damage or injury the city council shall promptly cause written notice thereof to be given to the grantee and the grantee shall have the right to defend any such suit or action. (Ord. 3121 § 5, 1976.)~~

~~13.44.060 — Building moving — Wire removal.~~

~~Whenever any person shall have obtained permission from the city of Auburn to use any public highway or place in said city for the purpose of moving any building the~~

~~grantee, upon seven days' written notice from the city clerk of said city, shall raise or remove, at the expense of the person desiring to move said building, any of the wires which may obstruct the removal of such building; provided, that the moving of such building shall be done in accordance with the regulations and general ordinances of the city and at such reasonable hours and in such reasonable manner as shall cause the least interference with the business of the grantee, and where more than one street is available for the moving of such building it shall be moved on such street as shall cause the least interference with the business of the grantee; and provided further, that the person moving such building shall indemnify the grantee for, and save it harmless from, any and all damages or claims therefor of whatsoever kind or nature that may be caused directly or indirectly by such temporary arrangement of the poles, wires or other property of the grantee. (Ord. 3121 § 6, 1976.)~~

~~13.44.070 — Acquisition of grantee's property.~~

~~If during the term of this franchise the city of Auburn shall acquire, by purchase or condemnation any of the grantee's property maintained or used hereunder no greater sum shall be allowed for the value of the rights herein granted, in addition to all other elements affecting the value of such purchased or condemned property, than the actual cost of obtaining this franchise. (Ord. 3121 § 7, 1976.)~~

~~13.44.080 — Franchise not exclusive.~~

~~This franchise is granted upon the express condition that it shall not be deemed or held to be an exclusive franchise and shall not in any manner prohibit the city of Auburn from granting other and further franchises in, upon, over, along or across any of said public highways and places. (Ord. 3121 § 8, 1976.)~~

~~13.44.090 — Severability.~~

~~If any term, provision, condition or portion of this franchise shall be held to be invalid, such invalidity shall not affect the validity of the remaining portions of this franchise which shall continue in full force and effect. (Ord. 3121 § 9, 1976.)~~

~~13.44.100 — Written acceptance required¹.~~

~~In order to claim any right or benefit under this franchise the grantee shall file its written acceptance of this franchise with the city clerk within 30 days after the approval hereof by the mayor and the publication of this chapter as required by law. (Ord. 3121 § 10, 1976.)~~

~~¹ Puget Sound Power and Light Company executed written acceptance of this franchise November 30, 1976.~~

ORDINANCE 6798 EXHIBIT C

Title 20

~~TELECOMMUNICATIONS AND OTHER COMMERCIAL UTILITIES~~ FRANCHISES, CABLE FRANCHISES, AND LEASES

Chapters:

- 20.02 General Provisions
- 20.04 ~~Public Way Agreements~~ Utility and Telecommunications Franchises
- 20.06 Cable Franchise
- 20.08 Facilities Lease
- 20.10 ~~Conditions of Public Way Agreements, Franchises, and Facilities~~
~~Leases~~ Repealed
- 20.12 ~~Open Video Systems~~ Repealed
- 20.14 Small Wireless Facilities ~~within the Public Rights-of-Way~~

Chapter 20.02
GENERAL PROVISIONS

Sections:

20.02.010	Purpose.
20.02.020	Definitions.
20.02.030	Business registration <u>license</u> required.
20.02.040	Public way agreement <u>Franchise</u> required.
20.02.050	<u>Cable television f</u> Franchise required.
20.02.060	Cable television franchise <u>Facilities lease</u> required.
20.02.070	Facilities lease required <u>Authorizations necessary for Construction.</u>
20.02.080	Construction permit required. <u>Applications to existing franchise, cable franchise, leases, and permits and effect of other laws.</u>
20.02.090	Application to existing franchise ordinances, agreements, leases, and permits and effect of other laws. <u>Fees and Compensation not a tax.</u>
20.02.100	Reserved. <u>Taxes are not to be a credit</u>
20.02.110	Fees and compensation not a tax <u>Accounts, books and records.</u>
20.02.120	Taxes are not to be a credit. <u>Location of facilities</u>
<u>20.02.130</u>	<u>Oversized loads.</u>
<u>20.02.140</u>	<u>Care of trees along streets.</u>
<u>20.02.150</u>	<u>Use of utility poles and facilities of others.</u>
<u>20.02.160</u>	<u>Use of poles and facilities by city.</u>
<u>20.02.170</u>	<u>Interference with the public ways.</u>
<u>20.02.180</u>	<u>Leased capacity.</u>
<u>20.02.190</u>	<u>Damage to property.</u>
<u>20.02.200</u>	<u>Repair and emergency work.</u>
<u>20.02.210</u>	<u>Maintenance, abandonment, relocation, or removal of facilities.</u>
<u>20.02.220</u>	<u>Removal of unauthorized facilities.</u>
<u>20.02.230</u>	<u>Emergency removal or relocation of facilities.</u>
<u>20.02.240</u>	<u>Damage to facilities.</u>

<u>20.02.250</u>	<u>Restoration of public ways, other ways, city property, and public/private utility property.</u>
<u>20.02.260</u>	<u>Facilities maps.</u>
<u>20.02.270</u>	<u>Insurance.</u>
<u>20.02.280</u>	<u>Financial security</u>
<u>20.02.290</u>	<u>Assignments or transfers of franchises, cable franchises, or leases.</u>
<u>20.02.300</u>	<u>Civil penalties.</u>
<u>20.02.310</u>	<u>Unfunded mandate.</u>
<u>20.02.320</u>	<u>Administration.</u>

20.02.010 Purpose.

The purpose and intent of this title is to:

- A. Establish a local policy concerning regulation of telecommunications carriers, operators, providers, [cable operators](#), and other ~~commercial~~ utilities in public ways and on city and/or public property;
- B. Establish, consistent with [applicable](#) ~~federal and state~~ law, clear local guidelines, standards and time frames for the exercise of local authority with respect to the regulation of activities of telecommunications carriers, operators, providers, [cable operators](#), and other ~~commercial~~ utilities in public ways and on city and/or public property;
- C. Promote competition in telecommunications [and cable service](#);
- D. Minimize unnecessary local regulation of telecommunications carriers, operators, providers, [cable operators](#), and other ~~commercial~~ utilities;
- E. Encourage the provision of advanced and competitive telecommunications services on the widest possible basis to the businesses, institutions and residents of the city;

- F. Permit and manage reasonable access to the public ways ~~of the city~~ for telecommunications, cable and utility purposes on a competitively neutral basis;
- G. Conserve the limited physical capacity of the public ways held in public trust by the city;
- H. Assure that the city's current and ongoing costs of granting and regulating private access to and use of the public ways are fully paid by the persons seeking or using such access and causing such costs;
- I. To the extent permitted by ~~federal and state~~applicable law, secure fair and reasonable compensation to the city and the residents of the city for permitting private use of the public ways;
- J. Assure that all telecommunications carriers, operators, providers, cable operators, and other ~~commercial~~ utilities utilizing public ways or city or public property within the city comply with the ordinances, rules and regulations of the city;
- K. Assure that the city can continue to fairly and responsibly protect the public health, safety and welfare; and
- L. Enable the city to discharge its public trust consistent with rapidly evolving federal and state regulatory policies, industry competition and technological development.
(Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

20.02.020 Definitions.

For the purpose of this title, and the interpretation and enforcement thereof, the following words and phrases shall have the following meanings, unless the context of the sentence in which they are used shall indicate otherwise:

A. "The Act" means the ~~Federal Telecommunications~~Communications Act of 1934, as amended ~~January 31, 1996~~.

~~“Addressability” means the ability of a telecommunications system to allow telecommunications carriers, operators, or providers to authorize by remote control customer terminals to receive, change, or to cancel any or all specified programming.~~

B. “Affiliate” means an entity which (directly or indirectly) owns or controls, is owned or controlled by, or is under common ownership with franchisee. For purposes of this definition, the term “own” means to own an equity interest (or the equivalent thereof) of more than 10 percent.

C. “Applicable Law” means any statute, ordinance, judicial decision, executive order or regulation having the force and effect of law that determines the legal standing of a case or issue.

D. “Applicant” means any person or entity that applies for any ~~public way agreement,~~ franchise, cable franchise, lease, or permit pursuant to this title.

~~“Cable facilities” means equipment and wiring used to transmit audio and video signals to subscribers.~~

E. “Cable operator” means any person or group of persons (A) who provides cable service over a cable system and directly or through one or more affiliates owns a significant interest in such cable system, or (B) who otherwise controls or is responsible for, through any arrangement, the management and operation of such a cable system ~~a telecommunications carrier providing or offering to provide “cable service” within the city as that term is defined in the Cable Act and Chapter 13.36 ACC.~~

F. “Cable service” means (A) the one-way transmission to subscribers of (i) video programing, or (ii) other programing service, and (B) subscriber interaction, if any, which is required for the selection or use of such video programming of other programming service. ~~for the purpose of this title shall have the same meaning provided by the Cable Act and Chapter 13.36 ACC.~~

G. “Cable system” means a facility, consisting of a set of closed transmission paths and associated signal generation, reception, and control equipment that is designed

to provide cable service ~~and other service to subscribers~~ which includes video programming and which is provided to multiple subscribers within a community, but such term does not include:

1. A facility that serves only to retransmit the television signals of one(1) or more television broadcast stations;
2. A facility that serves subscribers without using any public way;
3. A facility of a common carrier which is subject, in whole or in part, to the provisions of Title II of the Federal Communications Act (47 U.S.C. 201 et seq.), except that such facility shall be considered a cable system (other than for purposes of Section 621(c)(47 U.S.C. 541(c)) to the extent such facility is used in the transmission of video programming directly to subscribers, unless the extent of such use is solely to provide interactive on-demand services;
4. An open video system that complies with federal statutes; or
5. Any facilities of any electric utility used solely for operating its electric utility system;

H. "Carrier" means any provider of telecommunications services, except that this term does not include aggregators of telecommunications services as defined in Section 225 of the Act. (See also "Telecommunications carrier.")

I. "City" means the city of Auburn, Washington as defined in ACC 1.04.010 to include all future areas annexed into the city.

J. "City property" means and includes all real property owned by the city, other than public ways and utility easements as those terms are defined herein, and all property held in a proprietary capacity by the city, which are not subject to ~~public way agreements and~~ franchising as provided in this title.

~~"Commercial utility provider" means any natural gas, electric power, pipeline, or other company desiring to utilize city public ways for transporting, purveying, or~~

~~delivering bulk products, or providing commercial power or gas services within the city, or needing to transport bulk product or services through the city to other destinations for commercial purposes.~~

K. “Council” means the city council of the city of Auburn, Washington acting in its official capacity constituting the legislative body of the city.

~~“Data communication” means (1) the transmission of encoded information or (2) the transmission of data from one point to another.~~

~~“Dwelling units” means residential living facilities as distinguished from temporary lodging facilities such as hospitals, hotel and motel rooms and dormitories, and includes single-family residential units and individual apartments, condominium units, mobile homes, extended care facilities and other multiple-family residential units.~~

L. “Emergency” means a condition of imminent danger to the health, safety, and welfare of property or persons located within the city including, without limitation, damage to persons or property from natural consequences, such as storms, earthquakes, riots or wars.

M. “Excess capacity” means the volume or capacity in any existing or future duct, conduit, manhole, handhole or other utility facility within the public way that is or will be available for use for additional telecommunications, cable, or utility facilities.

N. “FCC” or “Federal Communications Commission” means the federal administrative agency, or lawful successor, authorized to regulate and oversee cable and telecommunications carriers, services and providers on a national level.

~~“Fiber optics” means the technology of guiding and projecting light for use as a communications medium.~~

O. “Franchise” shall mean the initial authorization, or renewal thereof, approved by an ordinance of the city, which authorizes the franchisee to construct, install, operate, or maintain telecommunications, cable or other ~~commercial~~ utility facilities in, under,

over, or across public ways ~~of the city~~ and to also provide service to persons or areas in the city.

P. “Franchise area” means all areas within the current city limits and within any future adjusted boundaries of the city limits. The effective date of any such changes in the city limits will be the effective date(s) of any future annexations.

Q. “Franchisee” means a person, as defined herein, firm or corporation to whom or which a franchise, as defined in this section, is granted by the council under this title and the lawful successor, transferee or assignee of said person, firm or corporation subject to such conditions as may be defined in the franchise and in this title.

~~“Grantee” means a holder of a public way agreement, franchise, or lease approved by the city council of the city of Auburn.~~

R. “Gross revenue” shall mean a cable operator’s gross revenues derived from the operation of the cable system to provide cable services. Gross revenues for the purposed of calculating franchise fees shall be as set forth in any franchise agreement. ~~all receipts accrued in a franchisee’s books for all commercial utility, communications and communications-related operations and services from subscribers, who have a service address within the corporate limits of the city of Auburn, to franchisee’s business as well as any other revenue arising from operation or possession of a franchise agreement with the city of Auburn, less the application and administrative fees mandated in the franchise agreement and the franchise fee intended for compensation for use of “public ways.” By way of example, but without limitation, “gross revenue” includes all revenues from the sale or lease of equipment, installation charges to subscribers who have service addresses within the corporate limits of the city, charges to customers, subscribers and other users of the telecommunications system who have service addresses within the corporate limits of the city. “Gross revenues” does not include: (a) taxes, fees, or assessments of any kind or description imposed on or levied against franchisee which are not applicable to all other persons or entities doing business within the city, (b) revenues noncollectible from customers (bad debts) which have been written off through~~

~~generally accepted accounting practices, (c) discounts, and (d) any applicable exclusions under the law.~~

S. “Lessee” means the holder of a lease for use of city or public property which has been approved by the city council of the city of Auburn.

T. “Other ways” means the highways, streets, alleys, utility easements or other rights-of-way within the city, but under the jurisdiction and control of a governmental entity other than the city.

U. “Overhead facilities” means utility poles, ~~utility facilities and~~ telecommunications, cable, or other ~~commercial~~ utility facilities located above the surface of the ground, including the underground supports and foundations for such facilities.

~~“OVS” means open video system which is a telecommunications system having two-thirds of its capacity set aside for use by other providers, programmers, or competitive business on a subleasing basis. Because of its self-competitive nature, an OVS is subject to regulatory restrictions.~~

V. “Person” means and includes corporations, companies, associations, joint stock companies or associations, firms, partnerships, limited liability companies and individuals and includes their lessors, trustees and receivers.

~~“Property of franchisee” means all plant, or facilities owned, installed or used by a franchisee in the conduct of its business in the city under the authority of a franchise granted pursuant to this title.~~

W. “Proposal” means an application by any person or entity that applies for any ~~public way agreement~~, franchise, cable franchise lease, or permit pursuant to this title.

X. “Public place” means an area generally open to public access including all public ways, parks, plazas, publicly owned buildings, theaters, and entrances or doorways to places of business that front on a public way.

Y. “Public street” means any highway, street, alley or other public ~~right-of~~-way for motor vehicle travel under the jurisdiction and control of the city which has been acquired, established, dedicated or devoted to ~~highway purposes.~~ the movement of motorized and non-motorized traffic, including city streets as part of state highways under Chapter 47.24 RCW.

Z. “Public way(s)” shall mean the surface, the air space above the surface, and the space below the surface of any public street, including, but not limited to, any public alley, bridge, land path, trail, court, circle, roundabout, boulevard, drive, tracts, right-of-way or sidewalk under the jurisdiction of the city as is now, or in the future, laid out, improved or unimproved within the limits of the city presently and as such limits may be hereafter extended.

AA. “State” means the state of Washington.

BB. “Subscriber” or “customer” means a person or user of the ~~commercial-utility~~, ~~or~~ telecommunications, or cable system who lawfully receives ~~commercial-utility~~, ~~or~~ telecommunications, or cable services, or other service therefrom, with franchisee’s express permission.

CC. “Substantial change” for purposes of this chapter means a modification that substantially changes the physical dimensions of an eligible support structure located in the public way if, after the modification, the structure meets any of the following criteria:

1. It increases the height of the structure by more than ten percent or more than ten feet, whichever is greater;
2. It involves adding an appurtenance to the body of the structure that would protrude from the edge of the structure by more than six feet;
3. It involves installation of more than the standard number of new equipment cabinets for the technology involved, but not to exceed four cabinets; or, for wireless communication towers in the public way and base stations, it involves installation of any new equipment cabinets on the ground if there are no

preexisting ground cabinets associated with the structure, or else involves installation of ground cabinets that are more than ten percent larger in height or overall volume than any other ground cabinets associated with the structure;

4. It entails any excavation or deployment outside the current site as that term is defined in 47 CFR §1.6100;

5. It would defeat the concealment elements of the eligible support structure; or

6. It does not comply with conditions associated with the original approval of the construction or modification of the eligible support structure or base station equipment, unless noncompliance is only in a manner that would exceed the thresholds identified in subsections (1) through (4) of this definition.

For purposes of determining whether a substantial change exists, changes in height are measured from the original support structure as it existed at the time the first EFR request was approved for that structure in cases where facilities are or will be separated horizontally, in other circumstances, changes in height are measured from the dimensions of the wireless communication tower or base station, inclusive of originally approved appurtenances and any modifications that were approved prior to February 22, 2012.

DD. “Surplus space” means that portion of the usable space on a utility pole which has the necessary clearance from other pole users, as required by ~~federal or state~~applicable law, orders, and regulations, to allow its use by a utility, cable, or telecommunications carrier for a pole attachment.

EE. “Telecommunications carrier” means and includes every person that directly or indirectly owns, controls, operates or manages plant, equipment or facilities within the ~~city’s~~ public ways, for the purpose of offering telecommunications services within the city. (See also “Carrier.”)

FF. “Telecommunications facilities or system” means the definition contained in ACC 5.84.020 with the exception of real estate, easements, and property.~~plant, equipment and facilities, including but not limited to, cables, wires, conduits, ducts,~~

~~pedestals, antennae, electronics and other appurtenances used or to be used to transmit, receive, distribute, provide or offer telecommunications services.~~

GG. “Telecommunications operator” means and includes every person who provides telecommunications services within the city over telecommunications facilities located within the city’s public ways, without any ownership, management or control of the facilities.

HH. “Telecommunications provider” means and includes every person who utilizes facilities within the city’s public ways to provide services outside the city only.

II. “Telecommunications service” means the transmission of information by wire, radio, optical cable, electromagnetic, or other similar means for hire, sale, or resale to the general public. For the purpose of this subsection, “information” means knowledge or intelligence represented by any form of writing, signs, signals, pictures, sounds, or any other symbols. For the purpose of this Chapter, telecommunications service excludes the over-the-air transmission of broadcast television or broadcast radio signals.~~providing or offering for rent, sale or lease, or in exchange for other value received, of the transmittal of voice, data, image, graphic and video programming information between or among points by wire, cable, fiber optics, laser, microwave, radio, satellite or similar facilities, with or without benefit of any closed transmission medium.~~

~~“Telecommunications system,” see “Telecommunications facilities.”~~

JJ. “Underground facilities” means utility ~~and~~ telecommunications~~, and cable~~ facilities located under the surface of the ground, excluding the underground foundations or supports for overhead facilities.

KK. “Usable space” means the total distance between the top of a utility pole and the lowest possible attachment point that provides the minimum allowable vertical clearance as specified in any federal or state orders and regulations.

LL. “Utility easement” means any easement in which the city holds an interest in or an interest has been acquired, established, dedicated or devoted for city utility purposes.

MM. “Utility facilities” means the plant, equipment and property, including but not limited to the poles, pipes, mains, conduits, ducts, cables, wires, plant and equipment located under, on or above the surface of the ground within the public ways ~~of the city~~ and used or to be used for the purpose of providing utility or telecommunications services.

NN. “Utility provider” means any natural gas, electric power, pipeline, water or sewer not owned or operated by the City of Auburn, or other company desiring to utilize the public ways for transporting, purveying, or delivering bulk products, or providing power or gas services within the city, or needing to transport bulk product or services through the city to other destinations for commercial purposes.

OO. “WUTC” means the Washington State Utility and Transportation Commission. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

20.02.030 Business ~~registration~~ license required.

Except as otherwise provided herein, all ~~commercial-utility~~ ies, cable operators, telecommunications carriers, operators and providers engaged in the business of transmitting, supplying or furnishing of ~~commercial-utility~~ , cable or telecommunications service of any kind originating or terminating in the city, or utilizing facilities within the ~~city's~~ public ways to provide services exclusively outside of the city only, shall apply for and obtain a business ~~registration~~ license from the city pursuant to Chapter 5.84 ACC. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

~~20.02.040~~ — Public way agreement required.

~~Except as otherwise provided herein, any commercial utility or telecommunications provider who desires to construct, install, operate, maintain, or otherwise locate facilities in, under, over or across any public way of the city for the sole purpose of providing service to persons and areas outside the city shall first obtain a public way agreement granting the use of such public ways from the city pursuant to Chapter 20.04 ACC. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.02.050~~20.02.040 Franchise required.

Except as otherwise provided herein, any ~~commercial~~ utility, telecommunications carrier or operator who desires to construct, install, operate, maintain or otherwise locate facilities in, under, over or across any public way ~~of the city~~, and to also provide service to persons or areas in side the city or outside of the city, shall first obtain a franchise granting the use of such public ways from the city pursuant to Chapter ~~20.06~~20.04 ACC. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

~~20.02.060~~20.02.050 Cable television franchise required.

Except as otherwise provided herein, any ~~telecommunications carrier or other~~ person who desires to construct, install, operate, maintain or locate cable ~~or telecommunications~~ facilities in any public way in the city for the purpose of providing cable service to persons in the city shall first obtain a cable franchise from the city pursuant to Chapter ~~13.36~~20.06 ACC. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

~~20.02.070~~20.02.060 Facilities lease required.

No ~~commercial~~ utility, cable, telecommunications carrier, or other entity who desires to locate facilities or other equipment on city property shall locate such facilities or equipment on city property that are not public ways unless granted a facilities lease

from the city pursuant to Chapter 20.08 ACC. The city council reserves unto itself the sole discretion to lease such city property for utility, cable, telecommunications, and other facilities, and no vested or other right shall be created by this section or any provision of this title applicable to such facilities leases. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

~~20.02.080~~20.02.070 Authorizations necessary for Construction ~~permit required.~~

Except as otherwise provided herein, the holder of a ~~public way agreement,~~ franchise, cable franchise or lease granted pursuant to this title, ~~and the holders of cable franchises granted pursuant to Chapter 13.36 ACC,~~ shall, in addition to said ~~public way agreement,~~ franchise, cable franchise, or lease, be required to obtain all ~~applicable construction~~ permits from the city pursuant to Chapter 12.24 ACC, Chapter 20.14 ACC and Title 18 ACC. No work, construction, development, excavation, substantial change, or installation of any equipment or facilities shall take place within the public ways or upon city property until such time as the ~~construction~~ appropriate permits ~~are~~is issued or lease terms are met. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

~~20.02.090~~20.02.080 Application to existing franchise, cable franchise, ~~ordinances, agreements,~~ leases, and permits and effect of other laws.

All ~~grantees,~~ franchisees, and lessees subject to this title are at all times subject to and must comply with all applicable existing and future federal, state and local laws, ordinances, codes, rules, regulations and orders.

- A. In accepting and executing any franchise, cable franchise, or lease, the franchisee, or lessee acknowledges that its rights thereunder are subject to the legitimate rights of the police power of the city to adopt and enforce general ordinance, rules, and/or regulations necessary to protect the safety, health, and welfare of the public, subject to applicable law. A franchisee and/or lessee shall

comply with all applicable general laws, rules, and/or regulations enacted by the city pursuant to such power. ~~This title shall have no effect on agreements in effect prior to adoption, unless otherwise provided, in any existing franchise ordinance, franchise agreement, lease, permit, agreement or other authorization to use or occupy a public way in the city until:~~

~~1. The expiration of said franchise ordinance, agreement, lease, permit, or authorization; or~~

~~2. The amendment to an unexpired franchise ordinance, franchise agreement, lease, permit, authorization, or agreement unless both parties agree to defer full compliance to a specific date not later than the expiration date provided therein.~~

B. Nothing in this title shall be deemed to create an obligation upon any person for which the city is forbidden to require pursuant to ~~federal, state, or other~~ applicable law.

~~C. Upon expiration of the electrical and natural gas franchises in effect at time of adoption of this title, granted by Chapter 13.44 AGC, the franchise shall be renegotiated under the terms of this title.~~ (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

~~20.02.100~~ Reserved.

~~(Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.02.110~~ 20.02.090 Fees and compensation not a tax.

The fees, charges and fines provided for in this title and any compensation charged and paid as provided herein, whether fiduciary or in-kind, are separate from, and additional to, any and all federal, state, local, and city taxes as may be levied, imposed or due from a ~~commercial~~ utility, cable, or telecommunications carrier,

operator, or provider, its customers or subscribers or on account of the lease, sale, delivery or transmission of [utility, cable, or](#) telecommunications services. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

~~20.02.120~~[20.02.100](#) Taxes are not to be a credit.

Any compensation paid as provided for in ~~public way agreements,~~ [any](#) franchises, [cable franchises,](#) and/or facility leases shall be exclusive of and in addition to all special assessments and taxes of whatever nature which are applicable to all other persons or entities doing business within the city, including, but not limited to, ad valorem taxes, sales taxes, corporate or business occupation taxes or other taxes or fees imposed or levied by any governmental entity. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

~~20.06.190~~[20.02.110](#) Accounts, books and records.

The franchisee shall keep the city fully informed as to accounting methods and procedures in connection with the recording and reporting by the franchisee of all revenues and uncollectibles.

A. *City to Be Informed.* Franchisees shall keep the city fully informed as to all matters in connection with or which may affect the construction, reconstruction, removal, maintenance, operation and repair of franchisee's system located in public way(s), franchisee's accounting methods and procedures in connection therewith, and the recording and reporting by franchisees of all revenues and uncollectibles. Franchisees shall comply with the city's determination regarding forms for reports, the time for reports, the frequency with which any reports are to be made, and whether reports are to be made under oath. The city acknowledges that a franchisee may be a reporting company under the Securities Exchange Act of 1934 and that shares of its stock are publicly traded. As such, a franchisee may be precluded from

disclosing certain sensitive, nonpublic information by virtue of rules and regulations promulgated under such act or otherwise.

B. *Accounts.* The franchisee shall keep complete and accurate books of account and records of its business and operations subject to this franchise chapter in accordance with generally accepted accounting principles or in accordance with accounting rules prescribed by applicable federal or state regulatory agencies. The city may require the keeping of additional records or accounts which are reasonably necessary for purposes of identifying, accounting for, and reporting gross revenues and uncollectibles. All subscribers who report a service address in the city of Auburn shall be subject to taxes and fees under this franchise. When required by the city, the franchisee shall make available a complete list of all service addresses within the city of Auburn. This list shall be available for review by the city at a local franchisee's business office. The list will be provided on a computer disc in ASCII format sorted by zip code in a format acceptable to the city. It is understood this data is only needed for Auburn to perform an audit to ascertain that the correct subscribers are subjected to Auburn taxes and fees. As the city annexes new areas, those zip codes, if any, will be added.

C. *Access to Records.* The franchisee shall provide the city with access at reasonable times and for reasonable purposes, to examine, audit, review and/or obtain copies of the papers, books, accounts, documents, maps, plans and other records of the franchisee pertaining to this franchise chapter. The franchisee shall fully cooperate in making available its records and otherwise assisting in these activities. Such information shall be held in strict confidence by the city, as allowed by law, and used only for the purpose stated herein.

D. *Inquiries to Franchisee.* The city may, at any time, make inquiries pertaining to the franchisee's operation of its utility, cable, or telecommunications system within the franchise area. The franchisee shall respond to such inquiries on a timely basis. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

~~20.10.050~~20.02.120 Location of facilities.

All facilities shall be constructed, installed, and located in accordance with the following terms and conditions, unless otherwise specified in a public way agreement, franchise, or lease agreement.

A. Unless otherwise provided in a public way agreement, franchise, or lease, a grantee, franchisee, or lessee with permission to occupy a public way or public property must locate its utility, cable, or telecommunications facilities underground in accordance with ACC Title 18 and Chapter 13.32A ACC.

B. Any newcomer in the public way must bear the full cost of discovering the location of any existing conflicts, coordination of the engineering plans to acquire the approvals of parties already in the public way, and relocating and/or mitigating such conflicts with preexisting facilities in conflict with the plans of the newcomer.

C. Whenever the city requires, a grantee, franchisee, or lessee subject to this title, and that currently occupies the public way shall relocate its facilities underground at no expense to the city. Such relocation shall be made concurrently with other planned work to minimize the disruption of the public ways as determined by the city engineer.

D. Should the available capacity of public ways prevent new uses in the future, all persons subject to this title shall negotiate with any interested newcomer the means of creating new capacity as required by federal or state applicable law. The parties shall arrive at a mutually supportable agreement and submit the same to the city for review and comment. The parties will incorporate any reasonable city requirements for approval, and resubmit the revised proposal for city council approval. If approved by the city council, the parties will bear all costs associated with the proposal, and obtain the necessary permits to execute the approved plan from the city in accordance with this title and Chapter 12.24 ACC. The city shall bear no costs associated with resolution of capacity shortages within the public ways. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

~~20.10.140~~20.02.130 Building moving Oversized loads.

Whenever any person shall have obtained permission from the city to use any street or public way for the purpose of moving any building oversized loads, a grantee, franchisee, or lessee, upon seven calendar days' written notice from the city person with a permit to move the oversized loads, shall raise or remove, at the expense of the person desiring to move the building oversized load, any of the grantee, franchisee, or lessee's utility wires, poles, or facilities which may obstruct the moving of such building oversized load; provided, that the person desiring to move the building oversized load shall comply with all requirements of the city for the moving of buildings oversized loads. Where more than one street is available for the moving of such oversized load, the oversized load shall be moved on such streets as shall cause the least interference. In such event, the city shall be responsible for determining the path of least interference. It is further provided that the person or persons moving such oversized load shall indemnify and save harmless said franchisee or lessee and the city from any and all damages or claims of any kind or nature caused directly or indirectly for such temporary arrangement of the lines and poles of a franchisee or lessee (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

~~20.10.450~~20.02.140 Care of trees along streets.

Upon prior written approval of the city and in accordance with city ordinances, any grantee, franchisee, or lessee shall have the authority to trim trees upon and overhanging streets, public ways and places in the franchise area so as to prevent the branches of such trees from coming in physical contact with the facilities of the respective grantee, franchisee, or lessee. The grantee, franchisee, or lessee shall be responsible for debris removal from such activities. If such debris is not removed within 24 hours, the city may, at its sole discretion, remove such debris and charge the grantee, franchisee, or lessee 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 a city

land clearing permit other permits as necessary from the city. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

20.10.46020.02.150 Use of utility poles and facilities of others.

Grantees and fFranchisees may seek to contract with the city or any appropriate board or agency thereof or with the holder or owner of any utility franchise in the city for the use, rental or lease of its or their poles and other structures and facilities for the purpose of extending, carrying or laying utility, cable, or telecommunications facilities, electronic conductors and other facilities and appurtenances necessary or desirable in conjunction with the operation of its utility, cable, or telecommunications system. The city agrees that any public utility owning or controlling such poles or other structures or facilities may, without amendment to its franchise, allow, and is encouraged to allow, grantees and franchisees to make such use thereof pursuant to any agreement reached between the affected parties. City-owned poles are limited to street light and traffic signal poles which generally are not intended for use by others. The city reserves the right to determine on a case-by-case basis that particular circumstances require that a certain city-owned pole is not appropriate for use. No grantee or franchisee will utilize any city-owned poles prior to approval by the city engineer. Unless otherwise limited by applicable law, Any compensation for uses of city-owned poles will be based upon the prevailing market rates for similar uses in the region. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

20.10.47020.02.160 Use of poles and facilities by city.

With respect to poles and trenches which are facilities and which are (1) wholly owned by a franchisee or grantee, and (2) within the franchise area, the city, subject to franchisee's or grantee's prior written consent, may install and maintain city-owned overhead facilities upon such poles, and conduits in open trenches, for police, fire, illumination, and other noncommercial communications purposes, subject to the following:

A. Such installation and maintenance shall be completed at the city's expense;

B. The franchisee ~~or grantee~~ shall have no obligation under the indemnification provisions of this franchise ~~or public way agreement~~ for the installation or maintenance of such city-owned facilities or conduits;

C. Nothing herein shall require the franchisee ~~or grantee~~ to bear any cost or expense in connection with such installation and maintenance of city-owned facilities or conduits, nor shall such city installation delay or adversely ~~ea~~ffect franchisee's ~~or grantee's~~ construction schedule;

D. In no case shall the city attach to or come into contact with ~~grantee's or franchisee's~~ equipment. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

~~20.10.080~~20.02.170 Interference with the public ways.

No ~~grantee, franchisee, or lessee~~ may locate or maintain its utility, cable or telecommunications facilities so as to unreasonably interfere with the use of the public ways by the city, by the general public or by other persons authorized to use or be present in or upon the public ways ~~and public property~~. All such facilities which unreasonably interfere with the use of the city's public ways as determined by the public works director, shall be moved in accordance with provisions in ACC ~~20.10.130~~20.02.210, by the ~~grantee, franchisee, or lessee~~, at the ~~grantee, franchisee, or lessee's~~ cost, temporarily or permanently, as determined by the public works director. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

~~20.10.210~~20.02.180 Leased capacity.

A ~~grantee, franchisee, or lessee~~ shall have the right to offer or provide ~~sublease capacity, or bandwidth, or other facilities~~ to its customers consistent with such ~~permit, franchise, or lease~~; provided:

A. The sub-lessee first obtains a franchise, cable franchise, lease, or such applicable agreement with the City of Auburn in conformance with this Title 20 ACC; The grantee, franchisee, or lessee shall furnish the city with a copy of any such lease or agreement between the grantee, franchisee, or lessee and the customer or sub-lessee or provide to the city's finance director sufficient information to determine whether the lessee or customer is subject to city taxes or assessments; and

B. The sub-lessee fulfills all requirements of Chapters 3.84 and 3.88 ACC regarding the reporting of all revenues subject to city taxes and assessments; and

C. The sub-lessee must comply with the city's registration requirements in Chapter 5.84 ACC. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

~~20.10.090~~20.02.190 Damage to property.

No grantee, franchisee, or lessee, nor any person acting on behalf of a grantee, franchisee, or lessee shall take any action or permit any action to be taken which may impair or damage any city property, public ways of the city, other ways or other property, whether publicly or privately owned, located in, on or adjacent thereto. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

~~20.10.110~~20.02.200 Repair and emergency work.

In the event of an emergency, a grantee, franchisee, or lessee may commence such repair and emergency response work as required under the circumstances, provided the grantee, franchisee, or lessee shall notify the city in writing as promptly as possible, before such repair or emergency work commences or as soon thereafter as possible if advance notice is not practicable. The city may act without prior written notice in case of emergency. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

~~20.10.120~~20.02.210 Maintenance, ~~abandonment, relocations or removal~~ of facilities.

~~Each grantee, franchisee, or lessee shall maintain its facilities in good and safe condition and in a manner that complies with all applicable federal, state and local requirements~~Applicable Law. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

~~20.10.130~~ — ~~Abandonment, relocation or removal of facilities.~~

~~Within 30 days~~ or such other time frame as determined by the city, and in accordance with RCW 35.99.060, following written notice from the city, a ~~grantee, franchisee, or lessee~~ shall, at its sole expense, temporarily or permanently remove, relocate, change, or alter the position of any ~~commercial~~of its utility, cable or telecommunications facilities within the public ways or upon city property whenever the city public works director shall have determined that such removal, relocation, change, or alteration is reasonably necessary for:

A. The construction, repair, maintenance, or installation of any city or other public improvement in or upon the public ways; and

B. The operations of the city, utility providers, or other governmental entity in or upon the public ways; and

C. Facilities are deemed by the city as abandoned due to failure to cure of the
grantee, franchisee, or lessee.

However, in the event such relocation is required due to emergency repairs deemed necessary by the city, such relocation or moving shall be accomplished within 24 hours. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

~~20.10.150~~20.02.220 Removal of unauthorized facilities.

Within 30 days following written notice from the city, any ~~commercial-utility, cable,~~
telecommunications carrier, operator, lessee or other person who owns, controls, or maintains any unauthorized ~~cable or telecommunications system, facility, or related~~

appurtenances within the public ways or upon property of the city shall, at its own expense, remove such [system, facilities, or appurtenances from the public ways of the city or property of the city.](#) A utility, cable or telecommunications system or facility is unauthorized and subject to removal in the following circumstances:

A. Upon expiration or termination of the ~~grantee, lessee, or franchisee's public way agreement, franchise, or lease;~~

B. Upon leaving any system or facility within the public ways or upon property of the city, any such property of a ~~grantee, franchisee, or lessee shall be deemed abandoned if left in place 90 days after expiration or termination of a public way agreement, franchise, or lease;~~

C. If the system or facility was constructed or installed without the prior approval of a ~~public way agreement, franchise or lease;~~

D. If the system or facility was constructed or installed without the prior issuance of a required construction permit; [or](#)

E. If the system or facility was constructed or installed at a location not permitted by a ~~public way agreement, franchise or lease.~~

Provided, however, that the city may, in its sole discretion, allow a ~~grantee, franchisee, or lessee or other such persons who may own, control, use, or maintain commercial-utility, cable or telecommunications facilities within the public ways of the city or upon city property to abandon such facilities in place. No facilities of any type may be abandoned in place without the express written consent of the city. Any plan for abandonment or removal of a grantee's, franchisee's, or lessee's facilities must be first approved by the public works director, and all necessary permits must be obtained prior to such work. [If the city, in its sole discretion, permits abandonment of facilities in place.](#) ~~Upon permanent abandonment in place of the facilities such facilities shall~~ [may, at the city's discretion](#) become the city's property, and such persons shall submit to the city an instrument in writing, to be approved by the city attorney, transferring to the city the ownership of such property. The provisions of this~~

section shall survive the expiration, revocation, or termination of a public way agreement, franchise, or lease granted under this title. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

~~20.10.160~~20.02.230 Emergency removal or relocation of facilities.

The city retains the right and privilege to cut or move any commercial-utility, cable or telecommunications facilities located within the public ways of the city and upon city property, as the city may determine to be necessary, appropriate or useful in response to any public health or safety emergency. The city shall not be liable to any utility, cable operator, telecommunications carrier, operator, or provider, or any other party for any direct, indirect, or any other such damages suffered by any person or entity of any type as a direct or indirect result of the city's actions under this section. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

~~20.10.170~~20.02.240 Damage to facilities.

Unless directly and proximately caused by the willful, intentional, or malicious acts by the city, the city shall not be liable for any damage to or loss of any commercial-utility, cable, or telecommunications facilities upon city property or within the public ways of the city as a result of or in connection with any public works, public improvements, construction, excavation, grading, filling, or work of any kind on such city property or within the public ways by or on behalf of the city. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

~~20.10.180~~20.02.250 Restoration of public ways, other ways, city property and public/private utility property.

A. When a grantee, franchisee, lessee, or any person acting on behalf such persons, does any work in or affecting any public ways, other ways, city property, or

public/private utilities located in the public ways, it shall, at its own expense, promptly remove any obstructions therefrom and restore such ways or property to as good a condition as existed before the work was undertaken, unless otherwise directed by the city.

B. If weather or other conditions do not permit the complete restoration required by this section, or other city codes, regulations or policies, the ~~grantee, franchisee, or lessee~~ shall temporarily restore the affected public ways, other ways, or property. Such temporary restoration shall be at the ~~grantee's, franchisee's, or lessee's~~ sole expense and the ~~grantee, franchisee, or lessee~~ shall promptly undertake and complete the required permanent restoration when the weather or other conditions no longer prevent such permanent restoration.

C. A ~~grantee, franchisee, lessee or other person~~ acting on behalf of such persons shall use suitable barricades, flags, flagmen, lights, flares, and other measures as required for the safety of all members of the general public and to prevent injury or damage to any person, vehicle, or property by reason of such work in or affecting such public ways, other ways, or property.

D. The public works director ~~or designee~~ shall be responsible for inspection and final approval of the condition of the public ways, other ways, and city property following any construction and restoration activities therein. Further, the provisions of this section shall survive the expiration, revocation, or termination of a ~~public way agreement, franchise, or lease, or other agreement~~ granted pursuant to this title or Chapter 12.24 ACC. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

~~20.10.190~~20.02.260 Facilities maps.

Each ~~grantee, franchisee, and lessee~~ shall provide the city with a map or maps accurately reflecting the horizontal and vertical location and configuration of all of their ~~commercial-utility, cable, or telecommunications~~ facilities within the public ways and upon city property. Each ~~grantee, franchisee, and lessee~~ shall provide the city

with updated maps annually or upon written request by the city. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

~~20.10.220~~20.02.270 Insurance.

Unless otherwise provided in a public way agreement, franchise, cable franchise, or lease agreement, each grantee, franchisee, or lessee shall, as a condition of the permit or public way agreements, franchises, or leases, secure, and maintain at a minimum the following liability insurance policies insuring both the grantee, franchisee, or lessee and the city, and its elected and appointed officers, officials, agents, employees, representatives, engineers, consultants, and volunteers as additional insureds against claims for injuries to persons or damages to property which may arise from or in connection with the exercise of the rights, privileges, and authority granted to the grantee, franchisee, or lessee:

A. Comprehensive general liability insurance, written on an occurrence basis, with limits not less than:

1. Five million dollars for bodily injury or death to each person;
2. Five million dollars for property damage resulting from any one accident; and
3. Five million dollars for all other types of liability;

B. Automobile liability for owned, non-owned and hired vehicles with a limit of \$3,000,000 for each person and \$3,000,000 for each accident;

C. Worker's compensation within statutory limits and employer's liability insurance with limits of not less than \$1,000,000;

D. Comprehensive form premises-operations, explosions and collapse hazard, underground hazard and products completed hazard with limits of not less than \$3,000,000;

E. The liability insurance policies required by this section shall be maintained by the grantee, franchisee, or lessee throughout the term of the public way agreement, franchise, or lease, and such other period of time during which the grantee, franchisee, or lessee is operating without a public way agreement, franchise, or lease hereunder, or is engaged in the removal of its telecommunications facilities. The grantee, franchisee, or lessee shall provide an insurance certificate, together with an endorsement naming the city, and its elected and appointed officers, officials, agents, employees, representatives, engineers, consultants, and volunteers as additional insureds, to the city prior to the commencement of any work or installation of any utility or telecommunications facilities pursuant to said public way agreement, franchise, or lease. Any deductibles or self-insured retentions must be declared to and approved in writing by the city prior to the franchise becoming effective. Payment of deductibles and self-insured retentions shall be the sole responsibility of the grantee, franchisee, or lessee. The insurance certificate required by this section shall contain a clause stating that coverage shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability. The grantee, franchisee, or lessee's insurance shall be primary insurance as respects the city, its officers, officials, employees, agents, consultants, and volunteers. Any insurance maintained by the city, its officers, officials, employees, consultants, agents, and volunteers shall be in excess of the grantee, franchisee, or lessee's insurance and shall not contribute with it;

F. In addition to the coverage requirements set forth in this section, each such insurance policy shall contain the following endorsement:

It is hereby understood and agreed that this policy may not be canceled nor the intention not to renew be stated until 60 days after receipt by the City, by registered mail, (return receipt requested) of a written notice addressed to the City Clerk of such intent to cancel or not to renew.

G. Within 30 days after receipt by the city of said notice, and in no event later than 15 days prior to said cancellation or intent not to renew, the grantee, franchisee, or

lessee shall obtain and furnish to the city replacement insurance policies meeting the requirements of this section. Any lapse in the required insurance coverage shall be cause for termination of any public way agreement, franchise, or lease. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

20.10.24020.02.280 Performance and construction suretyFinancial Security.

Before a public way agreement, franchise, or cable franchise lease granted pursuant to this title is effective, and as necessary thereafter, the ~~grantee, franchisee, or lessee~~ shall provide and deposit such moneys, bonds, letters of credit, or other instruments in form and substance acceptable to the city as may be required by this title or by an applicable public way agreement, franchise, or lease agreement. All ~~performance bonds~~ financial securities for ~~grantees, franchisees, and lessees~~ shall satisfy the minimum standards established by the ~~public works department~~ Engineering Design and Construction Standards at the time of the ~~grantees', franchisees' acceptance, and lessees' application. (Construction bond section(s) of Standard Specifications for Road, Bridge, and Municipal Construction for Washington State Department of Transportation and American Public Works Association).~~

Construction bonds sureties shall be provided as required by Washington State laws. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

20.10.250 Security options.

A. In order to secure the conditions agreed to in any franchise or cable franchise agreement negotiated under this title, for the full term of such agreements, each ~~grantee, franchisee, or lessee~~ shall establish a permanent financial security in the form of a bond, assignment of funds, or an unconditional letter of credit from a Washington State bank with the city ~~by either providing the city engineer a standing warranty bond or by depositing the amount of funds as follows in a Washington state~~

bank utilizing the city's standard assignment form, or by provision of the letter of credit. The amount of [the financial](#) security shall be 10 percent of the city engineer's estimate of the performance bond amount (ACC 20.10.260) based upon the total scope of work proposed within the public ways, or [a minimum of \\$50,000, or such other](#) ~~whichever is less, or such lesser amount~~ [as](#) determined by the public works director to be sufficient. The [financial](#) security shall be maintained at the sole expense of the grantee, franchisee, or lessee so long as any of the grantee, franchisee's, or lessee's utility, cable or telecommunications facilities are located within the public ways, [or the franchisee provides services from facilities located in the public ways](#), ~~of the city or upon city property~~ and until released by the city. In the event a [financial](#) security involves a bank, the ~~grantee, franchisee, or lessee~~ is responsible for negotiating any interest that may accrue to the account during the duration of effect. Should the [franchise or cable franchise](#) agreement being secured be terminated, the ~~finance~~ [public works](#) director will coordinate with other departments and determine if any portion of the security may be released by the city.

~~A~~[B](#). The security shall secure the full and complete performance of the requirements of this title, including any costs, expenses, damages, or loss the city pays or incurs, including civil penalties, because of any failure attributable to the ~~grantee, franchisee, or lessee~~ to comply with any applicable legal requirements including, but not limited to, the codes, ordinances, rules, regulations, or permits of the city.

~~B~~[C](#). Before the city executes on the [financial](#) security bond or any sums are withdrawn from the [financial](#) security fund, the city shall give written notice to the ~~grantee, franchisee, or lessee~~:

1. Describing the act, default or failure to be remedied, or the damages, costs or expenses which the city has incurred by reason of ~~grantee, franchisee's, or lessee's~~ act, default, or failure;
2. Providing a reasonable opportunity for ~~grantee, franchisee, or lessee~~ to first remedy the existing or ongoing default or failure, if applicable;

3. Providing a reasonable opportunity for grantee, franchisee, or lessee to pay any moneys due the city before the city executes the bond [financial security](#) or withdraws the amount thereof from the [financial](#) security fund, if applicable; and

4. That the grantee, franchisee, or lessee will be given an opportunity to review the act, default or failure described in the notice with the city or designee.

CD. Grantees, ~~f~~Franchisees and lessees shall replenish the [financial](#) security bond or fund within 14 calendar days after written notice from the city that there is a deficiency in the amount of the bond or fund [financial security](#). (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

20.10.260 Performance bond.

E. When the value of work proposed to be performed under any permit within the public way exceeds the amount of the financial security in this provision, the franchisee may be required to provide an additional financial security in a sufficient amount as determined by the city. All ~~performance bonds~~ [financial securities](#) provided in accordance with this title shall comply with the minimum standards in Chapter 12.24 ACC. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

~~20.10.280~~ [20.02.290](#) Assignments or transfers of public way agreements, franchises, [cable franchises](#), or leases.

The assignment or transfer of any business ~~registration~~ [license](#), public way agreement, franchise or lease subject to this title may not, directly or indirectly, be transferred, assigned or disposed of by sale, lease, merger, consolidation or other act of the grantee, franchisee, or lessee, by operation of law or otherwise, without the prior written consent of the city, which consent shall not be unreasonably withheld or delayed, except as expressed by ordinance and then only on such reasonable conditions as may be prescribed therein.

A. No public way agreement, franchise, or lease, subject to this title, shall be assigned or transferred before construction of such systems has been completed to the city's satisfaction without prior written consent of the city, which consent shall not be unreasonably withheld or delayed, except as expressed by ordinance and then only on such reasonable conditions as may be prescribed therein.

B. The grantee, franchisee, or lessee and the proposed assignee or transferee of the public way agreement, franchise, or lease shall provide and certify the following information to the city not less than 90 calendar days prior to the proposed date of transfer:

1. Complete information setting forth the nature, terms and conditions of the proposed transfer or assignment relating to the public way agreement, franchise or lease;
2. All information required by a public way agreement, franchise, or lease applicant pursuant to this title with respect to the proposed transferee or assignee;
3. Any other information reasonably required by the city; and
4. A nonrefundable application fee in the amount established in the city's fee schedule.

C. No transfer shall be approved unless the assignee or transferee meets the requirements contained in ACC 20.04.040(A) and (I) [Title 20 ACC](#) and can comply with the requirements of the public way agreement, franchise, or lease.

D. Unless otherwise provided in a public way agreement, franchise, or lease agreement, the grantee, franchisee, or lessee shall reimburse the city for all direct and indirect costs and expenses reasonably incurred by the city in considering a request to transfer or assign a public way agreement, franchise, or lease. No approval shall be deemed approved until all such costs and expenses have been paid.

E. Any transfer or assignment of a public way agreement, franchise, or lease without prior written approval of the city under this section or pursuant to a public way agreement, franchise, or lease agreement shall be void and is cause for termination of the public way agreement, franchise, or lease.

F. Notwithstanding anything contained herein to the contrary, transfer of cable franchises shall additionally be governed by applicable provisions of federal law, and issues involving transfers may be addressed in a cable franchise. (Ord. 6718 § 5 (Exh. E), 2019; Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

20.10.290 Transactions affecting control of public way agreements, franchises, or leases.

G Any transactions which singularly or collectively result in a change of 50 percent or more of the ownership or working control of any grantee, franchisee, or lessee of the ownership or working control of a utility, cable, or telecommunications system, of the ownership or working control of affiliated entities having ownership or working control of the grantee, franchisee, or lessee or of a utility, cable, or telecommunications system, or of control of the capacity or bandwidth of the grantee, franchisee, or lessee's utility, cable, or telecommunications system, facilities or substantial parts thereof, shall be considered an assignment or transfer requiring city approval pursuant to ACC 20.10.280 this provision. Transactions between affiliated entities are not exempt from the required city approval. A grantee, franchisee, or lessee shall promptly notify the city in writing prior to any proposed change in, or transfer of, or acquisition by any other party of control of a grantee's, franchisee's, or lessee's company. Every change, transfer, or acquisition of control of a grantee's, franchisee's, or lessee's company shall cause a review of the proposed transfer. In the event that the city council adopts a resolution, ordinance, or other appropriate order opposing such change, transfer or acquisition of control that has been completed without prior city approval pursuant to this provision, effected, the city may terminate the public way agreement, franchise, or lease. City approval shall not be required for mortgaging purposes or if said transfer is from a grantee, franchisee, or

lessee to another person or entity controlling, controlled by, or under common control with a grantee, franchisee, or lessee. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

~~20.10.340~~20.02.300 Civil penalties.

A. In accordance with Chapter 1.25 ACC, unless otherwise provided herein, Any person, and the officers, directors, managing agents, or partners of any corporation, firm, partnership or other organization or business violating or failing to comply with any of the provisions of this title shall be subject to a penalty in an amount not less than \$100.00 nor more than \$1,000 per day for each violation from the date of each violation until compliance is achieved.

B. In addition to any penalty which may be imposed by the city council, any person violating or failing to comply with any of the provisions of this title shall be liable for all damage to public or private property arising from such violation, and costs incurred by the city, including the cost of restoring the affected area to its condition prior to the violation.

C. The violator may show the city council as full or partial mitigation:

1. That the violation giving rise to the action was caused by the willful act, or neglect, or abuse of another; or
2. That correction of the violation was commenced promptly upon receipt of the notice thereof, but that full compliance within the time specified was prevented by inability to obtain necessary materials or labor, inability to gain access to the subject structure, or other condition or circumstance beyond the control of the violator.

D. The penalties which may be imposed by this section shall be collected by civil action brought by the city if not paid timely after penalty assessment by the city council. The public works director or designee shall notify the finance director in writing of the name of any person subject to the penalty, and the finance director

shall take appropriate action to collect the penalty. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

~~20.10.440~~20.02.310 Unfunded mandate.

The city intends that no federal or state requirement to promote the deregulation of utilities, ~~cable~~, or telecommunications shall become an unfunded mandate requiring funding support from the city over and above its routine operations and maintenance budget to maintain the public ways. Therefore, ~~except as expressly provided to the contrary~~, all costs incurred by a grantee, franchisee, or lessee in complying with the terms and conditions of any ~~franchise, cable franchise, lease, or other~~ agreement subject to this title or any applicable laws, ordinances, codes, rules, regulations and/or orders or any action thereunder shall be the sole responsibility of the respective ~~grantee, franchisee, or lessee~~ and shall not be the responsibility of or charged to the city. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

~~20.10.480~~20.02.320 Administration.

The public works director or designee shall administer all ~~public way agreements and franchises~~ subject to this title, and the ~~finance director~~ ~~mayor~~ or designee shall administer all leases subject to this title. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

Chapter 20.04

~~PUBLIC WAY AGREEMENTS~~UTILITY AND TELECOMMUNICATION FRANCHISES

Sections:

- 20.04.010 ~~Public way agreements~~Franchise requirements.
- 20.04.020 ~~Public way agreement~~Franchise applications.
- 20.04.030 Notice of complete application, franchise negotiations and scheduling of ~~meeting~~public hearing on franchises.
- 20.04.040 Determination by the city.
- 20.04.050 Notification of council action and execution of agreement.
- 20.04.060 ~~Nonexclusive public way agreements~~Acceptance and effective date.
- 20.04.070 ~~Rights granted~~Nonexclusive franchise.
- 20.04.080 Term of ~~telecommunications public way~~franchise agreements.
- 20.04.090 ~~Specified route~~Rights granted.
- 20.04.100 ~~Service to city users~~Franchise territory.
- 20.04.110 ~~Amendment to public way agreements~~Franchise fees in addition to utility taxes.
- 20.04.120 ~~Renewal of public way agreements~~Nondiscrimination.
- 20.04.130 ~~Determination by city for renewal of public way agreements~~Amendment of franchise.
- 20.04.140 ~~Notification of council action on renewal of public way agreements and execution of agreements~~Renewal of franchise.
- 20.04.150 ~~Obligation to cure as a condition of renewal~~Determination by city for renewal of franchise.
- 20.04.160 ~~Reserved~~Obligation to cure as a condition of renewal.
- 20.04.170 ~~Annual fee for recovery of city costs~~Notification of council action on renewal of franchise agreements and execution of agreements.
- 20.04.180 Other city costs.
- 20.04.190 Compensation for use of public ways.

~~20.04.010 — Public way agreements.~~

~~A public way agreement shall be required of any commercial utility or telecommunications provider who desires to occupy specific public ways of the city for the sole purpose of providing commercial utility or telecommunications services to persons or areas outside the city. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.04.020 — Public way agreement applications.~~

~~Any person that desires a public way agreement pursuant to this title shall file an application with the city which shall include the following information:~~

- ~~A. The identify of the applicant, including all affiliates of the applicant;~~
- ~~B. A description of the commercial utility or telecommunications services that are or will be offered or provided by the applicant using its facilities;~~
- ~~C. A description of the transmission medium or transporting means that will be used by the applicant to offer or provide such telecommunications or utility services;~~
- ~~D. Preliminary engineering plans, specifications and a network map of the facilities to be located within the city all in sufficient detail to identify:~~
 - ~~1. The location and route requested for applicant's proposed facilities;~~
 - ~~2. The location of all overhead and underground public utility, telecommunication, cable, water, sewer drainage and other facilities in the public way along the proposed route;~~
 - ~~3. The location(s), if any, for interconnection with the utility or telecommunications facilities of other utility or telecommunications carriers, operators, and providers; and~~
 - ~~4. The specific trees, structures, improvements, facilities and obstructions, if any, that applicant proposes to temporarily or permanently remove or relocate;~~

~~E.—If applicant is proposing to install above-ground and/or overhead facilities:~~

- ~~1.—Evidence that surplus space is available for locating its utility or telecommunications facilities on existing utility poles along the proposed route;~~
- ~~2.—Proof of compliance with city's zoning code; and~~
- ~~3.—Demonstrate compatibility with existing and future street illumination systems;~~

~~F.—If applicant is proposing an underground installation in existing ducts or conduits within the public ways, information in sufficient detail to identify:~~

- ~~1.—The excess capacity currently available in such ducts or conduits before installation of applicant's utility or telecommunications facilities;~~
- ~~2.—The excess capacity, if any, that will exist in such ducts or conduits after installation of applicant's utility or telecommunications facilities;~~
- ~~3.—Evidence of ownership or a right to use such ducts or conduits;~~

~~G.—If applicant is proposing an underground installation within new ducts or conduits to be constructed within the public ways:~~

- ~~1.—The location proposed for the new ducts or conduits; and~~
- ~~2.—The excess capacity that will exist in such ducts or conduits after installation of applicant's utility or telecommunications facilities;~~

~~H.—A preliminary construction schedule and completion date;~~

~~I.—Information to establish that the applicant has obtained all other governmental approvals and permits to construct and operate the facilities, and to offer or provide the utility or telecommunications services, including, but not limited to, evidence that the applicant has registered with the Washington Utilities and Transportation Commission;~~

~~J.—All deposits or charges required pursuant to this title;~~

~~K.— Proof of ability to meet city’s bonding requirements in ACC 12.24.050 when the applicant does not have an existing standing bond on file with the city sufficient to cover the scope of work proposed and proof of ability to meet security requirements in ACC 20.10.240 through 20.10.260;~~

~~L.— A copy of an Auburn business license stamped and signed by the business license clerk, as designated by the mayor; and~~

~~M.— A nonrefundable application fee as set forth in the Auburn fee schedule. (Ord. 6546 § 3, 2014; Ord. 5897 § 22, 2005; Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.04.030 — Notice of complete application and scheduling of meeting.~~

~~A.— Within 30 calendar days after receipt of the public way agreement application, the city will complete review of the application to determine whether the application contains sufficient information as outlined in ACC 20.04.020 to proceed with processing. If during the 30-calendar-day review period, the city engineer determines that the application is incomplete, the city engineer will issue a letter to the applicant specifying the additional information necessary to complete the application. The applicant will be given 30 calendar days to respond to the request for additional information. Once the additional information is received by the city, an additional 14 calendar days will be allowed to determine whether the application is complete. Once the application is determined complete, written notice will be provided following the procedure outlined in this subsection. If the applicant needs additional time to respond, the applicant may request up to an additional 30 calendar days. If a response is not timely received, the application will be returned to the applicant with a notice that the application is rejected due to failure to provide the required information. Any new applications will require a new application fee.~~

~~B.— When satisfied that the application is complete, the city engineer will notify the applicant in writing that the application is complete and inform the applicant of the schedule for consideration by the city council. The city clerk will notify the applicant in~~

~~writing of the scheduled meeting. (Ord. 6532 § 32, 2014; Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.04.040 — Determination by the city.~~

~~Within 180 calendar days from the time of notification that the application is complete, under ACC 20.04.030(A), the city council shall reach a decision. The city council's decision to grant or deny, in whole or in part, an application for a public way agreement shall be based upon the following:~~

~~A. Whether the applicant has received all requisite licenses, certificates, and authorizations from the Federal Communications Commission, the Washington Utilities and Transportation Commission, and any other federal or state agency with jurisdiction over the activities proposed by the applicant;~~

~~B. The capacity of the public ways to accommodate the applicant's proposed facilities;~~

~~C. The capacity of the public ways to accommodate additional utility, cable, and telecommunications facilities if the public way agreement is granted;~~

~~D. The damage or disruption, if any, of public or private facilities, improvements, service, travel or landscaping if the public way agreement is granted;~~

~~E. The public interest in minimizing the cost and disruption of construction within the public ways;~~

~~F. The service that applicant will provide to the community and/or the region;~~

~~G. The effect, if any, on public health, safety and welfare if the public way agreement is granted;~~

~~H. The availability of alternate routes and/or locations for the proposed facilities;~~

~~I. Applicable federal and state utility and telecommunications laws, regulations and policies;~~

~~J. The ability to avoid or mitigate, to the city's satisfaction, future conflicts with the operation, repair, replacement, and maintenance of city-owned and other public/private utilities;~~

~~K. The ability of the applicant to stabilize existing pavement structures prior to disturbance in a manner sufficient to ensure future deterioration is not accelerated by virtue of the installed facilities, and/or the ability and willingness of the applicant to fully mitigate such damages to the extent that they may prove unavoidable to the satisfaction of the city. Such security for the pavement's integrity may include additional periods of warranty bonding for up to five years from the date of completion of work as determined by the city engineer;~~

~~L. Demonstrated ability and commitment to meet city bonding and security requirements established in AGC 20.10.240 through 20.10.260 and Chapter 12.24 AGC; and~~

~~M. Such other factors as may demonstrate that the public way agreement to use the public ways will serve the community interest. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.04.050 Notification of council action and execution of agreement.~~

~~Upon the city council's decision, the public works director shall notify the applicant of the decision including reason(s) for denial and instruct the applicant of the procedure to follow to complete execution of the agreement if approved by the city council. No public way agreement shall be deemed to have been granted hereunder until the applicant and the city have fully executed a written agreement approved by the city council setting forth the particular terms and provisions under which the grantee has been granted the right to occupy and use public ways of the city and the applicant~~

~~has provided the security deposits and proof of insurance as required by Chapter 20.10 ACC. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.04.060 — Nonexclusive public way agreements.~~

~~No public way agreement granted under this title shall confer any exclusive right, privilege, license or franchise to occupy or use the public ways of the city for delivery of telecommunications services or any other purposes. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.04.070 — Rights granted.~~

~~No public way agreement granted under this title shall convey any right, title or interest in the public ways, but shall be deemed an authorization only to use and occupy the public ways for the limited purposes and term stated in the public way agreement. Further, no public way agreement shall be construed as any warranty of title. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.04.080 — Term of telecommunications public way agreements.~~

~~By virtue of the uncertainties created by the Act, unless otherwise specified in an existing public way agreement, no agreement granted hereunder shall be in effect for a term exceeding five years. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.04.090 — Specified route.~~

~~A public way agreement granted under this title shall be limited to a use of public ways specified and defined in the agreement. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.04.100 — Service to city users.~~

~~A grantee shall be permitted to use public ways to offer or provide utility or telecommunications services to persons or areas within the city only upon city council approval of a telecommunications franchise agreement pursuant to this title. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.04.110 — Amendment to public way agreements.~~

~~A new application shall be required of any commercial utility or telecommunications provider who desires to extend or locate its facilities in public ways of the city which are not included in a public way agreement previously granted under this title. If a grantee is required by the city to locate or relocate its facilities in public ways not included in a previously granted public way agreement, the city shall grant an amendment to the agreement without further application. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.04.120 — Renewal of public way agreements.~~

~~A provider that desires to renew its public way agreement in effect under this chapter for an additional term not to exceed five years shall, not more than 180 days nor less than 120 days before expiration of the public way agreement in effect, file an application, which is determined as complete in accordance with ACC 20.04.030, with the city for renewal which shall include the following:~~

~~A. The information required pursuant to ACC 20.04.020;~~

~~B. Any information required pursuant to the public way agreement between the city and the grantee;~~

~~C. All deposits or charges required pursuant to this chapter; and~~

~~D.— A nonrefundable application fee as set forth in the Auburn fee schedule. (Ord. 6546 § 4, 2014; Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.04.130 — Determination by city for renewal of public way agreements.~~

~~The process specified in ACC 20.04.030 for determining and notifying the applicant of completeness of application shall be used for renewals. Within 120 days after receiving a complete application for renewal, following the procedures in ACC 20.04.040, the city council shall grant or deny the renewal application in whole or in part. If the renewal application is denied, the written determination shall include the reason(s) for denial. The decision to grant or deny an application for the renewal of a public way agreement shall, in addition to the criteria set forth in ACC 20.04.040, be based upon the following:~~

~~A.— The continuing capacity of the public ways to accommodate the applicant's existing facilities; and~~

~~B.— The applicant's compliance with the requirements of this title and the public way agreement. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.04.140 — Notification of council action on renewal of public way agreements and execution of agreements.~~

~~Once the city council has decided on the renewal application, the procedures outlined in ACC 20.04.050 shall be followed for execution of any agreement renewals. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.04.150 — Obligation to cure as a condition of renewal.~~

~~No public way agreement shall be renewed until any ongoing violations or defaults in the grantee's performance under the public way agreement, or of the requirements of~~

~~this title, have been cured, or a plan, secured by a sufficient bond or deposit of funds to the city's satisfaction, detailing the corrective action to be taken by the grantee has been approved in writing by the city. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.04.160 — Reserved.~~

~~(Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.04.170 — Annual fee for recovery of city costs.~~

~~Each public way agreement granted under this title is subject to the city's right, which is expressly reserved, to annually fix a fair and reasonable compensation to be paid as reimbursement for the city's costs in connection with reviewing, inspecting and supervising the use and occupancy of the public ways on behalf of the public and existing or future users; provided further, that the compensation required from any utility or telecommunications provider or carrier engaged in the "telephone business," as defined in RCW 82.04.065 shall be consistent with RCW 35.21.860. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.04.180 — Other city costs.~~

~~All grantees shall, within 30 days after written demand, reimburse the city for all direct and indirect costs and expenses incurred by the city in connection with any modification, amendment, renewal or transfer of the public way agreement. In addition, all grantees shall, within 30 days after written demand, reimburse the city for any and all costs the city reasonably incurs in response to any emergency involving the grantee's facilities. All grantees shall, within 30 days after written demand, reimburse the city for the grantee's proportionate share of all actual, identified expenses incurred by the city in planning, constructing, installing, repairing or altering~~

~~any city facility as a result of the construction or the presence in the public ways of the grantee's facilities. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.06.010~~20.04.010 Franchise requirements.

~~A franchise shall be required of any commercial-utility or telecommunications operator or carrier or other person who desires to occupy public ways of the city and to provide telecommunications or commercial-utility services to any person or area in the city or outside the city; provided, however, that a public way agreement~~Right-of-Way Use permit ~~may be approved in accordance with the provisions of this title instead of a franchise~~Chapter 12.60 ACC ~~in the following circumstances:~~

~~A. A privately owned utility or telecommunications network or telecommunications system which is operated solely for purposes of serving itself. An example of such a network or telecommunications system includes, but is not limited to, a utility or telecommunications network~~facilities ~~connecting two business facilities under common ownership or control, when said facilities are not offered to other business entities or persons.~~

~~B. De minimis uses of public ways made in conjunction with a wireless telecommunications facility located entirely upon publicly or privately owned property~~A cable system as defined in ACC 5.84.020, shall be governed by the procedures of Chapter 20.06 ACC rather than the requirements of this Chapter. ~~(Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.06.020~~20.04.020 Franchise applications.

~~Any person who desires a telecommunications or a commercial-utility franchise pursuant to this title shall file an application with the city public works department which, in addition to the information required by ACC 20.04.020,~~An applicant for an initial franchise to construct, operate, and maintain a utility or telecommunications system within the city shall file an application in a form prescribed by the city,

accompanied by a nonrefundable franchise application fee in the amount set forth in the City of Auburn fee schedule. The application shall include the following:

A. The identity of the applicant, including all affiliates of the applicant;

B. A description of the utility or telecommunications services that are or will be offered or provided by the applicant;

C. A description of the facilities, transmission medium or transporting means that will be used by the applicant to offer or provide such utility or telecommunications services;

D Applications proposing citywide facilities shall submit conceptual plans showing the general route or locations of facilities. Applications proposing site specific facilities shall submit plans in compliance with the City's Engineering Design Standards;

E Evidence of ownership or a right to use existing utility or telecommunications facilities such as poles, ducts, conduit or other facilities which the applicant intends to use or lease;

F Information to establish that the applicant has obtained all other governmental approvals and permits to construct and operate the facilities, and to offer or provide the utility or telecommunications services, including, but not limited to, evidence that the applicant has registered with the Washington Utilities and Transportation Commission;

~~AG. Whether the applicant intends to provide cable service, video dialtone service or other multi-channel video programming service, and sufficient information to determine whether such service is subject to cable franchising under Chapter 20.06 ACC;~~

~~B. An accurate map showing the location of any existing utility or telecommunications facilities in the city that applicant intends to use or lease so that~~

the city can keep track of various systems using the public way(s) to prevent interference between the users;

C. A description of the services or facilities that the applicant will offer or make available to the city and other public, educational and governmental institutions, if any;

D. A description of applicant's service, access and line extension policies;

E. The area or areas of the city the applicant desires to serve and an initial schedule for build-out to the entire franchise area;

F. The applicant's intended means and methods of providing service and whether shared use of other utility poles or conduits is envisioned;

G. All fees, deposits or charges required pursuant to this chapter;

H. Such other and further information as permitted by federal and state [applicable law](#) as may be requested by the city;

I. Proof of ability to meet city's bonding requirements in ACC 12.24.050 when the applicant does not have an existing standing bond on file with the city sufficient to cover the scope of work proposed and proof of ability to meet [financial security](#) requirements in ACC 20.10.240 through 20.10.260 [20.02.280](#);

J. A copy of an Auburn business license stamped and signed by the business license clerk, as designated by the mayor; and

K. A nonrefundable application fee [and other charges](#) as set forth in the Auburn fee schedule. (Ord. 6546 § 5, 2014; Ord. 5897 § 23, 2005; Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

~~20.06.030~~20.04.030 Notice of complete application, franchise negotiations and scheduling of public hearing on franchises.

A. *Notice of Complete Application.* Within 30 calendar days after receipt of the franchise application, the city will complete review of the application to determine whether the application contains sufficient information as outlined in ACC ~~20.06.020~~20.04.020 to proceed with processing. If during the 30-calendar-day review period, the city engineer determines that the application is incomplete, the city engineer will issue a letter to the applicant specifying the additional information necessary to complete the application. The applicant will be given 30 calendar days to respond. Once the additional information is received by the city, an additional 14 calendar days will be allowed to determine whether the application is complete. Once the application is determined complete, written notice will be provided. If the applicant needs additional time to respond the applicant may request up to an additional 30 calendar days. If a response is not timely received, the application will be returned to the applicant with a notice that the application is rejected due to failure to provide the required information. Any new applications will require a new application fee.

B. *Franchise Negotiations.* When satisfied that the application is complete, the city will notify the applicant in writing that the application is complete. At such time franchise negotiations may commence.

~~B.C. *Scheduling of Public Hearing.* When satisfied that the application is complete~~After completion of negotiations, the city engineer will notify the applicant in writing that the application is complete and inform the applicant of the schedule for consideration by the city council in accordance with RCW 35.99.030. The city council will schedule the hearing to consider the proposed franchise, and the city clerk will notify the applicant in writing of the scheduled hearing. (Ord. 6532 § 33, 2014; Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

~~20.06.040~~20.04.040 Determination by the city.

Within ~~180~~120 calendar days from the time of notification that the application is complete or as otherwise permitted by RCW 35.99.030, under ACC ~~20.06.030(A)~~20.04.030(A), the city shall issue a written determination granting or denying the application in whole or in part. Prior to granting or denying a franchise under this title, the city council shall conduct a public hearing and make a decision based upon the criteria set forth below. Pursuant to Section 253(c) of the Federal Communications Act, public disclosure of any fees as compensation for use of the public right-of-way is required, and RCW 35A.47.040 provides that the city council shall not approve any franchise hereunder until the next regularly scheduled council meeting following the public hearing. If the application is denied, in whole or in part, the written determination shall include the reason(s) for denial. The decision to grant or deny, in whole or in part, an application for a utility or telecommunications franchise shall be based upon the following:

A. Whether the applicant has received all requisite licenses, certificates, and authorizations from the Federal Communications Commission, the Washington Utilities and Transportation Commission, and any other federal or state agency with jurisdiction over the activities proposed ~~services to be provided~~ by the applicant;

B. The capacity of the public ways to accommodate the applicant's proposed facilities;

C. The capacity of the public ways to accommodate additional utility and telecommunications facilities if the franchise is granted;

D. The damage or disruption, if any, of public or private facilities, improvements, service, travel or landscaping if the franchise is granted;

E. The public interest in minimizing the cost and disruption of construction within the public ways;

F. The service that applicant will provide to the community and region;

G. The effect, if any, on public health, safety and welfare if the franchise requested is granted;

H. The availability of alternate routes and/or locations for the proposed facilities;

I. Applicable federal and state utility and telecommunications laws, regulations and policies;

J. The ability to avoid, or mitigate to the city's satisfaction, future conflicts with the operation, repair, replacement, and maintenance of city-owned and other commercial utilities;

K. The ability of the applicant to stabilize existing pavement structures prior to disturbance in a manner sufficient to ensure future deterioration is not accelerated by virtue of the installed facilities, and/or the ability and willingness of the applicant to fully mitigate such damages to the extent that they may prove unavoidable to the satisfaction of the city. Such security for the pavement's integrity may include additional periods of warranty bonding for up to five years from date of completion of work as determined by the city engineer;

L. Demonstrated ability and commitment to meet city bonding and financial security requirements established in ACC 20.10.240 through 20.10.260 [20.02.280](#) and Chapter 12.24 ACC; and

M. Such other factors as may demonstrate that the franchise to use the public ways will serve the community interest. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

~~20.06.050~~ [20.04.050](#) Notification of council action and execution of franchise.

Upon the city council's decision, the public works director shall notify the applicant of the decision, including reason(s) for any denial, and instruct the applicant of the procedure to follow to complete execution of the agreement if approved by the city council. No franchise shall be deemed to have been granted hereunder until after the public hearing and city council approval of a written agreement setting forth the

particular terms and provisions under which the franchisee has been granted the right to occupy and use public ways of the city and both the city and applicant have fully executed the franchise and the applicant has provided the [financial security, deposits and proof of insurance and any outstanding fees](#) as required by Chapter ~~20.10~~[20.02](#) ACC. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

~~20.10.020~~[20.04.060](#) Acceptance and effective date.

No ~~public way agreement, franchise, or lease~~ granted pursuant to the provisions of this title shall become effective unless and until the ordinance or other city action granting the same has become effective. Within 30 days after the effective date of the ordinance or other city action granting a ~~public way agreement, franchise, or lease~~, or within such extended period of time as the council in its discretion may authorize, the applicant shall file with the city clerk an unconditional written acceptance of the ~~public way agreement, franchise, or lease~~, in a form satisfactory to the city attorney, together with the ~~bonds, insurance policies,~~ [financial and security, and any outstanding fees](#) ~~fund~~ required by this title. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

~~20.06.060~~[20.04.070](#) Nonexclusive franchise.

No franchise granted under this title shall confer any exclusive right, privilege, license or franchise to occupy or use the public ways ~~of the city~~ for delivery of utility or telecommunications services or any other purposes. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

~~20.06.070~~[20.04.080](#) Term of franchise [agreements](#).

~~By virtue of the uncertainties created by the Act, unless otherwise specified in an existing franchise agreement, a telecommunications franchise granted by the city~~

~~pursuant to this title shall be valid for a term not to exceed five years. Unless~~
~~otherwise specified in a franchise agreement, the term of any franchise agreement,~~
~~granted hereunder shall not exceed fifteen years at the sole discretion of the City.~~
~~(Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.06.080~~20.04.090 Rights granted.

~~No franchise granted under this chapter shall convey any right, title or interest in the~~
~~public ways, but shall be deemed a franchise only to use and occupy the public ways~~
~~for the limited purposes and term stated in the franchise. Further, no franchise shall~~
~~be construed as any warranty of title. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.06.090~~20.04.100 Franchise territory.

~~Unless otherwise provided in the franchise ordinance, a franchise granted under this~~
~~chapter shall authorize the franchisee to operate in the public ways throughout the~~
~~city when a permit to install the necessary facilities has been approved by the city.~~
~~(Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.06.100~~20.04.110 Franchise fees in addition to utility taxes.

~~Revenue derived directly or indirectly from sources within the city shall be subject to~~
~~applicable utility taxes as of the time of commencement of such operations, as~~
~~determined by Title 3 ACC. Franchise fees shall be in addition to any utility tax, but~~
~~shall be collectible only to the extent as then allowed by applicable law, and in no~~
~~event may the combined utility tax and franchise fee exceed the amount permitted by~~
~~applicable law. (Ord. 6546 § 6, 2014; Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.06.110~~20.04.120 Nondiscrimination.

A franchisee which purports to serve the general public shall make its utility or telecommunications services available to any customer within its franchise area who shall request such service, without discrimination as to the terms, conditions, rates or charges for the franchisee's services; provided, however, that nothing in this title shall prohibit a franchisee from making any reasonable classifications among differently situated customers. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

~~20.06.120~~20.04.130 Amendment of franchise.

Except as otherwise provided within an existing franchise ordinance, a new franchise application shall be required of any ~~commercial~~-utility or telecommunications carrier or operator that desires to extend its franchise territory or to locate its utility or telecommunications facilities in public ways of the city which are not included in a franchise previously granted under this title. If a franchisee is required by the city to locate or relocate its facilities in public ways not included in a previously granted franchise, the city shall grant a franchise amendment without further application. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

~~20.06.130~~20.04.140 Renewal of franchise.

A franchisee that desires to renew its franchise under this chapter for an additional five-year term shall, ~~not more than 240 days nor less than 180 days~~ before expiration of the franchise in effect, file an application, which is determined as complete in accordance with ACC ~~20.06.030~~20.04.030, with the city for a renewal of its franchise which shall include the following:

A. The information required pursuant to ACC ~~20.06.020~~20.04.020;

B. Any information required pursuant to the franchise agreement between the city and the franchisee;

C. ~~All deposits or charges required pursuant to this chapter~~ [Financial security, proof of insurance and any outstanding fees as required by Chapter 20.02 ACC](#);

D. A nonrefundable application fee in the amount as set forth in the Auburn fee schedule. (Ord. 6546 § 7, 2014; Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

~~20.06.140~~ [20.04.150](#) Determination by city for renewal of franchise.

The process specified in ACC ~~20.06.030~~ [20.04.030](#) for determining and notifying of completeness of application shall be used for renewals. Within 120 calendar days after receiving a complete application for renewal [or such time as permitted by RCW 35.99.030](#), following the procedures in ACC ~~20.06.030~~ [20.04.030](#), the city council shall grant or deny the renewal application in whole or in part. If the renewal application is denied, the written determination shall include the reason(s) for denial. Prior to granting or denying renewal of a franchise under this chapter, in whole or in part, the city council shall conduct a public hearing and make a decision based upon the criteria set forth below in addition to all criteria in ACC ~~20.06.040~~ [20.04.040](#).

A. The continuing capacity of the public ways to accommodate the applicant's existing facilities.

B. The applicant's compliance with the requirements of this title and the franchise agreement.

C. ~~Applicable federal, state and local utility and telecommunications laws, rules and policies.~~

D. Such other factors as may demonstrate that the continued franchise to use the public ways will serve the community interest. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

~~20.06.150~~20.04.160 Obligation to cure as a condition of renewal.

No franchise shall be renewed until any ongoing violations or defaults in the franchisee's performance of the franchise agreement, or of the requirements of this title, have been cured, or a plan detailing the corrective action to be taken by the franchisee has been approved in writing by the city. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

~~20.04.140~~20.04.170 Notification of council action on renewal of public wayfranchise agreements and execution of agreements.

Once the city council has decided on the renewal application, the procedures outlined in ACC 20.04.050 shall be followed for execution of any agreement renewals. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

~~20.06.170~~20.04.180 Other city costs.

All franchisees shall, within 30 days after written demand, reimburse the city for all direct and indirect costs and expenses incurred by the city in connection with any modification, amendment, renewal or transfer of the franchise or any franchise agreement. In addition, all franchisees shall, within 30 days after written demand, reimburse the city for any and all costs the city reasonably incurs in response to any emergency involving the franchisee's utility or telecommunications facilities. Finally, all franchisees shall, within 30 days after written demand, reimburse the city for the franchisee's proportionate share of all actual, identified expenses incurred by the city in planning, constructing, installing, repairing or altering any city facility as a result of the presence in the public way of the franchisee's utility or telecommunications facilities. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

~~20.06.180~~20.04.190 Compensation for use of public ways.

A. The city finds that the public ways to be used by ~~commercial utilities and~~ utility or telecommunications carriers and operators in the operation of utility or telecommunications systems within the boundaries of the franchise are valuable public properties, acquired and maintained by the city at great expense to its taxpayers, and that the grant of use of said public ways is a valuable property right, without which ~~grantees and franchisees~~ would be required to invest substantial capital in public way costs and acquisitions; therefore, ~~grantees and franchisees~~ shall pay the city as a general compensation for the use of the public way during each year of the term of a franchise a franchise fee as determined by city council, not to exceed six percent of gross revenues for each quarter of each calendar year. Franchisees shall pay the franchise fee mandated by this chapter but the city acknowledges and understands that such amount (and any other fees, assessments, or taxes imposed on franchisees not described in subsection E of this section) shall appear as a line item on the bill sent to, and shall be collected from, the subscribers; provided further, that the compensation required from any telecommunications operator or carrier engaged in the "telephone business," as defined in RCW 82.04.065, shall be consistent with RCW 35.21.860.

B. *Annual Franchise Fee Adjustments.* The initial annual franchise fee percentage shall be the amount permitted by applicable law of gross revenues unless and until it is further adjusted by city council. Any such adjustment shall occur at least 60 days before any subsequent annual anniversary date. Any adjustment shall become effective on the subsequent annual anniversary date.

C. *Quarterly Payment.* Franchisees shall forward by check, cashier's check, other certified funds or electronic payment in the form of a wire or Direct Deposit (ACH) wire transfer an amount equal to this quarterly payment by the fifteenth day of the second calendar month immediately following the close of the calendar quarter for which the payment is calculated.

D. *Late Payment.* In the event any quarterly payment is made after noon on the date 10 days after the date due, franchisees shall pay a late payment penalty as shown in the city's fee schedule.

E. *Fees and Compensation Not a Tax.* The fees, charges and fines provided for in this title and any compensation charged and paid for the franchisee's use of the city's public ways, whether "fiduciary or in kind," are separate from, and additional to, any and all federal, state, local and city taxes as may be levied, imposed or due from a ~~commercial~~ utility, telecommunications carrier, operator, or provider, its customers or subscribers or on account of the lease, sale, delivery or transmission of utility or telecommunications services.

F. *Ruling of Unenforceability.* The compensation required from any ~~commercial~~ utility, telecommunications carrier, operator, or provider shall be as provided by [applicable](#) law. In the event any franchise fee shall be held unenforceable by a court of law which has jurisdiction over the city, franchisees shall pay the equivalent amount paid in franchise fees as a city utility tax which shall be applied retroactively to time periods during which the franchise fee was determined to be unenforceable.

G. *Quarterly Report.* In order to properly determine the gross revenues received by franchisees, the franchisee shall, on the same date that each quarterly payment is made, file with the director of finance a sworn copy of a report, in a form acceptable to the city, in sufficient detail to itemize revenues from each of the revenue categories. The city may, if it sees fit and at its own expense, have the books and records of franchisees examined by a representative of said city to ascertain the correctness of the reports agreed to be filed herein. Neither the acceptance of any payment nor any subsequent review shall be deemed an agreement by the city that the correct payment was paid, absent a fully authorized written release by the city on any such payments or on such reports. Any necessary prorations shall be made in the first and last year of each term of the franchise. Any city request for access to books and records shall be allowed by the franchisee at reasonable times and for reasonable purposes. Such information shall be held in strict confidence by the city as allowed by [applicable](#) law and used only for the purpose stated herein.

H. *Recalculation at End of Compensation Year.* At the end of each calendar year, franchisees shall recalculate the total general compensation actually due. If additional amounts are due the city by franchisee, said amounts shall be paid by the fifteenth day of February following the calendar year during which such amounts were originally due. If amounts are found to be due the franchisees by the city, said amounts shall be credited by the fifteenth day of February during which such amounts were originally due. Any necessary prorations will be made.

I. *Taxes Are Not to Be a Credit.* The compensation paid under this franchise shall be exclusive of and in addition to all special assessments and taxes of whatever nature which are applicable to all other persons or entities doing business within the city, including, but not limited to, ad valorem tax, sales tax, corporate or business occupation taxes or other taxes or fees imposed or levied by any governmental entity.

J. *Utility Tax Liability – Franchise Fees.* Revenues derived directly or indirectly from sources within the city shall be subject to applicable utility taxes as of the time of commencement of such operations. Franchise fees shall be in addition to any utility tax, but shall be collectible only to the extent as then allowed by [applicable law](#), and in no event may the combined utility tax and franchise fee exceed six percent of gross revenues in accordance with RCW 35.21.870. Franchise fees, if applicable, shall be levied on a nondiscriminatory basis.

K. *Rights of City.* Payment of money under any franchise shall not in any way limit or inhibit any of the privileges or rights of the city, except insofar as city's privileges or rights are expressly limited or inhibited by the terms of a franchise.

L. *Annual Report.* Franchisees shall file annually with the director of finance, no later than 90 days after the end of franchisee's fiscal year, an unaudited statement of revenues (for that fiscal year just ended) attributable to the operations of the franchisee's [utility or telecommunications](#) system within the city pursuant to the franchise agreement. The statement shall present a detailed breakdown of gross revenues and uncollectible accounts for the year. The city may, if it sees fit, have

such report audited by an independent certified public accountant of its choosing. If the audit reveals an underpayment error in payment by franchisees of more than ~~five~~two percent unless otherwise agreed to in a franchise agreement, then franchisees shall pay for the costs of the audit. If the audit reveals an error in payment of ~~five~~two percent or less, the city shall pay the costs of the audit. The report will summarize those accounts reconciled to be within the franchise area by the city's quarterly review.

M. *Circumventing Payments.* Any transaction(s) which have the effect of circumventing payment of the required franchise fees and/or evasion of payment of franchise fees or any payments due the city under a franchise by non-collection or non-reporting of gross revenues, bartering, or any other means which evade the actual collection of revenues for business pursued by franchisees are prohibited.

N. *Best Rates.* As allowed by applicable law, part of the compensation to the city for the grant of any telecommunications franchise, the city shall be entitled to obtain subscriptions, at the city's discretion, to the communications service at franchisee's lowest comparable rate applicable to any government body or municipality of the state of Washington. In addition, city shall be entitled to franchisee's lowest comparable rate applicable to any governmental body or municipality of the state of Washington for purchase and/or lease, should the city determine to purchase and/or lease equipment or modems applicable to government bodies or municipalities in the state of Washington for purposes of accessing the communications service. (Ord. 6718 § 3 (Exh. C), 2019; Ord. 6546 § 8, 2014; Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

Chapter 20.06
CABLE FRANCHISES

Sections:

20.06.010	Franchise requirements <u>Purpose.</u>
20.06.020	Franchise applications <u>Cable franchise conditions and term.</u>
20.06.030	Notice of complete application and scheduling of public hearing <u>Cable franchise application.</u>
20.06.040	Determination by the city <u>Scheduling public hearing; notice; criteria for approval.</u>
20.06.050	Notification of council action and execution of franchise <u>Determination by the city.</u>
20.06.060	Nonexclusive franchise <u>Application instructions and requirements for competitive cable franchise.</u>
20.06.070	Term of franchise <u>Acceptance.</u>
20.06.080	Rights granted <u>Rules and regulations by the city.</u>
20.06.090	Franchise territory <u>Technical standards and maintenance.</u>
20.06.100	Franchise fees in addition to utility taxes <u>Construction Standards.</u>
20.06.110	Nondiscrimination <u>Undergrounding.</u>
20.06.120	Amendment of franchise <u>Construction in public ways.</u>
20.06.130	Renewal of franchise <u>Safety requirements.</u>
20.06.140	Determination by city for renewal of franchise <u>Rates.</u>
20.06.150	Obligation to cure as a condition of renewal <u>Customer service.</u>
20.06.160	Reserved <u>Telephone response.</u>
20.06.170	Other city costs <u>Failure to improve customer service.</u>
20.06.180	Compensation for use of public ways <u>Franchise fee.</u>
20.06.190	Accounts, books and records <u>Record Inspection.</u>
<u>20.06.200</u>	<u>Reports.</u>
<u>20.06.210</u>	<u>Programming.</u>
<u>20.06.220</u>	<u>Nondiscrimination.</u>
<u>20.06.230</u>	<u>Inconsistency.</u>
<u>20.06.240</u>	<u>Severability.</u>

~~20.06.010 Franchise requirements.~~

~~A franchise shall be required of any commercial utility or telecommunications operator or carrier or other person who desires to occupy public ways of the city and to provide telecommunications or commercial utility services to any person or area in the city; provided, however, that a public way agreement may be approved in accordance with the provisions of this title instead of a franchise in the following circumstances:~~

~~A. A privately owned telecommunications network or telecommunications system which is operated solely for purposes of serving itself. An example of such a network or telecommunications system includes, but is not limited to, a telecommunications network connecting two business facilities under common ownership or control, when said facilities are not offered to other business entities or persons.~~

~~B. De minimis uses of public ways made in conjunction with a wireless telecommunications facility located entirely upon publicly or privately owned property. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.06.020 Franchise applications.~~

~~Any person who desires a telecommunications or a commercial utility franchise pursuant to this title shall file an application with the city public works department which, in addition to the information required by ACC 20.04.020, shall include the following:~~

~~A. Whether the applicant intends to provide cable service, video dialtone service or other video programming service, and sufficient information to determine whether such service is subject to cable franchising;~~

~~B. An accurate map showing the location of any existing utility or telecommunications facilities in the city that applicant intends to use or lease so that~~

~~the city can keep track of various systems using the public way(s) to prevent interference between the users;~~

~~C. A description of the services or facilities that the applicant will offer or make available to the city and other public, educational and governmental institutions, if any;~~

~~D. A description of applicant's service, access and line extension policies;~~

~~E. The area or areas of the city the applicant desires to serve and an initial schedule for build-out to the entire franchise area;~~

~~F. The applicant's intended means and methods of providing service and whether shared use of other utility poles or conduits is envisioned;~~

~~G. All fees, deposits or charges required pursuant to this chapter;~~

~~H. Such other and further information as permitted by federal and state law as may be requested by the city;~~

~~I. Proof of ability to meet city's bonding requirements in AGC 12.24.050 when the applicant does not have an existing standing bond on file with the city sufficient to cover the scope of work proposed and proof of ability to meet security requirements in AGC 20.10.240 through 20.10.260;~~

~~J. A copy of an Auburn business license stamped and signed by the business license clerk, as designated by the mayor; and~~

~~K. A nonrefundable application fee as set forth in the Auburn fee schedule. (Ord. 6546 § 5, 2014; Ord. 5897 § 23, 2005; Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.06.030 Notice of complete application and scheduling of public hearing.~~

~~A. *Notice of Complete Application.* Within 30 calendar days after receipt of the franchise application, the city will complete review of the application to determine~~

~~whether the application contains sufficient information as outlined in ACC 20.06.020 to proceed with processing. If during the 30-calendar day review period, the city engineer determines that the application is incomplete, the city engineer will issue a letter to the applicant specifying the additional information necessary to complete the application. The applicant will be given 30 calendar days to respond. Once the additional information is received by the city, an additional 14 calendar days will be allowed to determine whether the application is complete. Once the application is determined complete, written notice will be provided. If the applicant needs additional time to respond the applicant may request up to an additional 30 calendar days. If a response is not timely received, the application will be returned to the applicant with a notice that the application is rejected due to failure to provide the required information. Any new applications will require a new application fee.~~

~~B. *Scheduling of Public Hearing.* When satisfied that the application is complete, the city engineer will notify the applicant in writing that the application is complete and inform the applicant of the schedule for consideration by the city council. The city council will schedule the hearing and the city clerk will notify the applicant in writing of the scheduled hearing. (Ord. 6532 § 33, 2014; Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.06.040 — Determination by the city.~~

~~Within 180-calendar days from the time of notification that the application is complete, under ACC 20.06.030(A), the city shall issue a written determination granting or denying the application in whole or in part. Prior to granting or denying a franchise under this title, the city council shall conduct a public hearing and make a decision based upon the criteria set forth below. Pursuant to Section 253(c) of the Federal Act, public disclosure of any fees as compensation for use of public right of way is required, and RCW 35A.47.040 provides that the city council shall not approve any franchise hereunder until the next regularly scheduled council meeting following the public hearing. If the application is denied, in whole or in part, the written determination shall include the reason(s) for denial. The decision to grant or deny, in~~

~~whole or in part, an application for a telecommunications franchise shall be based upon the following:~~

~~A. Whether the applicant has received all requisite licenses, certificates, and authorizations from the Federal Communications Commission, the Washington Utilities and Transportation Commission, and any other federal or state agency with jurisdiction over the activities proposed by the applicant;~~

~~B. The capacity of the public ways to accommodate the applicant's proposed facilities;~~

~~C. The capacity of the public ways to accommodate additional utility and telecommunications facilities if the franchise is granted;~~

~~D. The damage or disruption, if any, of public or private facilities, improvements, service, travel or landscaping if the franchise is granted;~~

~~E. The public interest in minimizing the cost and disruption of construction within the public ways;~~

~~F. The service that applicant will provide to the community and region;~~

~~G. The effect, if any, on public health, safety and welfare if the franchise requested is granted;~~

~~H. The availability of alternate routes and/or locations for the proposed facilities;~~

~~I. Applicable federal and state utility and telecommunications laws, regulations and policies;~~

~~J. The ability to avoid, or mitigate to the city's satisfaction, future conflicts with the operation, repair, replacement, and maintenance of city owned and other commercial utilities;~~

~~K. The ability of the applicant to stabilize existing pavement structures prior to disturbance in a manner sufficient to ensure future deterioration is not accelerated by~~

~~virtue of the installed facilities, and/or the ability and willingness of the applicant to fully mitigate such damages to the extent that they may prove unavoidable to the satisfaction of the city. Such security for the pavement's integrity may include additional periods of warranty bonding for up to five years from date of completion of work as determined by the city engineer;~~

~~L. Demonstrated ability and commitment to meet city bonding and security requirements established in ACC 20.10.240 through 20.10.260 and Chapter 12.24 ACC; and~~

~~M. Such other factors as may demonstrate that the franchise to use the public ways will serve the community interest. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.06.050 Notification of council action and execution of franchise.~~

~~Upon the city council's decision the public works director shall notify the applicant of the decision, including reason(s) for any denial, and instruct the applicant of the procedure to follow to complete execution of the agreement if approved by the city council. No franchise shall be deemed to have been granted hereunder until after the public hearing and city council approval of a written agreement setting forth the particular terms and provisions under which the franchisee has been granted the right to occupy and use public ways of the city and both the city and applicant have fully executed the franchise and the applicant has provided the security deposits and proof of insurance as required by Chapter 20.10 ACC. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.06.060 Nonexclusive franchise.~~

~~No franchise granted under this title shall confer any exclusive right, privilege, license or franchise to occupy or use the public ways of the city for delivery of utility or telecommunications services or any other purposes. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.06.070 Term of franchise.~~

~~By virtue of the uncertainties created by the Act, unless otherwise specified in an existing franchise agreement, a telecommunications franchise granted by the city pursuant to this title shall be valid for a term not to exceed five years. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.06.080 Rights granted.~~

~~No franchise granted under this chapter shall convey any right, title or interest in the public ways, but shall be deemed a franchise only to use and occupy the public ways for the limited purposes and term stated in the franchise. Further, no franchise shall be construed as any warranty of title. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.06.090 Franchise territory.~~

~~Unless otherwise provided in the franchise ordinance, a franchise granted under this chapter shall authorize the franchisee to operate in the public ways throughout the city when a permit to install the necessary facilities has been approved by the city. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.06.100 Franchise fees in addition to utility taxes.~~

~~Revenue derived directly or indirectly from sources within the city shall be subject to applicable utility taxes as of the time of commencement of such operations. Franchise fees shall be in addition to any utility tax, but shall be collectible only to the extent as then allowed by law, and in no event may the combined utility tax and franchise fee exceed the amount permitted by law. (Ord. 6546 § 6, 2014; Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.06.110 Nondiscrimination.~~

~~A franchisee which purports to serve the general public shall make its utility or telecommunications services available to any customer within its franchise area who shall request such service, without discrimination as to the terms, conditions, rates or charges for the franchisee's services; provided, however, that nothing in this title shall prohibit a franchisee from making any reasonable classifications among differently situated customers. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.06.120 Amendment of franchise.~~

~~Except as otherwise provided within an existing franchise ordinance, a new franchise application shall be required of any commercial utility or telecommunications carrier or operator that desires to extend its franchise territory or to locate its utility or telecommunications facilities in public ways of the city which are not included in a franchise previously granted under this title. If a franchisee is required by the city to locate or relocate its facilities in public ways not included in a previously granted franchise, the city shall grant a franchise amendment without further application. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.06.130 Renewal of franchise.~~

~~A franchisee that desires to renew its franchise under this chapter for an additional five year term shall, not more than 240 days nor less than 180 days before expiration of the franchise in effect, file an application, which is determined as complete in accordance with ACC 20.06.030, with the city for a renewal of its franchise which shall include the following:~~

~~A. The information required pursuant to ACC 20.06.020;~~

~~B. Any information required pursuant to the franchise agreement between the city and the franchisee;~~

~~C. All deposits or charges required pursuant to this chapter;~~

~~D. A nonrefundable application fee in the amount as set forth in the Auburn fee schedule. (Ord. 6546 § 7, 2014; Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.06.140 Determination by city for renewal of franchise.~~

~~The process specified in ACG 20.06.030 for determining and notifying of completeness of application shall be used for renewals. Within 120 calendar days after receiving a complete application for renewal, following the procedures in ACG 20.06.030, the city council shall grant or deny the renewal application in whole or in part. If the renewal application is denied, the written determination shall include the reason(s) for denial. Prior to granting or denying renewal of a franchise under this chapter, in whole or in part, the city council shall conduct a public hearing and make a decision based upon the criteria set forth below in addition to all criteria in ACG 20.06.040.~~

~~A. The continuing capacity of the public ways to accommodate the applicant's existing facilities.~~

~~B. The applicant's compliance with the requirements of this title and the franchise agreement.~~

~~C. Applicable federal, state and local utility and telecommunications laws, rules and policies.~~

~~D. Such other factors as may demonstrate that the continued franchise to use the public ways will serve the community interest. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.06.150 — Obligation to cure as a condition of renewal.~~

~~No franchise shall be renewed until any ongoing violations or defaults in the franchisee's performance of the franchise agreement, or of the requirements of this title, have been cured, or a plan detailing the corrective action to be taken by the franchisee has been approved in writing by the city. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.06.160 — Reserved.~~

~~(Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.06.170 — Other city costs.~~

~~All franchisees shall, within 30 days after written demand, reimburse the city for all direct and indirect costs and expenses incurred by the city in connection with any modification, amendment, renewal or transfer of the franchise or any franchise agreement. In addition, all franchisees shall, within 30 days after written demand, reimburse the city for any and all costs the city reasonably incurs in response to any emergency involving the franchisee's utility or telecommunications facilities. Finally, all franchisees shall, within 30 days after written demand, reimburse the city for the franchisee's proportionate share of all actual, identified expenses incurred by the city in planning, constructing, installing, repairing or altering any city facility as a result of the presence in the public way of the franchisee's utility or telecommunications facilities. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.06.180 — Compensation for use of public ways.~~

~~A. The city finds that the public ways to be used by commercial utilities and carriers and operators in the operation of telecommunications systems within the boundaries of the franchise are valuable public properties, acquired and maintained by the city at~~

~~great expense to its taxpayers, and that the grant of use of said public ways is a valuable property right, without which grantees and franchisees would be required to invest substantial capital in public way costs and acquisitions; therefore, grantees and franchisees shall pay the city as a general compensation for the use of the public way during each year of the term of a franchise a franchise fee as determined by city council, not to exceed six percent of gross revenues for each quarter of each calendar year. Franchisees shall pay the franchise fee mandated by this chapter but the city acknowledges and understands that such amount (and any other fees, assessments, or taxes imposed on franchisees not described in subsection E of this section) shall appear as a line item on the bill sent to, and shall be collected from, the subscribers; provided further, that the compensation required from any telecommunications operator or carrier engaged in the "telephone business," as defined in RCW 82.04.065, shall be consistent with RCW 35.21.860.~~

~~B. *Annual Franchise Fee Adjustments.* The initial annual franchise fee percentage shall be the amount permitted by law of gross revenues unless and until it is further adjusted by city council. Any such adjustment shall occur at least 60 days before any subsequent annual anniversary date. Any adjustment shall become effective on the subsequent annual anniversary date.~~

~~C. *Quarterly Payment.* Franchisees shall forward by check wire transfer an amount equal to this quarterly payment by the fifteenth day of the second calendar month immediately following the close of the calendar quarter for which the payment is calculated.~~

~~D. *Late Payment.* In the event any quarterly payment is made after noon on the date 10 days after the date due, franchisees shall pay a late payment penalty as shown in the city's fee schedule.~~

~~E. *Fees and Compensation Not a Tax.* The fees, charges and fines provided for in this title and any compensation charged and paid for the franchisee's use of the city's public ways, whether "fiduciary or in kind," are separate from, and additional to, any and all federal, state, local and city taxes as may be levied, imposed or due from a~~

~~commercial utility, telecommunications carrier, operator, or provider, its customers or subscribers or on account of the lease, sale, delivery or transmission of utility or telecommunications services.~~

~~F. *Ruling of Unenforceability.* The compensation required from any commercial utility, telecommunications carrier, operator, or provider shall be as provided by law. In the event any franchise fee shall be held unenforceable by a court of law which has jurisdiction over the city, franchisees shall pay the equivalent amount paid in franchise fees as a city utility tax which shall be applied retroactively to time periods during which the franchise fee was determined to be unenforceable.~~

~~G. *Quarterly Report.* In order to properly determine the gross revenues received by franchisees, the franchisee shall, on the same date that each quarterly payment is made, file with the director of finance a sworn copy of a report, in a form acceptable to the city, in sufficient detail to itemize revenues from each of the revenue categories. The city may, if it sees fit and at its own expense, have the books and records of franchisees examined by a representative of said city to ascertain the correctness of the reports agreed to be filed herein. Neither the acceptance of any payment nor any subsequent review shall be deemed an agreement by the city that the correct payment was paid, absent a fully authorized written release by the city on any such payments or on such reports. Any necessary prorations shall be made in the first and last year of each term of the franchise. Any city request for access to books and records shall be allowed by the franchisee at reasonable times and for reasonable purposes. Such information shall be held in strict confidence by the city as allowed by law and used only for the purpose stated herein.~~

~~H. *Recalculation at End of Compensation Year.* At the end of each calendar year, franchisees shall recalculate the total general compensation actually due. If additional amounts are due the city by franchisee, said amounts shall be paid by the fifteenth day of February following the calendar year during which such amounts were originally due. If amounts are found to be due the franchisees by the city, said amounts shall be credited by the fifteenth day of February during which such amounts were originally due. Any necessary prorations will be made.~~

~~I. *Taxes Are Not to Be a Credit.* The compensation paid under this franchise shall be exclusive of and in addition to all special assessments and taxes of whatever nature which are applicable to all other persons or entities doing business within the city, including, but not limited to, ad valorem tax, sales tax, corporate or business occupation taxes or other taxes or fees imposed or levied by any governmental entity.~~

~~J. *Utility Tax Liability — Franchise Fees.* Revenues derived directly or indirectly from sources within the city shall be subject to applicable utility taxes as of the time of commencement of such operations. Franchise fees shall be in addition to any utility tax, but shall be collectible only to the extent as then allowed by law, and in no event may the combined utility tax and franchise fee exceed six percent of gross revenues in accordance with RCW 35.21.870. Franchise fees, if applicable, shall be levied on a nondiscriminatory basis.~~

~~K. *Rights of City.* Payment of money under any franchise shall not in any way limit or inhibit any of the privileges or rights of the city, except insofar as city's privileges or rights are expressly limited or inhibited by the terms of a franchise.~~

~~L. *Annual Report.* Franchisees shall file annually with the director of finance, no later than 90 days after the end of franchisee's fiscal year, an unaudited statement of revenues (for that fiscal year just ended) attributable to the operations of the franchisee's telecommunications system within the city pursuant to the franchise agreement. The statement shall present a detailed breakdown of gross revenues and uncollectible accounts for the year. The city may, if it sees fit, have such report audited by an independent certified public accountant of its choosing. If the audit reveals an underpayment error in payment by franchisees of more than five percent, then franchisees shall pay for the costs of the audit. If the audit reveals an error in payment of five percent or less, the city shall pay the costs of the audit. The report will summarize those accounts reconciled to be within the franchise area by the city's quarterly review.~~

~~M. *Circumventing Payments.* Any transaction(s) which have the effect of circumventing payment of the required franchise fees and/or evasion of payment of franchise fees or any payments due the city under a franchise by noncollection or nonreporting of gross revenues, bartering, or any other means which evade the actual collection of revenues for business pursued by franchisees are prohibited.~~

~~N. *Best Rates.* As allowed by applicable law, part of the compensation to the city for the grant of any telecommunications franchise, the city shall be entitled to obtain subscriptions, at the city's discretion, to the communications service at franchisee's lowest comparable rate applicable to any government body or municipality of the state of Washington. In addition, city shall be entitled to franchisee's lowest comparable rate applicable to any governmental body or municipality of the state of Washington for purchase and/or lease, should the city determine to purchase and/or lease equipment or modems applicable to government bodies or municipalities in the state of Washington for purposes of accessing the communications service. (Ord. 6718 § 3 (Exh. C), 2019; Ord. 6546 § 8, 2014; Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.06.190 — Accounts, books and records.~~

~~The franchisee shall keep the city fully informed as to accounting methods and procedures in connection with the recording and reporting by the franchisee of all revenues and uncollectibles.~~

~~A. *City to Be Informed.* Franchisees shall keep the city fully informed as to all matters in connection with or which may affect the construction, reconstruction, removal, maintenance, operation and repair of franchisee's system located in public way(s), franchisee's accounting methods and procedures in connection therewith, and the recording and reporting by franchisees of all revenues and uncollectibles. Franchisees shall comply with the city's determination regarding forms for reports, the time for reports, the frequency with which any reports are to be made, and whether reports are to be made under oath. The city acknowledges that a franchisee~~

~~may be a reporting company under the Securities Exchange Act of 1934 and that shares of its stock are publicly traded. As such, a franchisee may be precluded from disclosing certain sensitive, nonpublic information by virtue of rules and regulations promulgated under such act or otherwise.~~

~~B. *Accounts.* The franchisee shall keep complete and accurate books of account and records of its business and operations subject to this franchise chapter in accordance with generally accepted accounting principles or in accordance with accounting rules prescribed by applicable federal or state regulatory agencies. The city may require the keeping of additional records or accounts which are reasonably necessary for purposes of identifying, accounting for, and reporting gross revenues and uncollectibles. All subscribers who report a service address in the city of Auburn shall be subject to taxes and fees under this franchise. When required by the city, the franchisee shall make available a complete list of all service addresses within the city of Auburn. This list shall be available for review by the city at a local franchisee's business office. The list will be provided on a computer disc in ASCII format sorted by zip code. It is understood this data is only needed for Auburn to perform an audit to ascertain that the correct subscribers are subjected to Auburn taxes and fees. As the city annexes new areas, those zip codes, if any, will be added.~~

~~C. *Access to Records.* The franchisee shall provide the city with access at reasonable times and for reasonable purposes, to examine, audit, review and/or obtain copies of the papers, books, accounts, documents, maps, plans and other records of the franchisee pertaining to this franchise chapter. The franchisee shall fully cooperate in making available its records and otherwise assisting in these activities. Such information shall be held in strict confidence by the city, as allowed by law, and used only for the purpose stated herein.~~

~~D. *Inquiries to Franchisee.* The city may, at any time, make inquiries pertaining to the franchisee's operation of its utility or telecommunications system within the franchise area. The franchisee shall respond to such inquiries on a timely basis. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

13.36.01020.06.010 Purpose.

The purpose of this chapter is to set forth an integrated statement of conditions, requirements, obligations, duties and procedures for granting by the city of a nonexclusive franchise for the construction, maintenance and operation of a cable systems of cable television signal distribution within the territorial limits of the eCity of Auburn. (Ord. 4625 § 2, 1993.)

13.36.03020.06.020 Cable Franchise – Conditions and term.

A. *Authority to Grant Cable Franchises or Licenses for Cable Television.* The city council may by resolution ordinance award a nonexclusive franchise to construct, operate and maintain a cable communications system which complies with the requirements and conditions of this chapter. Any franchise granted pursuant to this chapter shall be nonexclusive and shall not preclude the city from granting other or further franchises or permits, or preclude the city from using any roads, rights-of-public ways, streets, or other public properties, or affect its jurisdiction over them or any part of them, or limit the full power of the city to make such changes as the city shall deem necessary, including the dedication, establishment, maintenance, and improvement of all new rights-of-public ways and thoroughfares and other public properties; provided, that any such changes shall not materially or substantially impair the rights granted a franchisee pursuant to this chapter. All franchises granted subsequent to the effective date of this chapter shall be consistent with the requirements and conditions of this chapter.

B. *Incorporation by Reference.* The provisions of this chapter shall be incorporated by reference in any franchises approved pursuant hereto. The provisions of any proposal for a franchise submitted and accepted by the city shall be incorporated by reference in the applicable franchise; provided, that in the event of any conflict between the proposal, this chapter and the franchise, the franchise shall be the prevailing document.

~~6B.~~ *Conditions of a Franchise.* Subject to the provisions in this chapter, any [cable franchise](#) granted hereunder by the city shall authorize a franchisee to: (1) engage in the business of operating and providing cable service and the distribution and sale of such service to subscribers within the city; and (2) erect, install, construct, repair, replace, reconstruct, maintain and retain in, on, over, under, upon, across and along any street, such amplifiers and appliances, lines, cables, conductors, vaults, manholes, pedestals, attachments, supporting structures, and other property as may be necessary and appurtenant to the cable communications system; and ~~(3) use, operate and provide similar facilities, or properties rented or leased from other persons, firms or corporations, including but not limited to any public utility or other franchisee franchised or permitted to do business in the city; provided, that no privilege or exemption shall be granted or conferred upon a franchisee by any franchise except those specifically prescribed therein, and any use of any street shall be consistent with any prior lawful occupancy of the street or any subsequent improvement or installation therein.~~

~~6C.~~ *Term of Franchise.* The council shall have the right to grant a franchise for a period of time which in the council's judgement is the most appropriate to the circumstances of the particular grant and is in the best interests of the citizens of the city. (Ord. 4625 § 2, 1993.)

~~13.36.040~~[20.06.030](#) Franchise — Application requirements[Cable franchise application.](#)

An applicant for an initial franchise to construct, operate, and maintain a cable communication system within the city shall file an application in a form prescribed by the city, accompanied by a nonrefundable franchise application fee in the amount set forth in the city of Auburn fee schedule. [The application shall include the following:](#) (Ord. 6546 § 1, 2014; Ord. 4625 § 2, 1993.)

[A. The identity of the applicant, including all affiliates of the applicant that may be involved in the construction, operation and/or maintenance of the cable system;](#)

B. A description of the cable services that are or will be offered or provided by the applicant;

C. A description of the facilities, transmission medium or transporting means that will be used by the applicant to offer or provide such cable services;

E. Evidence of ownership or a right to use existing facilities such as poles, ducts, conduit or other facilities which the applicant intends to use or lease.

F. Information to establish that the applicant has obtained any other required governmental approvals and permits to construct and operate the facilities, and to offer or provide cable services.

H. The area or areas of the city the applicant desires to serve and a schedule for build-out to the entire franchise area;

I. Such other and further information as permitted by applicable law as may be requested by the city;

J. Proof of ability to meet city's bonding requirements in ACC 12.24.050 when the applicant does not have an existing standing bond on file with the city sufficient to cover the scope of work proposed and proof of ability to meet financial security requirements in ACC 20.02.280;

K. A copy of an Auburn business license stamped and signed by the business license clerk, as designated by the mayor; and

L. A nonrefundable application fee and other charges as set forth in the Auburn fee schedule.

20.06.040 Scheduling public hearing; notice; criteria for approval.

A. Notice of Complete Application. Within 30 calendar days after receipt of the franchise application, the city will complete review of the application to determine whether the application required by ACC 20.06.030 is complete and can proceed

with processing. If during the 30-calendar-day review period, the public works director or designee determines that the application is incomplete, the city will issue a letter to the applicant specifying the additional information necessary to complete the application. The applicant will be given 30 calendar days to respond. Once the additional information is received by the city, an additional 14 calendar days will be allowed to determine whether the application is complete. Once the application is determined complete, written notice will be provided. If the applicant needs additional time to respond the applicant may request up to an additional 30 calendar days. If a response is not timely received, the application will be returned to the applicant with a notice that the application is rejected due to failure to provide the required information. Any new applications will require a new application fee.

B. Franchise Negotiations. When satisfied that the application is complete, the city will notify the applicant in writing that the application is complete. At such time cable franchise negotiations may commence. At a minimum, a cable franchise must provide that access to cable service will not be denied to any group of potential residential cable subscribers because of the income of the residents of the local area in which such group resides; that the public will be benefited by the granting of a franchise to the applicant; that the applicant has the requisite financial and technical resources and capabilities to build, operate and maintain a cable television system in the area; and that the applicant will provide adequate public, educational, and governmental access channel capacity, facilities, or financial support.

C. After completion of negotiations, the city will notify the applicant in writing of the schedule for consideration by the city council in accordance with RCW 35.99.030. The city council will schedule a public hearing to consider the proposed cable franchise, and the city clerk will notify the applicant in writing of the scheduled hearing. (Ord. 6532 § 33, 2014; Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

20.06.050 Determination by the city.

Within 120 calendar days from the time of notification that the application is complete or as otherwise permitted by RCW 35.99.030, under ACC 20.06.040, the city shall issue a written determination granting or denying the application for a cable franchise in whole or in part. Prior to granting or denying a franchise under this title, the city council shall conduct a public hearing and make a determination base on the criteria set forth in federal law.

20.06.060 Application instruction and requirements for competitive cable franchises.

A. Non-CFAR franchise applications. Notwithstanding any other provisions, any competitive cable services franchise applicant may elect to submit a cable franchise application to the City and/or engage in cable franchise negotiations without regard to the application of the FCC's Competitive Franchise Application Rule (CFAR) - the administrative rule that imposes procedures upon local governments for the issuance of competitive cable franchises for areas currently served by an existing cable operator. In such cases, the City will negotiate the terms of a competitive cable franchise without regard to 47 CFR §76.41 and the other provisions of this Section. Agreement by any applicant to negotiate a franchise without regard to 47 CFR §76.41 and the other provisions of this Section shall not be deemed by the City to effect a waiver of any applicant's right under applicable law to trigger application of 47 CFR §76.41 and this Section, where applicable.

B. Instructions and definitions.

1. An applicant for a competitive cable franchise ("Applicant") shall include the requisite information set forth below, in writing, in its franchise application, in addition to any information required by 47 CFR §76.41 and applicable state and local laws and the application fee in the amount set forth in the city of Auburn fee schedule.

2. The City shall accept and review only those applications that include complete responses to every requirement of Subsections B, C, D and E of ACC 20.06.060. Submission of an application that does not include the requisite information set forth in Sections B, C, D and E, and the application fee shall not commence the time period for granting or denying the application set forth in 47 C.F.R. §76.41(d). The Applicant shall submit additional or updated information as necessary to ensure the requisite information provided is complete and accurate throughout the City's review of the application.

3. Application shall be made to the Department of Public Works.

4. Upon request, the City will promptly provide access to documents or information in its possession or control that are necessary for the completion of this application, provided that the Applicant does not otherwise have access to such documents or information and that such documents or information are subject to disclosure under Washington public records act.

5. For the purposes of the application, the terms, phrases, and their derivations set forth below shall have the meanings given unless the context indicates otherwise. When not inconsistent with the context, words used in the present tense include the future tense, words in the plural number include the singular number, and words in the singular include the plural number. The word "shall" is always mandatory and not merely directory.

a. "Affiliate(s)" when used in relation to any person, means any other person who owns or controls, is owned or controlled by, or is under common ownership or control with, such person.

b. "Applicant" means an applicant for a cable franchise pursuant to the provisions of the Competitive Franchise Application Rule ("CFAR") set forth in Part 76 of Title 47 of the Code of Federal Regulations, §76.41, and includes the Parent Corporation, its subsidiaries and Principals.

c. “Control” is not limited to majority stock ownership, but includes actual working control in whatever manner exercised.

d. “Interest” includes officers, directors and shareholders owning five percent (5%) or more of the Applicant’s outstanding stock or any equivalent voting interest of a partnership or joint venture.

e. “Parent Corporation” includes any entity with ownership or control of the Applicant.

f. “Principal” includes any person, firm, corporation, partnership, joint venture, affiliates, or other entity, who or which owns or controls five percent or more of the voting stock (or any equivalent voting interest of a partnership or joint venture) of the Applicant.

g. “Regulatory Authority” includes any governmental or quasi-governmental organization or entity with jurisdiction over all or any portion of the Applicant or its operations.

C. Requisite information:

1. Identification and Ownership Information. The application shall include the name, address, telephone number and web site (if applicable) of the Applicant and the proposed franchisee (if different from Applicant), and the name, address, primary telephone number and primary e-mail address of all individual(s) authorized to represent the Applicant before the City during its consideration of the franchise(s) requested, including the Applicant’s primary contact and any additional authorized contacts.

2. Business structure.

a. If a corporation, the Applicant shall provide: 1) A list all officers and members of the Board of Directors, their principal affiliations and their addresses; 2) A certificate of good standing indicating that the Applicant is licensed to do business in the State of Washington; and 3) A statement

indicating whether the Applicant is directly or indirectly controlled by another corporation or legal entity. If so, Applicant shall attach an explanatory statement and respond to this subsection concerning the controlling corporation.

b. If a partnership, the Applicant shall describe the structure of the partnership and the interests of general and limited partners; and state whether the Applicant is controlled directly or indirectly by any corporation or other legal entity. If so, Applicant shall attach an explanatory statement and respond to subsection 2.a above, as applicable, concerning the controlling entity.

3. Experience.

a. Current Franchises. An Applicant shall list all cable systems in which it or any Affiliate owns more than five percent of the system; provided that if the total number of cable systems exceeds ten, the Applicant shall list the ten systems that are the subject to its most recent cable franchises. For each system Applicant shall include name of system, address, communities served, number of subscribers, number of homes passed, date of system award, duration (start and end date) of franchise, status of construction, and percent of penetration of homes passed as of the most recent available date (indicate date).

b. Potential Franchises. An Applicant shall list communities where it or any Affiliate currently has in the State of Washington a formal or informal request pending for an initial franchise, the renewal of a franchise, or the approval of a transfer of ownership. The Applicant shall include the name of communities, date of application, and date of expected action.

4. Management Structure. Every application for a competitive franchise shall include a management/organizational chart, showing the management structure of the Applicant.

D. Legal qualification.

1. Franchise Violations. An Applicant shall state whether it or any Affiliate has been found in violation by a Regulatory Authority or franchising authority of any franchise ordinance or agreement, contract or regulation governing a cable system. If so, the Applicant shall identify the judicial or administrative proceeding, giving the date, name of tribunal and result or disposition of that proceeding.

2. Other Violations. An Applicant shall state whether it has been found in violation by a Regulatory Authority of any other type (e.g. utility) of franchise, ordinance, agreement, permit, contract or regulation. If so, the Applicant shall identify the judicial or administrative proceeding, giving the date, name of tribunal and result or disposition of that proceeding.

E. Financial qualifications. Unless SEC Forms 10K and 10Q are available on the EDGAR database, Applicants with existing operations shall provide audited financial statements, including statements of income, balance sheets and cash flow statements, together with any notes necessary to the understanding of the financial statements for the last three fiscal years for the Applicant and any Parent Corporation. Applicants that are new (start-up) entities shall provide pro forma projections for the next five fiscal years, if available, but at a minimum the next three fiscal years from the date of the application.

F. Technical qualifications, planned services and operations.

1. The application shall describe the Applicant's planned initial and proposed cable services geographic area, including a map of all areas proposed to be served and proposed dates for offering service to each area. The application shall additionally state whether the Applicant proposes to provide cable services to the entire franchise area, and if so, a proposed timetable for meeting that goal;

2. If the Applicant has or asserts existing authority to access the public right of way in any of the initial or proposed service areas, the Applicant shall state the

basis for such authority or asserted authority and attach the relevant agreements or other documentation of such authority;

3. The Applicant shall describe with particularity its planned residential Cable services, including basic cable services, other cable programming service tiers, and any additional pay-per-view, on-demand or digital services; and the projected rates for each category or tier or service;

4. The Applicant shall describe with particularity its planned system technical design, upstream and downstream capacity and speed, provision for analog or digital services or packages, distribution of fiber, planned count of households per residential node, and any other information necessary to demonstrate that the Applicant's technology will be deployed so as to be able to successfully offer cable services in the proposed locations;

5. The Applicant shall describe with particularity its planned non-residential cable services;

6. The Applicant shall describe its planned construction and extension or phase schedule, as applicable, including system extension plans or policy; and describe the current status of the Applicant's existing or proposed arrangements with area utilities, including pole attachments, vault, or conduit sharing agreements as applicable;

7. The Applicant shall describe its plan to ensure that the safety, functioning and appearance of property and convenience and safety of other persons not be adversely affected by installation or construction of the Applicant's facilities, and that property owners are justly compensated for any damages caused by the installation, construction, operation or removal of the facilities;

8. The Applicant shall describe its plan to comply with the subscriber privacy protections set forth in 47 U.S.C. §551, and the privacy protections of the City's local cable customer service standards.

G. Certification of applicant. Each application shall be accompanied by a certificate in a form required by the City, and declaring that the Applicant's representations are truthful

H. Public records/confidentiality. Unless otherwise provided by applicable law, information submitted as part of an application is open to public inspection and subject to the Washington Public Records Act.

I. Application fee. An application fee sufficient to cover the reasonable cost of processing applications under this ordinance will be in the amount set forth in the city of Auburn fee schedule.

J Review Process

1. Acceptance of Application. The City shall review the application to ensure all requisite information is included in the application. If the application is not complete, the City will notify the Applicant in writing, listing the requisite information that is required to complete the application and notifying the Applicant that the time period for granting or denying the application set forth in 47 C.F.R. § 76.41(d) will not begin to run until such information is received. If the application is complete, the City will notify the Applicant in writing that all requisite information has been received.

2. Staff Review. The City staff shall review all completed applications based on the review criteria set forth herein. If, during the review of an application, staff reasonably requires additional information from the Applicant, staff will promptly request the information from the Applicant, in writing, along with a notification that the time period for granting or denying the application set forth in 47 C.F.R. § 76.41(d) will be tolled until such information is received by the City. After completing the review, staff shall provide an analysis of the application to the City Council.

3. Franchise Negotiations. Within the ninety (90) day time period set forth in 47 C.F.R. § 76.41(d), the City shall attempt to negotiate a cable franchise

agreement with the applicant, and within that time period, schedule the application and any proposed franchise for public hearing as set forth in Subsection K.

K. Public hearing. The City shall hold a public hearing before acting on the application, affording participants a process substantially equivalent to that required by 47 U.S.C. §546(c)(2) governing renewal of cable franchises.

L. Review criteria. The City may deny an application if, based on the information provided in the application, at the public hearing and/or any terms of a proposed franchise agreement:

1. The Applicant does not have the financial, technical, or legal qualifications to provide cable service;
2. The Applicant will not provide adequate public, educational, and governmental access channel capacity, facilities, or financial support; or
3. The Applicant's proposed terms do not comply with applicable laws and regulations including, but not limited to, local customer service standards, or relevant existing contractual obligations of the City.

~~13.36.060~~20.06.070 Acceptance.

A. No franchise granted pursuant to the provisions of this chapter shall become effective unless and until the ~~resolution~~ ordinance granting same has become effective and the ~~grantee~~ franchisee has accepted same as provided below.

B. Within ~~60~~30 days after the effective date of the ~~resolution~~ ordinance awarding a franchise, or within such extended -period of time as the council in its discretion may authorize, a franchisee shall file with the city clerk its written acceptance of the franchise, in a form satisfactory to the city attorney, together with the ~~bond~~ financial security, and insurance policies, and any outstanding fees required by ACC ~~13.36.370 and 13.36.380~~20.02.270 and 20.02.280. (Ord. 4625 § 2, 1993.)

~~13.36.080~~20.06.080 Rules and regulations by the city.

In addition to the inherent powers of the city to regulate and control any franchise it issues, the authority granted to the city by the Act~~applicable law~~, and those powers expressly reserved by the city or agreed to and provided for in a franchise, the city also reserves the right and power to promulgate such additional regulations as it may find necessary in the exercise of its lawful powers. (Ord. 4625 § 2, 1993.)

~~13.36.090~~20.06.090 Technical standards and maintenance.

A. Subject to federal, state and local~~applicable~~ law, a franchisee shall comply with FCC Rules, Part 76, Subpart K, Section 76.601 through 76.610 and as amended hereafter, and, at the minimum, the following:

1. Applicable city, county, state and national/federal codes, laws and regulations;
2. Applicable utility joint attachment practices;
3. The National Electric Safety Code; ANSI C2;
4. Local utility code requirements;
5. Local rights-of-~~public~~ way procedures, in accordance with ACC Titles 12, 13 and 20 ~~ACC~~.

B. A comprehensive routine preventive maintenance program shall be developed, effected and maintained to ensure continued top quality cable communications operating standards in conformance with FCC Regulations Part 76 and amendments thereto. (Ord. 6238 § 3, 2009; Ord. 4625 § 2, 1993.)

~~13.36.110~~20.06.100 Construction standards.

All facilities constructed pursuant to the provisions of this chapter shall be placed and maintained at such places and positions in or upon such streets, avenues, alleys and public places as shall not interfere with the passage of traffic and the use of adjoining property, and shall conform to the applicable sections of the National Electrical Code, codes of the state of Washington and ACC Titles 12, 13 and 20 ACC pertaining to such construction. (Ord. 6238 § 4, 2009; Ord. 4625 § 2, 1993.)

~~13.36.130~~20.06.110 Undergrounding and landscaping.

Undergrounding of all utilitycable facilities will meet the requirements of Chapter 13.32A ACC. (Ord. 6238 § 5, 2009; Ord. 4625 § 2, 1993.)

~~13.36.140~~20.06.120 Construction in right-of-the public way.

Whenever, in the sole opinion of the city, any of a franchisee's facilities or equipment need to be relocated or altered due to a construction or repair project by the city in a public way, a franchisee shall move or relocate said facilities or equipment within 30 days from receiving written notice from the city. However, in the event such relocation is required due to emergency repairs deemed necessary by the city, such relocation or moving shall be accomplished within 24 hours. Any relocation or alteration of a franchisee's facilities or equipment required under this section shall be at the sole expense of a franchisee. Installation and/or relocation of all underground and aerial facilities within existing city right-of-way or public ways or city utility easements shall

be permitted under Chapter 12.24 ACC, Construction Permits. (Ord. 5043 § 1 (Exh. B), 1998; Ord. 4625 § 2, 1993.)

~~13.36.150~~20.06.130 Safety requirements.

A franchisee, in accordance with applicable national, state, and local safety requirements shall, at all times, employ ordinary care and shall install and maintain and use commonly accepted methods and devices for preventing failures and accidents which are likely to cause damage, injury, or nuisance to the public.

All structures and all lines, equipment and connections in, over, under, and upon the streets, sidewalks, alleys, and public ways or places of a franchise area, wherever situated or located, shall at all times be kept and maintained in a safe, suitable condition and in good order and repair.

The city reserves the general right to see that the system of a franchisee is constructed and maintained in a safe condition. If a violation of the National Electrical Safety Code or other applicable regulation is found to exist by the city, the city will, after discussions with a franchisee, establish a reasonable time for a franchisee to make necessary repairs. If the repairs are not made within the established time frame, the city may make the repairs itself or have them made and collect all reasonable costs thereof from the franchisee. (Ord. 4625 § 2, 1993.)

~~13.36.180~~20.06.140 Rates.

Within 60 days after the grant of any franchise hereunder, a franchisee shall file with the city a complete schedule of all rates to be charged to all subscribers.

Prior to implementation of any change in rates or charges for any service or equipment provided by a franchisee, the franchisee shall provide the city and all subscribers a minimum of 30 days prior written notice of such change.

Subject to federal, state and local ~~applicable~~ law, the city may regulate the approval of increases of rates or charges for providing cable service and prescribe reasonable rate approval procedures. (Ord. 4625 § 2, 1993.)

~~13.36.200~~20.06.150 Customer service.

A. A franchisee shall render repair service to restore the quality of the signal at approximately the same standards existing prior to the failure or damage of the component causing the failure and make repairs promptly and interrupt service only for good cause and for the shortest time possible. Such interruptions, insofar as possible, shall be preceded by notice and shall occur during a period of minimum use of the system. A log of all service interruptions shall be maintained for at least a period of one year. The city, after two working days' notice, may inspect such logs.

B. An employee of a franchisee shall answer and respond to all individual complaints received no later than 5:00 p.m. weekdays. A franchisee may use an answering service to receive complaints after 5:00 p.m. weekdays, weekends and holidays and will respond to any system outage affecting more than five subscribers. A copy of the instructions to the answering service by a franchisee shall be furnished to the city or its designee.

C. A technician shall be on call seven days a week, 24 hours a day. A franchisee shall respond immediately to service complaints in an efficient manner.

D. A franchisee shall maintain a sufficient repair force to respond to individual requests for repair service within two working days after receipt of the complaint or request, except Saturday, Sunday and legal holidays. All complaints shall be resolved within seven days, to the extent reasonable. If a subscriber has notified a franchisee of an outage, no charge for the period of the outage shall be made to the subscriber if the subscriber was without service for a period exceeding 24 hours, unless the outage was due to acts of God, force majeure or circumstances reasonably beyond a franchisee's ability to control.

E. A franchisee shall supply at the time of a new connection, and periodically at least once a year, the title, address, and telephone number of the city official or designee, to whom system subscribers may direct their concerns.

FE. In no case will a franchisee's service standards fall below the standards established by the National Cable Television Association (NCTA) which are attached to the ordinance codified in this chapter as Appendix "A" and incorporated within this chapter¹ or any FCC regulation. Regardless of any franchise provisions, the city retains the right to adopt any customer service standards to govern the provision of cable services within the city as may be permitted by applicable law. (Ord. 4625 § 2, 1993.)

1 Code reviser's note: Appendix "A" is on file in the office of the city clerk.

13.36.21020.06.160 Telephone response.

A. A franchisee shall maintain an adequate force of customer service representatives as well as incoming trunk lines so that telephone inquiries are met promptly and responsively. A franchisee shall have in place procedures for utilization of other manpower and/or recording devices for handling the flow of telephone calls at peak periods of large outages or other major causes of subscriber concern. A copy of such procedures and/or policies shall be made available to the city.

B. In order that the city may be informed of a franchisee's success in achieving satisfactory customer relations in its telephone answering functions, a franchisee shall, upon request by the city, and routinely no less than quarterly, provide the city with a summary that will provide, at a minimum, the following:

1. Total number of calls received in reporting periods;

2. Time taken to answer;

3. Average talk time;

4. Number of calls abandoned by the caller;

5. Average hold time;

6. Percentage of time all lines busy;

7. An explanation of any abnormalities.

This data will be compared to minimum standards of the NCTA incorporated in this chapter by reference or any amendment thereto which increases such NCTA standards, and shall be monitored by the city.

~~C.B.~~ Calls for service generated during period of system outages due to emergency which affects more than 25 customers may be excluded from the service response calculations. The city shall have the sole determination as to what constitutes a system failure due to emergency and which calls shall be excluded from the service level calculations. (Ord. 4625 § 2, 1993.)

~~13.36.220~~[20.06.170](#) Failure to improve customer service.

A. The city or its designee shall review telephone response and customer service information with a franchisee. The franchisee shall make improvements in the appropriate categories which were found deficient pursuant to ACC ~~13.36.190 and 13.36.200~~[20.06.150](#) from the last reporting period. Failure to do so may result in the calling of a public hearing by the council for the purpose of examining the reasons, if any, why such improvements were not achieved by a franchisee.

B. An unsatisfactory record will result in the hearings being made part of an exhibit under Sections 626(c)(1)(A) and (B) of the [Cable](#) Act alleging that such practices have failed to conform with future franchising requirements as stated therein. In addition, a franchisee's corporate office shall be advised of the city's findings. (Ord. 4625 § 2, 1993.)

~~13.36.230~~20.06.180 Franchise fee.

A franchisee shall pay to the city quarterly, on or before the thirtieth day of each January, April, July and October, a sum as set forth in the Auburn fee schedule. Such remittances shall be accompanied by forms furnished by the city to report detailed information as to the sources of such income. (Ord. 6546 § 2, 2014; Ord. 4625 § 2, 1993.)

~~13.36.260~~20.06.190 Record inspection.

Subject to statutory and constitutional limits and two working days' advance notice, the city reserves the right to inspect the records of a franchisee necessary for the enforcement of a franchise and verification of the accuracy of franchise fee payments at any time during normal business hours; provided, that the city shall maintain the confidentiality of any trade secrets or other proprietary information in the possession of a franchisee. Such documents shall include such information as financial records, subscriber records within the context of Section 631 of the [Communications Act](#), and plans pertaining to a franchisee's operation in the city, and any information reasonably necessary for the city to evaluate compliance with franchise obligations. (Ord. 4625 § 2, 1993.)

~~13.36.270~~20.06.200 Reports.

A franchisee shall furnish, upon request, a report of its activities as appropriate. Such report shall include:

A. Most recent annual report;

B. A copy of the 10-K Report, if required by the Securities and Exchange Commission;

C. The number of homes passed;

D. The number of subscribers with basic services;

E. The number of subscribers with premium services;

F. The number of hook-ups in period;

G. The number of disconnects in period;

H. Total number of miles of cable in city;

I. Summary of complaints received by category, length of time taken to resolve and action taken to provide resolution;

J. A statement of its current billing practices, and a sample copy of the bill format;

K. A current copy of its subscriber service contract;

L. Report on operations; and

M. Such other reports with respect to its local operation, affairs, transactions or property that may be appropriate. (Ord. 4625 § 2, 1993.)

~~13.36.280~~20.06.210 Programming.

For informational purposes, a franchisee shall file a listing of its programing and the tiers in which they are placed. A franchisee shall consider the city's suggestions of general program categories as determined from time to time in residential questionnaire polls. The results of initial such surveys will be appended to the respective franchise agreements. (Ord. 4625 § 2, 1993.)

~~13.36.290~~20.06.220 Nondiscrimination.

A. A franchisee shall not, as to rates, charges, service facilities, rules, regulations or in any other respect, make or grant any preferences or advantage to any person nor subject any person to any prejudice or disadvantage; provided, that nothing in this

chapter shall be deemed to prohibit the establishment of a graduated scale of charges and classified rate schedules to which any customer coming within such classification would be entitled; and, provided further, that connection and/or service charges may be waived or modified during promotional campaigns of a franchisee.

B. A franchisee will not deny access to cable communications service to any group of potential residential subscribers because of the income of the residents of the local area in which the group resides. (Ord. 4625 § 2, 1993.)

~~13.36.410~~20.06.230 Inconsistency.

If any portion of chapter should be inconsistent or conflict with any rule or regulation now or hereafter adopted by the FCC or other federal ~~applicable~~ law, then to the extent of the inconsistency or conflict, the rule or regulation of the FCC or other federal ~~applicable~~ law shall control for so long, but only for so long, as such rule, regulation, or law shall remain in effect; provided the remaining provisions of this chapter shall not be affected thereby. (Ord. 4625 § 2, 1993.)

~~13.36.420~~20.06.240 Severability.

Each section, subsection or other portion of chapter shall be severable and the invalidity of any section, subsection, or other portion shall not invalidate the remainder. (Ord. 4625 § 2, 1993.)

Chapter 20.08
FACILITIES LEASE

Sections:

20.08.010	Facilities lease.
20.08.020	Lease application.
20.08.030	Notice of complete application and scheduling of public hearing.
20.08.040	Determination by the city.
20.08.050	Notification of council action and execution of lease.
20.08.060	Nonexclusive lease Extent of leasehold interest granted.
20.08.070	Term of facilities lease.
20.08.080	Rights granted.
20.08.090	Interference with other users.
20.08.100	Ownership and removal of improvements.
20.08.110	Cancellation of lease by lessee.
20.08.120	Compensation to the city Compliance with zoning standards.
20.08.130	Amendment of facilities lease Repealed.
20.08.140	Renewal of facilities lease Repealed.
20.08.150	Determination by the city for renewal of facility lease Repealed.
20.08.160	Obligation to cure as a condition of renewal Repealed.

20.08.010 Facilities lease.

The city council may, in its sole discretion, which is hereby reserved, approve facilities leases for the location of ~~commercial~~-utility or telecommunications facilities ~~and other nontelecommunications facilities~~ upon city [real](#) property, ~~as that term is defined in this title~~. Neither this chapter, nor any other provision of this title shall be construed to create an entitlement or vested right in any person or entity of any type to the use of any city property or city facility. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

20.08.020 Lease application.

Any person that desires to solicit the city's approval of a facilities lease pursuant to this title shall file a lease proposal with the city which, in addition to the information required by ACC ~~20.06.020~~[20.04.020](#) and [ACC 20.06.030](#), shall include the following:

- A. A description of the facilities or other equipment proposed to be located upon city property;
- B. A description of the city property upon which the applicant proposes to locate facilities or other equipment;
- C. Preliminary plans and specifications in sufficient detail to identify:
 - 1. The location(s) of existing [utilities or](#) telecommunications facilities or other equipment upon the city property, whether publicly or privately owned;
 - 2. The location and source of electric and other utilities required for the installation and/or operation of the proposed facilities or equipment;
- D. Accurate scale conceptual drawings and diagrams of sufficient specificity to analyze the aesthetic impacts of the proposed telecommunications facilities or other equipment;
- E. If applicant is proposing to install aboveground and/or overhead facilities:
 - 1. Evidence that surplus space is available for locating its [utilities or](#) telecommunications facilities on existing utility poles along the proposed route;
 - 2. Proof of compliance with city's zoning code;
- F. Whether the applicant intends to provide cable service, ~~video dialtone service~~ or other [multi-channel](#) video programming service, and sufficient information to determine whether such service is subject to cable franchising;

- G. An accurate map showing the location of any existing utility or telecommunications facilities in the city that applicant intends to use or lease;
- H. A description of the services or facilities that the applicant will offer or make available to the city and other public, educational, and governmental institutions;
- I. A copy of an Auburn business license stamped and signed by the business license clerk, as designated by the mayor;
- J. Proof of ability to meet city's bonding requirements in Chapter 12.24 ACC when the applicant does not have an existing standing bond on file with the city sufficient to cover the scope of work proposed; ~~and proof of ability to meet the city's security requirements in ACC 20.10.240 through 20.10.260;~~
- K. A nonrefundable application fee in the amount established in the city's fee schedule, if applicable; and
- L. Such other and further information as may be requested by the city. (Ord. 6718 § 4 (Exh. D), 2019; Ord. 5897 § 24, 2005; Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

20.08.030 Notice of complete application and scheduling of public hearing.

A. Within 30 calendar days the city will complete an initial review of the application to determine whether the application contains sufficient information as outlined in ACC 20.08.020 to proceed with processing. Once satisfied that the proposal is clear, and if the city in its sole discretion determines that it is in the city's interests to negotiate a lease, the ~~mayor will appoint a negotiation team to meet with the applicant and~~ director or designee responsible for the property will determine whether additional information is needed. ~~The team shall as a minimum consist of the finance director, a legal representative, and the department director affiliated with the property being considered for lease.~~ If during the 30-calendar-day review period, the application is deemed incomplete, the city will issue a letter to the applicant specifying the additional information necessary in order to proceed with processing.

The applicant will be given 30 calendar days to respond. Once the additional information is received by the city, an additional 14 calendar days will be allowed to determine whether the application is complete. Once the application is determined complete, written notice will be provided. If a response is not timely received, the application will be returned to the applicant with a notice that the application is rejected due to failure to provide the required information. Any new applications will require a new application fee, if applicable.

B. When satisfied that the application is complete, the ~~finance~~ director or designee responsible for the property will issue a letter of completeness and notifying the applicant of the process for consideration of the matter by the city council. Once an acceptable draft lease agreement has been prepared, the city clerk will schedule a hearing before the city council, if applicable, and the city clerk will notify the applicant in writing of the scheduled hearing. (Ord. 6532 § 34, 2014; Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

20.08.040 Determination by the city.

Recognizing that the city is under no obligation to approve a facilities lease for the use of city property, the city shall attempt to consider and take action on applications for facilities leases within 180 days from the time of reaching a determination of completeness, under ACC 20.08.030. When such action is taken, the ~~city~~ director or designee responsible for the property shall issue a written determination granting or denying the lease in whole or in part. If the lease is denied, in whole or in part, the written determination shall include the reason(s) for denial. The decision to grant or deny an application for a facilities lease shall be based upon, but not be limited to, the following criteria:

A. The capacity of the city property ~~and public ways~~ to accommodate the applicant's proposed facilities.

B. The capacity of the city property ~~and public ways~~ to accommodate additional utility and telecommunications facilities if the lease is granted.

C. The damage or disruption, if any, of public or private facilities, improvements, service, travel or landscaping if the lease is granted.

D. The public interest in minimizing the cost and disruption of construction upon city property ~~and within the public ways~~.

E. The service and public benefit that applicant will provide to the community and region.

F. The effect, if any, on public health, safety, and welfare if the lease requested is approved.

~~G. The availability of alternate routes and/or locations for the proposed facilities.~~

HG. Whether the applicant is in compliance with applicable federal and state telecommunications laws, regulations and policies, including, but not limited to, the registration requirements administered by the Washington Utilities and Transportation Commission.

IH. The potential for radio frequency and other interference with existing public and private telecommunications or other facilities located upon the city property.

JI. The potential for radio frequency and other interference or impacts upon residential, commercial, and other uses located within the vicinity of the city property.

~~K~~J. Whether the city's property zoning supports the proposed land use.

LL. Demonstrated ability and commitment to meet city bonding [requirements in Chapter 12.24 ACC](#)~~and security requirements established in ACG 20.10.240 through 20.10.260.~~

M. Such other factors as may demonstrate that the lease to use the city property ~~will~~ [does not](#) serve the community interest.

N. Other criteria determined to be necessary or appropriate to the public health, safety, or welfare of the community. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

20.08.050 Notification of council action and execution of lease.

Upon the city council's decision, the ~~finance~~-director or designee responsible for the property shall notify the applicant of the decision and instruct the applicant of the procedure to follow to complete execution of the lease agreement if approved by the city council. No facilities lease shall be deemed to have been granted hereunder until after any scheduled public hearing, if applicable, and city council approval of a written agreement setting forth the particular terms and provisions under which the lessee has been granted the right to occupy and use the city property specified in the lease and both the city and applicant have fully executed the lease and the applicant has provided the security deposits and proof of insurance as required by Chapter ~~20.10~~20.02 ACC. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

20.08.060 ~~Nonexclusive lease~~Extent of leasehold interest granted.

~~No facilities~~Any lease granted under this title shall be limited to the leasehold interest described in the lease document, and shall not confer any ~~exclusive other~~ right, privilege, license, or franchise to occupy or use city property for ~~delivery of utility or telecommunications services or any other~~ purposes not described therein. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

20.08.070 Term of facilities lease.

~~By virtue of the uncertainties created by the Act, except as provided in any pre-existing lease agreements, t~~he length of a facilities lease granted hereunder shall be set forth in the lease agreement, ~~subject to renewal as provided in this chapter.~~ (Ord. 6521 § 1, 2014; Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

20.08.080 Rights granted.

No facilities lease granted under this chapter shall convey any right, title or interest, of any kind, in the city property, but shall be deemed a ~~license~~ grant only to use and occupy the city property for the limited purposes and term stated in the lease agreement. Further, no facilities lease shall be construed as any warranty of title. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

20.08.090 Interference with other users.

No facilities lease shall be granted under this title unless it contains a provision which is substantially similar to the following:

The City has previously entered or may enter into leases with other tenants for ~~their equipment and~~ installation and operation of utility and telecommunications facilities. ~~Lessee acknowledges that the City is also leasing the City property for the purposes of transmitting and receiving telecommunications signals from the City property.~~ The City, however, is not in any way responsible or liable for any interference with Lessee's use of the City property which may be caused by the use and operation of any other tenant's equipment, even if caused by new technology. In the event that any other tenant's activities interfere with the Lessee's use of the City property, and the Lessee cannot work out this interference with the other tenants, the Lessee may, upon 30 days' notice to the City, terminate this Lease and restore the City property to its original condition, reasonable wear and tear ~~excepted~~ accepted. The Lessee shall cooperate with all other tenants to identify the causes of, and work towards the resolution of, any electronic interference problem. In addition, the Lessee agrees to eliminate any ~~radio or television~~ interference caused to City-owned or other public/private facilities or surrounding property owners, residents, or tenants at Lessee's own expense and without installation of extra filters on City-owned equipment. Lessee further agrees to accept such interference as may be received from

City operated telecommunications or other facilities located upon the City property subject to this Lease.

(Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

20.08.100 Ownership and removal of improvements.

No facilities lease shall be granted under this title unless it contains a provision which states that all buildings, landscaping, and all other improvements, except lessee's equipment, shall become the property of the city upon expiration or termination of the lease. In the event that the city requires removal of such improvements, such removal shall be accomplished at the sole expense of the lessee and completed with full restoration of the site to the original condition or its practical equivalent as determined by the city, within 90 days after receiving written notice from the city requiring removal of the improvements. ~~Further, in~~ in the event that utility ~~or~~ telecommunications facilities or other equipment are left upon city property after expiration or termination of the lease, at the city's option, the utility, telecommunications facilities or other such equipment ~~they~~ shall become the property of the city if not removed by the lessee after 30 days' written notice from the city. However, the city does reserve the right to cause the removal of the facilities and equipment and restoration of the site for which lessee shall reimburse the city all costs of such removal and restoration plus ten percent of the cost to cure for administrative purposes within 30 days of written demand. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

20.08.110 Cancellation of lease by lessee.

A. All facilities leases are contingent upon the prospective lessee obtaining all necessary permits, approvals, and licenses for the proposed facilities. In the event that the prospective lessee is unable to obtain all such permits, approvals, and

licenses, it may cancel its lease, and obtain a pro rata refund in any rents paid, without further obligation by giving 30 days' prior written notice to the city.

~~B.— In the event that the holder of a facilities lease determines that the city property is unsuitable for its intended purpose, the lessee shall have the right to cancel the lease upon 120 days' written notice to the city. However, no prepaid rent shall be refundable. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.10.430~~20.08.120 Compliance with zoning standards.

All uses proposed in applications for leases, franchises, and public way agreements under this title will comply with the city zoning regulations and siting standards in ACC Title 18 ACC. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

~~20.08.120 — Compensation to the city.~~

~~Each facilities lease granted under this title is subject to the city's right, which is expressly reserved, to annually fix a fair and reasonable compensation to be paid for the rights granted to a lessee; provided, nothing in this title shall prohibit the city and a lessee from agreeing to the compensation to be paid. Such compensation shall be payable in advance of the effective date of the lease and on or before January 31st of each calendar year. Any payments received after the due date shall include a late payment penalty of two percent of the annual rental fee for each day or part thereof past the due date. If any or all of the rental fee is more than 60 calendar days delinquent, the lease will automatically terminate on the sixty-first calendar day of delinquency, and the city may proceed to collect against any security provided by the lessee. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

20.08.130 ~~Amendment of facilities lease~~[Repealed](#).

~~Except as provided within an existing lease agreement, a new lease application and lease agreement shall be required of any lessee that desires to expand, modify, or relocate its facilities or other equipment located upon city property. If the lessee is required by the city to locate or relocate its facilities or other equipment on the city property, the city shall grant a lease amendment without further application. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

20.08.140 ~~Renewal of facilities lease~~[Repealed](#).

~~A lessee that desires to renew its facilities lease in effect under this chapter shall, not more than 120 days nor less than 90 days before expiration of the facilities lease then in effect, file an application, which is determined as complete in accordance with ACC 20.08.030, with the city for renewal of its facilities lease which shall include the following:~~

~~A. The information required pursuant to ACC 20.08.020;~~

~~B. Any information required pursuant to the facilities lease agreement between the city and the lessee;~~

~~C. All deposits or charges required pursuant to this chapter;~~

~~D. A nonrefundable application renewal fee in the amount established in the city's fee schedule. (Ord. 6718 § 4 (Exh. D), 2019; Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

20.08.150 ~~Determination by the city for renewal of facility lease~~[Repealed](#).

~~All renewals of leases subject to this title shall be renewed in accordance with the provisions of ACC 20.08.030 and 20.08.040. Recognizing that the city council is under no obligation to approve a renewal of a facilities lease for the use of city~~

~~property, the city council shall attempt to consider and take action on applications for renewal of such leases within 90 days after receiving a complete application for such a lease renewal. When such action is taken, the city shall issue a written determination granting or denying the lease renewal, in whole or in part. If the renewal application is denied, the written determination shall include the reason(s) for denial. The decision to grant or deny an application for renewal of a facilities lease shall be based upon, but not limited to, the following:~~

~~A. The continuing capacity of the city property to accommodate the applicant's existing facilities.~~

~~B. The applicant's compliance with the requirements of this title and the lease agreement.~~

~~C. Such other factors as may demonstrate that the continued approval to use the city property ways will serve the community interest.~~

~~D. Any criteria contained in ACG 20.08.040. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

20.08.160 ~~Obligation to cure as a condition of renewal~~[Repealed](#).

~~No facilities lease shall be renewed until any ongoing violations or defaults in the lessee's performance of the lease agreement, or of the requirements of this title, have been cured, or a plan, secured by bond or deposit account to the city's satisfaction, detailing the corrective action to be taken by the lessee has been approved in writing by the city. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

Chapter 20.10

~~CONDITIONS OF PUBLIC WAY AGREEMENTS, FRANCHISES, AND FACILITIES LEASES~~REPEALED

Sections:

- ~~20.10.010 Purpose.~~
- ~~20.10.020 Acceptance and effective date.~~
- ~~20.10.030 Police power.~~
- ~~20.10.040 Rules and regulations by the city.~~
- ~~20.10.050 Location of facilities.~~
- ~~20.10.060 Compliance with one number locator service.~~
- ~~20.10.070 Construction permits.~~
- ~~20.10.080 Interference with the public ways.~~
- ~~20.10.090 Damage to property.~~
- ~~20.10.100 Notice of work.~~
- ~~20.10.110 Repair and emergency work.~~
- ~~20.10.120 Maintenance of facilities.~~
- ~~20.10.130 Abandonment, relocation or removal of facilities.~~
- ~~20.10.140 Building moving.~~
- ~~20.10.150 Removal of unauthorized facilities.~~
- ~~20.10.160 Emergency removal or relocation of facilities.~~
- ~~20.10.170 Damage to facilities.~~
- ~~20.10.180 Restoration of public ways, other ways, city property and
public/private utility property.~~
- ~~20.10.190 Facilities maps.~~
- ~~20.10.200 Duty to provide information.~~
- ~~20.10.210 Leased capacity.~~
- ~~20.10.220 Insurance.~~
- ~~20.10.230 General indemnification.~~
- ~~20.10.240 Performance and construction surety.~~
- ~~20.10.250 Security options.~~
- ~~20.10.260 Performance bond.~~

- ~~20.10.270 Coordination of construction activities.~~
- ~~20.10.280 Assignments or transfers of public way agreements, franchises, or leases.~~
- ~~20.10.290 Transactions affecting control of public way agreements, franchises, or leases.~~
- ~~20.10.300 Revocation or termination of public way agreements, franchises, or leases.~~
- ~~20.10.310 Notice and duty to cure.~~
- ~~20.10.320 Public hearing.~~
- ~~20.10.330 Standards for revocation or lesser sanctions.~~
- ~~20.10.340 Civil penalties.~~
- ~~20.10.350 Enforcement.~~
- ~~20.10.360 Other remedies.~~
- ~~20.10.370 Venue of any court action.~~
- ~~20.10.380 Action by the FCC.~~
- ~~20.10.390 Incorporation by reference.~~
- ~~20.10.400 Notice of entry on private property.~~
- ~~20.10.410 Safety requirements.~~
- ~~20.10.420 Most favored community.~~
- ~~20.10.430 Compliance with zoning standards.~~
- ~~20.10.440 Unfunded mandate.~~
- ~~20.10.450 Care of trees along streets.~~
- ~~20.10.460 Use of utility poles and facilities of others.~~
- ~~20.10.470 Use of poles and facilities by city.~~
- ~~20.10.480 Administration.~~

~~20.10.010 Purpose.~~

~~The purpose of this chapter is to set forth certain terms and conditions which are common to all public way agreements, franchises, and facilities leases granted under the provisions of this title. Except as otherwise provided in this chapter or in such a~~

~~public way agreement, franchise, or lease, the provisions of this chapter apply to all such public way agreements, franchises, and leases approved or granted by the city. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.10.020 — Acceptance and effective date.~~

~~No public way agreement, franchise, or lease granted pursuant to the provisions of this title shall become effective unless and until the ordinance or other city action granting the same has become effective. Within 30 days after the effective date of the ordinance or other city action granting a public way agreement, franchise, or lease, or within such extended period of time as the council in its discretion may authorize, the applicant shall file with the city clerk an unconditional written acceptance of the public way agreement, franchise, or lease, in a form satisfactory to the city attorney, together with the bonds, insurance policies, and security fund required by this title. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.10.030 — Police power.~~

~~In accepting and executing any public way agreement, franchise or lease, the grantee, franchisee, or lessee acknowledges that its rights thereunder are subject to the legitimate rights of the police power of the city to adopt and enforce general ordinances necessary to protect the safety, health, and welfare of the public, and agrees to comply with all applicable general laws enacted by the city pursuant to such power. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.10.040 — Rules and regulations by the city.~~

~~In addition to the inherent powers of the city to regulate and control any public way agreement, franchise, or lease granted, the authority granted to the city by the Cable Act and the Telecommunications Act of 1996, and those powers expressly reserved~~

~~by the city, or agreed to and provided for in any public way agreement, franchise, or lease, the right and power is hereby reserved by the city to promulgate such additional regulations as it may find necessary in the exercise of its lawful powers giving due regard to the rights of grantees, franchisees, and lessees. Except as provided in this title, the foregoing does not allow for amendment by the city of material terms of any public way agreement, franchise, or lease granted without the written consent of the grantee, franchisee, or lessee. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.10.050 Location of facilities.~~

~~All facilities shall be constructed, installed, and located in accordance with the following terms and conditions, unless otherwise specified in a public way agreement, franchise, or lease agreement.~~

~~A. Unless otherwise provided in a public way agreement, franchise, or lease, a grantee, franchisee, or lessee with permission to occupy a public way must locate its cable or telecommunications facilities underground in accordance with ACG Title 18 and Chapter 13.32A ACG.~~

~~B. Any newcomer in the public way must bear the full cost of discovering the location of any existing conflicts, coordination of the engineering plans to acquire the approvals of parties already in the public way, and relocating and/or mitigating such conflicts with preexisting facilities in conflict with the plans of the newcomer.~~

~~C. Whenever the city requires, a grantee, franchisee, or lessee subject to this title, that currently occupies the public way shall relocate its facilities underground at no expense to the city. Such relocation shall be made concurrently with other planned work to minimize the disruption of the public ways as determined by the city engineer.~~

~~D. Should the available capacity of public ways prevent new uses in the future, all persons subject to this title shall negotiate with any interested newcomer the means of creating new capacity as required by federal or state law. The parties shall arrive~~

~~at a mutually supportable agreement and submit the same to the city for review and comment. The parties will incorporate any reasonable city requirements for approval, and resubmit the revised proposal for city council approval. If approved by the city council, the parties will bear all costs associated with the proposal, and obtain the necessary permits to execute the approved plan from the city in accordance with this title and Chapter 12.24 ACC. The city shall bear no costs associated with resolution of capacity shortages within the public ways. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.10.060 — Compliance with one number locator service.~~

~~All grantees, franchisees, and lessees shall, before commencing any construction in the public ways, comply with all regulations of Chapter 19.122 RCW, the One Number Locator Service. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.10.070 — Construction permits.~~

~~All grantees of public way agreements, franchisees, and lessees of city properties are required to obtain construction permits, as required in Chapter 12.24 ACC, for installing utility, cable and telecommunications facilities. However, nothing in this title shall prohibit the city and a grantee, franchisee, or lessee from agreeing to alternative plan review, permit, and construction procedures for a public way agreement, franchise, or lease granted under this title, provided such alternative procedures provide substantially equivalent safeguards for responsible construction practices. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.10.080 — Interference with the public ways.~~

~~No grantee, franchisee, or lessee may locate or maintain its utility, cable or telecommunications facilities so as to unreasonably interfere with the use of the~~

~~public ways by the city, by the general public or by other persons authorized to use or be present in or upon the public ways. All such facilities which unreasonably interfere with the use of the city's public ways as determined by the public works director, shall be moved in accordance with provisions in AGC 20.10.130, by the grantee, franchisee, or lessee, at the grantee, franchisee, or lessee's cost, temporarily or permanently, as determined by the public works director. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.10.090 — Damage to property.~~

~~No grantee, franchisee, or lessee, nor any person acting on behalf of a grantee, franchisee, or lessee shall take any action or permit any action to be taken which may impair or damage any city property, public ways of the city, other ways or other property, whether publicly or privately owned, located in, on or adjacent thereto. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.10.100 — Notice of work.~~

~~Unless otherwise provided in a public way agreement, franchise, or lease agreement, no grantee, franchisee, or lessee, nor any person acting on behalf of the grantee, franchisee, or lessee shall commence any nonemergency work in or about the public ways of the city, other ways, or upon city property without 10 working days' advance written notice to the city which notice shall include the location of the work to be done, a detailed description of the work to be done, and a schedule for completion. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.10.110 — Repair and emergency work.~~

~~In the event of an emergency, a grantee, franchisee, or lessee may commence such repair and emergency response work as required under the circumstances, provided~~

~~the grantee, franchisee, or lessee shall notify the city in writing as promptly as possible, before such repair or emergency work commences or as soon thereafter as possible if advance notice is not practicable. The city may act without prior written notice in case of emergency. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.10.120 Maintenance of facilities.~~

~~Each grantee, franchisee, or lessee shall maintain its facilities in good and safe condition and in a manner that complies with all applicable federal, state and local requirements. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.10.130 Abandonment, relocation or removal of facilities.~~

~~Within 30 days following written notice from the city, a grantee, franchisee, or lessee shall, at its sole expense, temporarily or permanently remove, relocate, change, or alter the position of any commercial utility, cable or telecommunications facilities within the public ways or upon city property whenever the city public works director shall have determined that such removal, relocation, change, or alteration is reasonably necessary for:~~

~~A. The construction, repair, maintenance, or installation of any city or other public improvement in or upon the public ways; and~~

~~B. The operations of the city, utility providers, or other governmental entity in or upon the public ways; and~~

~~C. Facilities are deemed by the city as abandoned due to failure to cure of the grantee, franchisee, or lessee.~~

~~However, in the event such relocation is required due to emergency repairs deemed necessary by the city, such relocation or moving shall be accomplished within 24 hours. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.10.140 Building moving.~~

~~Whenever any person shall have obtained permission from the city to use any street or public way for the purpose of moving any building, a grantee, franchisee, or lessee, upon seven calendar days' written notice from the city, shall raise or remove, at the expense of the person desiring to move the building, any of the grantee, franchisee, or lessee's utility wires, poles, or facilities which may obstruct the moving of such building; provided, that the person desiring to move the building shall comply with all requirements of the city for the moving of buildings. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.10.150 Removal of unauthorized facilities.~~

~~Within 30 days following written notice from the city, any commercial utility, telecommunications carrier, operator, lessee or other person who owns, controls, or maintains any unauthorized cable or telecommunications system, facility, or related appurtenances within the public ways or upon property of the city shall, at its own expense, remove such facilities or appurtenances from the public ways of the city. A utility, cable or telecommunications system or facility is unauthorized and subject to removal in the following circumstances:~~

~~A. Upon expiration or termination of the grantee, lessee, or franchisee's public way agreement, franchise, or lease;~~

~~B. Upon leaving any system or facility within the public ways or upon property of the city, any such property of a grantee, franchisee, or lessee shall be deemed abandoned if left in place 90 days after expiration or termination of a public way agreement, franchise, or lease;~~

~~C. If the system or facility was constructed or installed without the prior approval of a public way agreement, franchise or lease;~~

~~D. If the system or facility was constructed or installed without the prior issuance of a required construction permit;~~

~~E. If the system or facility was constructed or installed at a location not permitted by a public way agreement, franchise or lease.~~

~~Provided, however, that the city may, in its sole discretion, allow a grantee, franchisee, or lessee or other such persons who may own, control, use, or maintain commercial utility, cable or telecommunications facilities within the public ways of the city or upon city property to abandon such facilities in place. No facilities of any type may be abandoned in place without the express written consent of the city. Any plan for abandonment or removal of a grantee's, franchisee's, or lessee's facilities must be first approved by the public works director, and all necessary permits must be obtained prior to such work. Upon permanent abandonment in place of the facilities such facilities shall become the city's property, and such persons shall submit to the city an instrument in writing, to be approved by the city attorney, transferring to the city the ownership of such property. The provisions of this section shall survive the expiration, revocation, or termination of a public way agreement, franchise, or lease granted under this title. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.10.160 Emergency removal or relocation of facilities.~~

~~The city retains the right and privilege to cut or move any commercial utility, cable or telecommunications facilities located within the public ways of the city and upon city property, as the city may determine to be necessary, appropriate or useful in response to any public health or safety emergency. The city shall not be liable to any utility, cable operator, telecommunications carrier, operator, or provider, or any other party for any direct, indirect, or any other such damages suffered by any person or entity of any type as a direct or indirect result of the city's actions under this section. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.10.170 Damage to facilities.~~

~~Unless directly and proximately caused by the willful, intentional, or malicious acts by the city, the city shall not be liable for any damage to or loss of any commercial utility, cable, or telecommunications facilities upon city property or within the public ways of the city as a result of or in connection with any public works, public improvements, construction, excavation, grading, filling, or work of any kind on such city property or within the public ways by or on behalf of the city. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.10.180 Restoration of public ways, other ways, city property and public/private utility property.~~

~~A. When a grantee, franchisee, lessee, or any person acting on behalf such persons, does any work in or affecting any public ways, other ways, city property, or public/private utilities located in the public ways, it shall, at its own expense, promptly remove any obstructions therefrom and restore such ways or property to as good a condition as existed before the work was undertaken, unless otherwise directed by the city.~~

~~B. If weather or other conditions do not permit the complete restoration required by this section, or other city codes, regulations or policies, the grantee, franchisee, or lessee shall temporarily restore the affected public ways, other ways, or property. Such temporary restoration shall be at the grantee's, franchisee's, or lessee's sole expense and the grantee, franchisee, or lessee shall promptly undertake and complete the required permanent restoration when the weather or other conditions no longer prevent such permanent restoration.~~

~~C. A grantee, franchisee, lessee or other person acting on behalf of such persons shall use suitable barricades, flags, flagmen, lights, flares, and other measures as required for the safety of all members of the general public and to prevent injury or~~

~~damage to any person, vehicle, or property by reason of such work in or affecting such public ways, other ways, or property.~~

~~D. The public works director shall be responsible for inspection and final approval of the condition of the public ways, other ways, and city property following any construction and restoration activities therein. Further, the provisions of this section shall survive the expiration, revocation, or termination of a public way agreement, franchise, lease, or other agreement granted pursuant to this title or Chapter 12.24 ACC. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.10.190 — Facilities maps.~~

~~Each grantee, franchisee, and lessee shall provide the city with a map or maps accurately reflecting the horizontal and vertical location and configuration of all of their commercial utility or telecommunications facilities within the public ways and upon city property. Each grantee, franchisee, and lessee shall provide the city with updated maps annually or upon written request by the city. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.10.200 — Duty to provide information.~~

~~Within 10 working days of a written request from the city, each grantee, franchisee, or lessee shall furnish the city with information sufficient to demonstrate:~~

~~A. That the grantee, franchisee, or lessee has complied with all requirements of this title; and~~

~~B. That all sales, utility and/or telecommunications or other taxes or assessments due the city in connection with the commercial utility, cable, or telecommunications services and facilities provided by the grantee, franchisee, or lessee have been properly collected and paid by the grantee, franchisee, or lessee.~~

~~All books, records, maps and other documents, maintained by the grantee, franchisee, or lessee with respect to its utility or telecommunications facilities within the public ways and upon city property shall be made available for inspection by the city at reasonable times and intervals; provided, however, that nothing in this section shall be construed to require a grantee, franchisee, or lessee to violate state or federal law regarding subscriber privacy, nor shall this section be construed to require a grantee, franchisee, or lessee to disclose proprietary or confidential information without adequate safeguards for its confidential or proprietary nature. Such information shall be held in strict confidence, as allowed by law, by the city and used only for the purpose stated herein. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.10.210 Leased capacity.~~

~~A grantee, franchisee, or lessee shall have the right to offer or provide capacity or bandwidth to its customers consistent with such permit, franchise, or lease; provided:~~

~~A. The grantee, franchisee, or lessee shall furnish the city with a copy of any such lease or agreement between the grantee, franchisee, or lessee and the customer or sub-lessee or provide to the city's finance director sufficient information to determine whether the lessee or customer is subject to city taxes or assessments; and~~

~~B. The sub-lessee fulfills all requirements of Chapters 3.84 and 3.88 ACC regarding the reporting of all revenues subject to city taxes and assessments; and~~

~~C. Lessee must comply with the city's registration requirements in Chapter 5.84 ACC. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.10.220 Insurance.~~

~~Unless otherwise provided in a public way agreement, franchise, or lease agreement, each grantee, franchisee, or lessee shall, as a condition of the permit or public way agreements, franchises, or leases, secure, and maintain the following liability~~

~~insurance policies insuring both the grantee, franchisee, or lessee and the city, and its elected and appointed officers, officials, agents, employees, representatives, engineers, consultants, and volunteers as additional insureds against claims for injuries to persons or damages to property which may arise from or in connection with the exercise of the rights, privileges, and authority granted to the grantee, franchisee, or lessee;~~

~~A. Comprehensive general liability insurance, written on an occurrence basis, with limits not less than:~~

- ~~1. Five million dollars for bodily injury or death to each person;~~
- ~~2. Five million dollars for property damage resulting from any one accident; and~~
- ~~3. Five million dollars for all other types of liability;~~

~~B. Automobile liability for owned, nonowned and hired vehicles with a limit of \$3,000,000 for each person and \$3,000,000 for each accident;~~

~~C. Worker's compensation within statutory limits and employer's liability insurance with limits of not less than \$1,000,000;~~

~~D. Comprehensive form premises operations, explosions and collapse hazard, underground hazard and products completed hazard with limits of not less than \$3,000,000;~~

~~E. The liability insurance policies required by this section shall be maintained by the grantee, franchisee, or lessee throughout the term of the public way agreement, franchise, or lease, and such other period of time during which the grantee, franchisee, or lessee is operating without a public way agreement, franchise, or lease hereunder, or is engaged in the removal of its telecommunications facilities. The grantee, franchisee, or lessee shall provide an insurance certificate, together with an endorsement naming the city, and its elected and appointed officers, officials, agents, employees, representatives, engineers, consultants, and volunteers as additional insureds, to the city prior to the commencement of any work or installation of any~~

~~utility or telecommunications facilities pursuant to said public way agreement, franchise, or lease. Any deductibles or self-insured retentions must be declared to and approved in writing by the city prior to the franchise becoming effective. Payment of deductibles and self-insured retentions shall be the sole responsibility of the grantee, franchisee, or lessee. The insurance certificate required by this section shall contain a clause stating that coverage shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability. The grantee, franchisee, or lessee's insurance shall be primary insurance as respects the city, its officers, officials, employees, agents, consultants, and volunteers. Any insurance maintained by the city, its officers, officials, employees, consultants, agents, and volunteers shall be in excess of the grantee, franchisee, or lessee's insurance and shall not contribute with it;~~

~~F. In addition to the coverage requirements set forth in this section, each such insurance policy shall contain the following endorsement:~~

~~It is hereby understood and agreed that this policy may not be canceled nor the intention not to renew be stated until 60 days after receipt by the City, by registered mail, (return receipt requested) of a written notice addressed to the City Clerk of such intent to cancel or not to renew.~~

~~G. Within 30 days after receipt by the city of said notice, and in no event later than 15 days prior to said cancellation or intent not to renew, the grantee, franchisee, or lessee shall obtain and furnish to the city replacement insurance policies meeting the requirements of this section. Any lapse in the required insurance coverage shall be cause for termination of any public way agreement, franchise, or lease. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.10.230 — General indemnification.~~

~~No public way agreement, franchise, or lease shall be deemed to be granted under this title unless it includes an indemnity clause substantially conforming to the following:~~

~~The grantee, franchisee, or lessee hereby releases, covenants not to bring suit and agrees to indemnify, defend and hold harmless the City, its elected and appointed officials, officers, employees, agents, representatives, engineers, and consultants from any and all claims, costs, judgments, awards, or liability to any person, including claims by the grantee, franchisee, or lessee's own employees to which the grantee, franchisee, or lessee might otherwise be immune under RCW Title 51, arising from injury or death of any person or damage to property of which the negligent acts or omissions of the grantee, franchisee, or lessee, its agents, servants, officers, or employees in performing under this Public Way Agreement, franchise, or lease are the proximate cause. The grantee, franchisee, or lessee further releases, covenants not to bring suit and agrees to indemnify, defend and hold harmless the City, its elected and appointed officials, officers, employees, agents, representatives, engineers, and consultants from any and all claims, costs, judgments, awards, or liability to any person including claims by the grantee, franchisee, or lessee's own employees, including those claims to which the grantee, franchisee, or lessee might otherwise have immunity under RCW Title 51, arising against the City solely by virtue of the City's ownership or control of the rights-of-way or other public properties, by virtue of the grantee, franchisee, or lessee's exercise of the rights granted herein, or by virtue of the City's permitting the grantee, franchisee, or lessee's use of the City's rights-of-way or other public property, based upon the City's inspection or lack of inspection of work performed by the grantee, franchisee, or lessee, its agents and servants, officers or employees in connection with work authorized on the City's property or property over which the City has control, pursuant to this Public Way Agreement, franchise, or lease, or pursuant to any other permit or approval issued in connection with this Public~~

~~Way Agreement, Franchise, or Lease. This covenant of indemnification shall include, but not be limited by this reference, claims against the City arising as a result of the negligent acts or omissions of the grantee, franchisee, or lessee, its agents, servants, officers, or employees in barricading, instituting trench safety systems or providing other adequate warnings of any excavation, construction, or work in any public right-of-way or other public place in performance of work or services permitted under this Public Way Agreement, Franchise, or Lease.~~

~~Inspection or acceptance by the City of any work performed by the grantee, franchisee, or lessee at the time of completion of construction shall not be grounds for avoidance of any of these covenants of indemnification. Said indemnification obligations shall extend to claims which are not reduced to a suit and any claims which may be compromised prior to the culmination of any litigation or the institution of any litigation.~~

~~In the event that the grantee, franchisee, or lessee refuses the tender of defense in any suit or any claim, said tender having been made pursuant to the indemnification clauses contained herein, and said refusal is subsequently determined by a court having jurisdiction (or such other tribunal that the parties shall agree to decide the matter), to have been a wrongful refusal on the part of the grantee, franchisee, or lessee, then the grantee, franchisee, or lessee shall pay all of the City's costs for defense of the action, including all reasonable expert witness fees and reasonable attorneys' fees and the reasonable costs of the City, including reasonable attorneys' fees of recovering under this indemnification clause.~~

~~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, franchisee, or lessee, and the City, its officers, employees and agents, the grantee, franchisee, or lessee's liability hereunder shall be only to the extent of the grantee, franchisee, or lessee's negligence. It is further specifically and expressly understood that the indemnification provided herein~~

~~constitutes the grantee, franchisee, or lessee's waiver of immunity under RCW Title 51, 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 any Public Way Agreement, Franchise, or Lease agreement.~~

~~Notwithstanding any other provisions of this Title, the grantee, franchisee, or lessee assumes the risk of damage to its facilities located in the City's public ways, rights-of-way, easements, and property from activities conducted by the City, its officers, agents, employees, and contractors. The grantee, franchisee, or lessee releases and waives any and all claims against the City, its officers, agents, employees, or contractors for damage to or destruction of the grantee, franchisee, or lessee's facilities caused by or arising out of activities conducted by the city, its officers, agents, employees, and contractors, in the public ways, rights-of-way, easements, or property subject to this Public Way Agreement, Franchise, or Lease, except to the extent any such damage or destruction is caused by or arises from the sole negligence or any willful or malicious action on the part of the City, its officers, agents, employees, or contractors. The grantee, franchisee, or lessee further agrees to indemnify, hold harmless and defend the City against any claims for damages, including, but not limited to, business interruption damages and lost profits, brought by or under users of the grantee, franchisee, or lessee's facilities as the result of any interruption of service due to damage or destruction of the user's facilities caused by or arising out of activities conducted by the City, its officers, agents, employees, or contractors, except to the extent any such damage or destruction is caused by or arises from the sole negligence or any willful or malicious actions on the part of the City, its officers, agents, employees, or contractors.~~

~~(Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.10.240 Performance and construction surety.~~

~~Before a public way agreement, franchise, or lease granted pursuant to this title is effective, and as necessary thereafter, the grantee, franchisee, or lessee shall provide and deposit such moneys, bonds, letters of credit, or other instruments in form and substance acceptable to the city as may be required by this title or by an applicable public way agreement, franchise, or lease agreement. All performance bonds for grantees, franchisees, and lessees shall satisfy the minimum standards established by the public works department at the time of the grantees', franchisees', and lessees' application. (Construction bond section(s) of Standard Specifications for Road, Bridge, and Municipal Construction for Washington State Department of Transportation and American Public Works Association).~~

~~Construction bonds sureties shall be provided as required by Washington State laws. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.10.250 Security options.~~

~~In order to secure the conditions agreed to in any agreement negotiated under this title, for the full term of such agreements, each grantee, franchisee, or lessee shall establish a permanent security bond, assignment of funds, or an unconditional letter of credit from a Washington State bank with the city by either providing the city engineer a standing warranty bond or by depositing the amount of funds as follows in a Washington state bank utilizing the city's standard assignment form, or by provision of the letter of credit. The amount of security shall be 10 percent of the city engineer's estimate of the performance bond amount (ACG 20.10.260) based upon the total scope of work proposed within the public ways, or \$50,000, whichever is less, or such lesser amount determined by the public works director to be sufficient. The security shall be maintained at the sole expense of the grantee, franchisee, or lessee so long as any of the grantee, franchisee, or lessee's utility, cable or telecommunications facilities are located within the public ways of the city or upon city property and until released by the city. In the event a security involves a bank,~~

~~the grantee, franchisee, or lessee is responsible for negotiating any interest that may accrue to the account during the duration of effect. Should the agreement being secured be terminated, the finance director will coordinate with other departments and determine if any portion of the security may be released by the city.~~

~~A. The security shall secure the full and complete performance of the requirements of this title, including any costs, expenses, damages, or loss the city pays or incurs, including civil penalties, because of any failure attributable to the grantee, franchisee, or lessee to comply with any applicable legal requirements including, but not limited to, the codes, ordinances, rules, regulations, or permits of the city.~~

~~B. Before the city executes on the security bond or any sums are withdrawn from the security fund, the city shall give written notice to the grantee, franchisee, or lessee:~~

- ~~1. Describing the act, default or failure to be remedied, or the damages, costs or expenses which the city has incurred by reason of grantee, franchisee, or lessee's act, default, or failure;~~
- ~~2. Providing a reasonable opportunity for grantee, franchisee, or lessee to first remedy the existing or ongoing default or failure, if applicable;~~
- ~~3. Providing a reasonable opportunity for grantee, franchisee, or lessee to pay any moneys due the city before the city executes the bond or withdraws the amount thereof from the security fund, if applicable; and~~
- ~~4. That the grantee, franchisee, or lessee will be given an opportunity to review the act, default or failure described in the notice with the city or designee.~~

~~C. Grantees, franchisees and lessees shall replenish the security bond or fund within 14 calendar days after written notice from the city that there is a deficiency in the amount of the bond or fund. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.10.260 — Performance bond.~~

~~All performance bonds provided in accordance with this title shall comply with the minimum standards in Chapter 12.24 ACC. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.10.270 — Coordination of construction activities.~~

~~ACC 20.10.100 notwithstanding, all grantees, franchisees and lessees, are required to cooperate with the city and with each other.~~

~~A. By November 15th of each year, grantees, franchisees and lessees shall provide the city with a schedule of their proposed construction activities which may affect the public ways in any manner.~~

~~B. Each grantee, franchisee and lessee shall meet with the city, other grantees and franchisees and users of the public ways annually or as determined by the city to schedule and coordinate construction which may affect the public ways in any manner.~~

~~C. All construction locations, activities and schedules shall be coordinated, as required by the city public works director, to minimize public inconvenience, disruption or damages.~~

~~D. Each grantee, franchisee and lessee shall be available to city staff employees of a city department having jurisdiction over their respective activities 24 hours a day, seven days a week, regarding problems or complaints resulting from the attachment, installation, operation, use, maintenance, or removal of commercial utility or telecommunications system facilities. The city must be able to contact by telephone the network control center of each grantee, franchisee and lessee. A telephone number at which an employee can be reached 24 hours a day, seven days a week regarding such problems or complaints must be provided by each grantee, franchisee~~

and lessee before any public way agreement, franchise, or lease is effective. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)

~~20.10.280 Assignments or transfers of public way agreements, franchises, or leases.~~

~~The assignment or transfer of any business registration, public way agreement, franchise or lease subject to this title may not, directly or indirectly, be transferred, assigned or disposed of by sale, lease, merger, consolidation or other act of the grantee, franchisee, or lessee, by operation of law or otherwise, without the prior written consent of the city, which consent shall not be unreasonably withheld or delayed, except as expressed by ordinance and then only on such reasonable conditions as may be prescribed therein.~~

~~A. No public way agreement, franchise, or lease, subject to this title, shall be assigned or transferred before construction of such systems has been completed to the city's satisfaction without prior written consent of the city, which consent shall not be unreasonably withheld or delayed, except as expressed by ordinance and then only on such reasonable conditions as may be prescribed therein.~~

~~B. The grantee, franchisee, or lessee and the proposed assignee or transferee of the public way agreement, franchise, or lease shall provide and certify the following information to the city not less than 90 calendar days prior to the proposed date of transfer:~~

~~1. Complete information setting forth the nature, terms and conditions of the proposed transfer or assignment relating to the public way agreement, franchise or lease;~~

~~2. All information required by a public way agreement, franchise, or lease applicant pursuant to this title with respect to the proposed transferee or assignee;~~

~~3. Any other information reasonably required by the city; and~~

~~4. A nonrefundable application fee in the amount established in the city's fee schedule.~~

~~C. No transfer shall be approved unless the assignee or transferee meets the requirements contained in ACC 20.04.040(A) and (I) and can comply with the requirements of the public way agreement, franchise, or lease.~~

~~D. Unless otherwise provided in a public way agreement, franchise, or lease agreement, the grantee, franchisee, or lessee shall reimburse the city for all direct and indirect costs and expenses reasonably incurred by the city in considering a request to transfer or assign a public way agreement, franchise, or lease. No approval shall be deemed approved until all such costs and expenses have been paid.~~

~~E. Any transfer or assignment of a public way agreement, franchise, or lease without prior written approval of the city under this section or pursuant to a public way agreement, franchise, or lease agreement shall be void and is cause for termination of the public way agreement, franchise, or lease. (Ord. 6718 § 5 (Exh. E), 2019; Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.10.290 Transactions affecting control of public way agreements, franchises, or leases.~~

~~Any transactions which singularly or collectively result in a change of 50 percent or more of the ownership or working control of any grantee, franchisee, or lessee of the ownership or working control of a utility, cable, or telecommunications system, of the ownership or working control of affiliated entities having ownership or working control of the grantee, franchisee, or lessee or of a telecommunications system, or of control of the capacity or bandwidth of the grantee, franchisee, or lessee's utility, cable, or telecommunications system, facilities or substantial parts thereof, shall be considered an assignment or transfer requiring city approval pursuant to ACC 20.10.280.~~

~~Transactions between affiliated entities are not exempt from the required city approval. A grantee, franchisee, or lessee shall promptly notify the city in writing prior to any proposed change in, or transfer of, or acquisition by any other party of control of a grantee's, franchisee's, or lessee's company. Every change, transfer, or acquisition of control of a grantee's, franchisee's, or lessee's company shall cause a review of the proposed transfer. In the event that the city council adopts a resolution or other appropriate order opposing such change, transfer or acquisition of control has been effected, the city may terminate the public way agreement, franchise, or lease. City approval shall not be required for mortgaging purposes or if said transfer is from a grantee, franchisee, or lessee to another person or entity controlling, controlled by, or under common control with a grantee, franchisee, or lessee. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.10.300 — Revocation or termination of public way agreements, franchises, or leases.~~

~~A public way agreement, franchise, or lease granted by the city to use or occupy public ways of the city or city property may be terminated or revoked for the following reasons:~~

- ~~A. Construction or operation in the city or in the public ways of the city or upon city property without a public way agreement, franchise, or lease;~~
- ~~B. Construction or operation at an unauthorized location;~~
- ~~C. Unauthorized substantial transfer of control of a grantee, franchisee, or lessee;~~
- ~~D. Unauthorized assignment of a public way agreement, franchise, or lease;~~
- ~~E. Unauthorized sale, assignment or transfer of a grantee's, franchisee's, or lessee's public way agreement, franchise, lease, assets, or a substantial interest therein;~~

~~F.— Misrepresentation or lack of candor by or on behalf of a grantee, franchisee, or lessee in any application or written or oral statement upon which the city relies in making the decision to approve, review or amend any public way agreement, franchise, or lease pursuant to this title;~~

~~G.— Abandonment of cable or telecommunications facilities in the public ways or upon city property;~~

~~H.— Failure to relocate or remove facilities as required in this title;~~

~~I.— Failure to pay taxes, compensation, fees, assessments, or costs when and as due to the city;~~

~~J.— Insolvency or bankruptcy of the grantee, franchisee, or lessee;~~

~~K.— Violation of any material provision of this title; and~~

~~L.— Violation of the material terms of a public way agreement, franchise, or lease agreement. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.10.310—— Notice and duty to cure.~~

~~In the event that the city believes that grounds exist for termination or revocation of a public way agreement, franchise, or lease, the grantee, franchisee, or lessee shall be given written notice of the apparent violation or noncompliance, providing a short and concise statement of the nature and general facts of the violation or noncompliance, and providing the grantee, franchisee, or lessee a reasonable period of time not exceeding 30 days to correct the violation or furnish evidence as to:~~

~~A.— That corrective action has been, or is being actively and expeditiously pursued, to remedy the violation or noncompliance; or~~

~~B.— That rebuts the alleged violation or noncompliance; or~~

~~C. That it would be in the public interest to impose some penalty or sanction less than revocation. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.10.320 — Public hearing.~~

~~In the event that a grantee, franchisee, or lessee fails to respond to the notice described in ACC 20.10.310 pursuant to the procedures set forth therein, or in the event that the alleged violation is not remedied within the prescribed period of time after notification of the alleged violation pursuant to ACC 20.10.310, the city council shall schedule a public hearing to investigate the violation. Such public hearing shall be held at the next regularly scheduled hearing of the city council which is scheduled at a time which is no less than five business days therefrom. The city shall notify the grantee, franchisee, or lessee of the time and place of such public hearing and provide the grantee, franchisee, or lessee with an opportunity to be heard. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.10.330 — Standards for revocation or lesser sanctions.~~

~~If the city council determines that a grantee, franchisee, or lessee willfully violated or failed to comply with any of the provisions of this title or any provision of a public way agreement, franchise, or lease granted under this title, or through willful misconduct or gross negligence failed to heed or comply with any notice given the grantee, franchisee, or lessee by the city under the provisions of this title, then the grantee, franchisee, or lessee shall, at the election of the city council, forfeit all rights conferred under the public way agreement, franchise, or lease, and the public works agreement, franchise, or lease may be revoked, terminated, or annulled by the city council. The city council may elect, in lieu of revocation, termination, or annulment, and without any prejudice to any of its other legal rights and remedies, to pursue other remedies, including obtaining an order from the superior court having jurisdiction compelling the grantee, franchisee, or lessee to comply with the provisions of this title and any public way agreement, franchise, or lease granted~~

~~hereunder, and to recover reasonable and documented damages and costs incurred by the city by reason of the grantee, franchisee, or lessee's failure to comply. The city council shall utilize, but is not limited to, the following factors in analyzing the nature, circumstances, extent, and gravity of any violation(s) in making its determination under this section:~~

- ~~A. Whether the misconduct was egregious;~~
- ~~B. Whether substantial harm resulted;~~
- ~~C. Whether the violation was intentional;~~
- ~~D. Whether there is a history of prior violations of the same or other requirements;~~
- ~~E. Whether there is a history of overall compliance;~~
- ~~F. Whether the violation was voluntarily disclosed, admitted or cured. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.10.340 Civil penalties:~~

- ~~A. Any person, and the officers, directors, managing agents, or partners of any corporation, firm, partnership or other organization or business violating or failing to comply with any of the provisions of this title shall be subject to a penalty in an amount not less than \$100.00 nor more than \$1,000 per day for each violation from the date of each violation until compliance is achieved.~~
- ~~B. In addition to any penalty which may be imposed by the city council, any person violating or failing to comply with any of the provisions of this title shall be liable for all damage to public or private property arising from such violation, including the cost of restoring the affected area to its condition prior to the violation.~~
- ~~C. The violator may show the city council as full or partial mitigation:~~

~~1. That the violation giving rise to the action was caused by the willful act, or neglect, or abuse of another; or~~

~~2. That correction of the violation was commenced promptly upon receipt of the notice thereof, but that full compliance within the time specified was prevented by inability to obtain necessary materials or labor, inability to gain access to the subject structure, or other condition or circumstance beyond the control of the violator.~~

~~D. The penalties which may be imposed by this section shall be collected by civil action brought by the city if not paid timely after penalty assessment by the city council. The public works director or designee shall notify the finance director in writing of the name of any person subject to the penalty, and the finance director shall take appropriate action to collect the penalty. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.10.350 — Enforcement.~~

~~Subject to applicable federal and state law, in the event the city council, after such public hearing, determines that a grantee, franchisee, or lessee is in default of any provision of a public way agreement, franchise, or lease, it may:~~

~~A. Require foreclosure on all or any part of any security provided under this title, or a specific public way agreement, franchise, or lease, if any, including without limitation, any bonds or other surety; provided, however, the foreclosure shall only be in such a manner and in such amount as the city reasonably determines is necessary to remedy the default;~~

~~B. Call for commencement of an action at law for monetary damages or other equitable relief;~~

~~C.— After the expiration of said 30-day period to cure violation (ACC 20.10.310), the city may be directed to act to remedy the violation and charge the reasonable and documented costs and expenses of such action to the grantee, franchisee, or lessee;~~

~~D.— In the case of a material breach of the public way agreement, franchise, or lease, declare the public way agreement, franchise, or lease to be terminated or revoked;~~

~~E.— Seek specific performance of any provision, which reasonably lends itself to such remedy, as an alternative to damages;~~

~~F.— Grantees, franchisees, or lessees shall not be relieved of any obligations to comply promptly with any provision of a public way agreement, franchise, or lease by reason of any failure of the city to promptly enforce compliance;~~

~~G.— In addition to other remedies provided herein, if a grantee, franchisee, or lessee is not in compliance with requirements of this title, and if a good faith dispute does not exist concerning such compliance, the city may place a moratorium on issuance of any pending permits until compliance is achieved;~~

~~H.— A grantee, franchisee, or lessee shall not be held in default or noncompliance with the provisions of a public way agreement, franchise, or lease nor suffer any enforcement or penalty relating thereto, where such noncompliance or alleged defaults are caused by strikes, acts of God, power outages, or other events reasonably beyond its ability to control;~~

~~I.— Assess civil penalties pursuant to ACC 20.10.340;~~

~~J.— The city may seek legal or equitable relief to enjoin any acts or practices and abate any condition which constitutes or will constitute a violation of the applicable provisions of this title when civil penalties are inadequate to effect compliance;~~

~~K.— In addition to the penalties set forth in this section, violation of the terms of this title may also result in the revocation or termination of any public way agreement, franchise, approval, lease, or permit issued or granted hereunder, as set forth in ACC 20.10.300 through 20.10.340. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.10.360 — Other remedies.~~

~~Nothing in this title shall be construed as limiting any judicial remedies that the city may have, at law or in equity, for enforcement of this title. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.10.370 — Venue of any court action.~~

~~All public way agreements, franchises, and leases subject to this title shall be governed and construed by and in accordance with the laws of the state of Washington. In the event that suit is brought by a party to a public way agreement, franchise, or lease subject to this title, the parties agree that jurisdiction of such action shall be vested exclusively in the King County Superior Court for the State of Washington, or in the United States District Court for the Western District of Washington located in Seattle, Washington. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.10.380 — Action by the FCC.~~

~~In the event the FCC promulgates more stringent notice requirements, technical standards, consumer protection or consumer services requirements than are contained in agreements or franchises subject to this title, those more stringent requirements shall prevail. The city shall give reasonable written notice when, in their determination, that has occurred. Grantees, franchisees, and lessees shall retain and not waive any or all rights and privileges as afforded either under existing contracts or agreements or pursuant to federal law or FCC regulations to complain and/or appeal such a determination. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.10.390 — Incorporation by reference.~~

~~The provisions of this chapter shall be incorporated by reference in any public way agreement, franchise, or lease approved hereunder. The provisions of this chapter shall be incorporated by reference in any proposal submitted and accepted by the city in the applicable public way agreement, franchise, or lease. However, in the event of any conflict between the proposal, this chapter, and the public way agreement, franchise, or lease, the public way agreement, franchise, or lease shall be the prevailing document. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.10.400 — Notice of entry on private property.~~

~~If directed by the city, a grantee, franchisee, or lessee shall, at least 24 hours prior to entering private property or streets or public easements adjacent to or on such private property to perform new construction or reconstruction, provide a notice indicating the nature and location of the work to be performed. The notice shall be physically posted, at no expense to the city or private property owner or resident, upon the affected property by the grantee, franchisee, or lessee. A door hanger may be used to comply with the notice and posting requirements of this section. A grantee, franchisee, or lessee shall make a good faith effort to comply with the property owner/resident's preferences, if any, on location or placement of underground installations (excluding aerial cable lines utilizing existing poles and existing cable paths), consistent with sound engineering practices; provided, however, that nothing in this title shall permit a grantee or franchisee to unlawfully enter or construct improvements upon the property or premises of another. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.10.410 — Safety requirements.~~

~~A grantee, franchisee, or lessee, in accordance with applicable federal, state, and local safety requirements shall, at all times, employ ordinary care and shall install and~~

~~maintain and use commonly accepted methods and devices for preventing failures and accidents which are likely to cause damage, injury, or nuisance to the public and/or workers. All structures and all lines, equipment and connections in, over, under, and upon the streets, sidewalks, alleys, and public ways or places of a permit, public way agreement, franchise, or lease area, wherever situated or located, shall at all times be kept and maintained in a safe, suitable condition, and in good order and repair. The city reserves the general right to see that the telecommunications systems of a grantee, franchisee, or lessee are constructed and maintained in a safe condition. If a violation of the National Electrical Safety Code or other applicable regulation is found to exist by the city, the city will, after discussions with a grantee, franchisee, or lessee, establish a reasonable time frame for a grantee, franchisee, or lessee to make necessary repairs. If the repairs are not made within the established time frame, the city may make the repairs itself or have them made and collect all reasonable costs thereof from a grantee, franchisee, or lessee. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.10.420 — Most favored community.~~

~~In the event that a grantee, franchisee, or lessee enters into any agreement, franchise or other understanding with any other city, town or county in the state of Washington which provides terms or conditions more favorable to the city, town or county than those provided in its agreement with the city, such as, but not limited to, free or reduced fee hookups, access or service, the city shall be entitled to request at the city's option, and the grantee, franchisee, or lessee in question shall be required to execute, an amendment to its agreement which incorporates the more favorable terms and conditions at the grantee's, franchisee's, or lessee's lowest comparable rate applicable to any government body or municipality in the state of Washington. (See ACC 20.06.180(N), Best Rates). (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.10.430 Compliance with zoning standards.~~

~~All applications for leases, franchises, and public way agreements under this title will comply with the city zoning regulations and siting standards in AGC Title 18. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.10.440 Unfunded mandate.~~

~~The city intends that no federal or state requirement to promote the deregulation of utilities or telecommunications shall become an unfunded mandate requiring funding support from the city over and above its routine operations and maintenance budget to maintain the public ways. Therefore, except as expressly provided to the contrary, all costs incurred by a grantee, franchisee, or lessee in complying with the terms and conditions of any agreement subject to this title or any applicable laws, ordinances, codes, rules, regulations and/or orders or any action thereunder shall be the sole responsibility of the respective grantee, franchisee, or lessee and shall not be the responsibility of or charged to the city. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.10.450 Care of trees along streets.~~

~~Upon prior written approval of the city and in accordance with city ordinances, any grantee, franchisee, or lessee shall have the authority to trim trees upon and overhanging streets, public ways and places in the franchise area so as to prevent the branches of such trees from coming in physical contact with the facilities of the respective grantee, franchisee, or lessee. The grantee, franchisee, or lessee shall be responsible for debris removal from such activities. If such debris is not removed within 24 hours, the city may, at its sole discretion, remove such debris and charge the grantee, franchisee, or lessee 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 a city land clearing permit. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.10.460 Use of utility poles and facilities of others.~~

~~Grantees and franchisees may seek to contract with the city or any appropriate board or agency thereof or with the holder or owner of any utility franchise in the city for the use, rental or lease of its or their poles and other structures and facilities for the purpose of extending, carrying or laying telecommunications facilities, electronic conductors and other facilities and appurtenances necessary or desirable in conjunction with the operation of its telecommunications system. The city agrees that any public utility owning or controlling such poles or other structures or facilities may, without amendment to its franchise, allow, and is encouraged to allow, grantees and franchisees to make such use thereof pursuant to any agreement reached between the affected parties. City owned poles are limited to street light and traffic signal poles which generally are not intended for use by others. The city reserves the right to determine on a case-by-case basis that particular circumstances require that a certain city owned pole is not appropriate for use. No grantee or franchisee will utilize any city owned poles prior to approval by the city engineer. Any compensation for uses of city owned poles will be based upon the prevailing market rates for similar uses in the region. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.10.470 Use of poles and facilities by city.~~

~~With respect to poles and trenches which are facilities and which are (1) wholly owned by a franchisee or grantee, and (2) within the franchise area, the city, subject to franchisee's or grantee's prior written consent, may install and maintain city owned overhead facilities upon such poles, and conduits in open trenches, for police, fire, illumination, and other noncommercial communications purposes, subject to the following:~~

~~A. Such installation and maintenance shall be completed at the city's expense;~~

~~B. The franchisee or grantee shall have no obligation under the indemnification provisions of this franchise or public way agreement for the installation or maintenance of such city owned facilities or conduits;~~

~~C. Nothing herein shall require the franchisee or grantee to bear any cost or expense in connection with such installation and maintenance of city owned facilities or conduits, nor shall such city installation delay or adversely effect franchisee's or grantee's construction schedule;~~

~~D. In no case shall the city attach to or come into contact with grantee's or franchisee's equipment. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

~~20.10.480 Administration.~~

~~The public works director or designee shall administer all public way agreements and franchises subject to this title, and the finance director or designee shall administer all leases subject to this title. (Ord. 5271 § 1, 1999; Ord. 5034 § 1, 1998.)~~

Chapter 20.12

~~OPEN VIDEO SYSTEMS~~

~~(Reserved)~~ REPEALED

Chapter 20.14

SMALL WIRELESS FACILITIES WITHIN THE PUBLIC ~~RIGHTS-OF-WAY~~

Sections:

20.14.010	Overview.
20.14.020	Application for small wireless facilities permits.
20.14.030	Implementation – Small wireless facilities permits.
20.14.040	Small wireless facility permit review process.
20.14.050	Deviations.
20.14.060	Small wireless facility approvals and processes.
20.14.070	Additional review procedures.
20.14.080	Compliance with federal processing limitations.
20.14.090	Design standards.
20.14.100	Noninterference.
20.14.110	Facility removal.

20.14.010 Overview.

A. Service providers or any other persons or entities who seek to use the public ~~right-of~~ way for small wireless facilities deployment to provide personal wireless service, data transmission, or other related services, must have a valid franchise under Chapter ~~20.06~~20.04 ACC to use the ~~right-of~~public way and a small wireless facility permit to deploy that technology at each proposed location. Entities with franchises who wish to use a small wireless facility deployment to upgrade or expand their existing services will use the processes set forth in this chapter to obtain approval of specific installations. An entity without a franchise will apply for a franchise as well as a small wireless facility permit for its initial deployment, and the applications will be processed concurrently.

B. Nothing in this chapter revises or diminishes the rights and obligations of an existing franchise.

C. Nothing herein shall exempt ~~S~~small wireless facilities deployment ~~elements that require from~~ SEPA ~~review may use these processes only in conjunction with SEPA review~~compliance.

D. For purposes of this chapter, “small wireless facilities” are defined as facilities that meet the following conditions:

1. The facilities:
 - a. Are mounted on structures 50 feet or less in height, including their antennas as defined in 47 CFR 1.1320(d); or
 - b. Are mounted on structures no more than 10 percent taller than other adjacent structures; or
 - c. Do not extend existing structures on which they are located to a height of more than 50 feet or by more than 10 percent, whichever is greater; and
2. Each antenna associated with the deployment, excluding associated antenna equipment (as defined in the definition of antenna in 47 CFR 1.1320(d)), is no more than three cubic feet in volume; and
3. All other wireless equipment associated with the structure (including the wireless equipment associated with the antenna and any preexisting associated equipment on the structure) is no more than 28 cubic feet in volume; and
4. The facilities do not require antenna structure registration under Code of Federal Regulations, Title 47, Part 17; and
5. The facilities are not located on Tribal lands, as defined under 36 CFR 800.16(x); and
6. The facilities do not result in human exposure to radio frequency radiation in excess of the applicable safety standards specified in 47 CFR 1.1307(b); and

7. The facilities are currently located or are proposed to be located within the public ~~right-of~~-way. For facilities currently located or proposed to be located on private property, please see Chapter 18.31 ACC. For facilities currently located or proposed to be located on public property or facilities, please see Chapter 20.08 ACC. (Ord. 6707 § 1 (Exh. A), 2018.)

20.14.020 Application for small wireless facilities permits.

For locations in the public ~~right-of~~-way, the director of public works (“director”) is charged with administration of small wireless facilities deployments and other small wireless facilities permit review processes for use of public ~~right-of~~-way established under this chapter.

Unless previously provided with an application for a franchise, the following information will be provided by all applicants seeking to use small wireless facilities deployment:

- A. Specific locational information, including GPS coordinates of all proposed facilities; and
- B. Specific design information and plans, addressing poles or other support structures, attachments, conduit, and any ground-mounted equipment; and
- C. A narrative addressing how the proposed plans are consistent with the franchise exhibit(s), if applicable, or otherwise meet the design requirements of this chapter, and otherwise as required within the ACC; and
- D. A concealment plan demonstrating how the proposed small wireless facilities comply with the [Ceity](#) of Auburn engineering design [and construction](#) standards; and
- E. Provision of proof of Federal Communications Commission and other regulatory approvals required to provide the service(s) or use the technologies sought to be installed; and

- F. Provision of proof that the proposed facilities will not interfere with the city's automated metering infrastructure (AMI), telemetry (SCADA), automated light meter facilities, or other city communication facilities; and
- G. Provision of proof from pole or structure owners that the additional load of small wireless facilities can be accommodated by the poles or structures or if the city is the pole or structure owner, proof of compliance with Chapter 20.08 ACC; and
- H. Any other information determined by the director to be necessary for processing the application.

Permits issued under this chapter will not supplant any other permits required under ~~federal or state~~[applicable](#) law, or the Auburn City Code, including, but not limited to, Chapters 12.24 and 13.32A ACC. (Ord. 6707 § 1 (Exh. A), 2018.)

20.14.030 Implementation – Small wireless facilities permits.

The rights granted under a franchise are implemented through the issuance of small wireless facilities permits. The franchise application, required under Chapter [20.04](#) ~~20.06~~ ACC, may be accompanied by one or more applications for a small wireless facilities permit to deploy small wireless facilities. An initial franchise and any related small wireless facilities permit applications will be processed concurrently.

- A. Up to five sites may be specified in one small wireless facilities permit application for processing.
- B. Issuance of a small wireless facilities permit to install small wireless facilities will be contingent upon approval of a franchise under Chapter [20.04](#) ~~20.06~~ ACC, or the possession of a valid franchise.
- C. Any element of a deployment that qualifies as an eligible facilities request under 47 CFR ~~1.40001~~ [1.600](#) will be specifically designated by the applicant and may be addressed separately by the director in order to comply with the shot clocks established by ~~federal~~[applicable](#) law.

D. The director may approve, deny, or conditionally approve all or any portion of the sites proposed in a small wireless facilities permit application. Any denial of an application under this chapter must be made in writing and be supported by substantial evidence.

E. Any application for a small wireless facilities permit that contains an element that is not exempt from SEPA review will simultaneously submit a SEPA Environmental Checklist under Chapter 43.21C RCW and Chapter 16.06 ACC.

F. The city recognizes that the Federal Telecommunications Act of 1996 gives the Federal Communications Commission sole jurisdiction in the field of regulation based upon the environmental effects of electromagnetic radio frequency emissions and small wireless facilities that meet Federal Communications Commission standards will not be conditioned or denied on the basis of environmental effects of radio frequency or electromagnetic frequency impacts. Applicants for small wireless facilities will be required to provide the city information on the projected power density of the facility and compliance with the Federal Communications Commission requirements. (Ord. 6707 § 1 (Exh. A), 2018.)

20.14.040 Small wireless facility permit review process.

The following provisions relate to applications for a small wireless facility permit:

A. *Federal Law.* Review of the site locations proposed by the applicant will be governed by the provisions of 47 USC 253 and 47 USC 332 and applicable ~~regulations and case~~ law. Applicants will be treated in a competitively neutral and nondiscriminatory manner with other service providers whose facilities are similarly situated in terms of structure, placement, or cumulative impacts. ~~Small wireless facilities permit review under this chapter will neither prohibit nor have the effect of prohibiting the ability of an applicant to provide telecommunications services.~~

B. *Concealment.* The city will permit small wireless facility deployment on existing or replacement poles or structures conforming to the city's generally applicable pole

design standards, the city's engineering design and construction standards, the concealment element plan approved as part of the small wireless facilities permit(s), and consistent with the relevant franchise exhibit (if applicable). Small wireless facilities may not be expanded unless the expansion does not defeat the facility's ~~required~~ concealment elements.

C. The director will review applications for small wireless facilities permits for consistency with relevant franchise exhibits, ~~and~~ design standards, and applicable law.

D. Small wireless facilities ~~permits~~ applications to install facilities will be processed within the time frames set by applicable federal regulations.

E. The decision of the director to approve a small wireless facility permit will be final and is not subject to appeal under city code or further legislative review. (Ord. 6707 § 1 (Exh. A), 2018.)

20.14.050 Deviations.

Any request for deviations from the approved small cell facilities design designated in the franchise, or any previously approved small wireless facility permit, will be considered a new small wireless facilities permit request. An applicant seeking approval of a deviation from an approved small wireless facilities permit will apply for a new small wireless facilities permit. (Ord. 6707 § 1 (Exh. A), 2018.)

20.14.060 Small wireless facility approvals and processes.

Approval of a small wireless facility permit and/or other approval referenced in this chapter are conditioned on the following requirements:

A. Satisfy applicable ~~bulk~~ requirements, such as noise and light regulations.

B. Comply with adopted design and concealment standards as provided by the city's engineering design and construction standards.

C. Obtain the written approval of the owner of any pole or structure for the installation of its facilities on such pole or structure. Approval of a franchise under Chapter ~~20.06~~20.04 ACC does not authorize attachment to city-owned poles or other structures.

D. Unless specifically provided for in a franchise, obtain a lease or other applicable authorization from the city to use city-owned poles, ground space or infrastructure for the installation of any small wireless facility, or to locate any new ground-based structure, base station, or other attendant equipment on city owned facilities or property ~~right-of-way~~.

E. Comply with all city construction standards and state and federal codes when operating in the ~~right-of-public~~ way and obtain a required permit to enter the ~~right-of-public~~ way for construction.

F. If the applicant does not take action in good faith, the application will be considered abandoned after 180 days of non-action. (Ord. 6707 § 1 (Exh. A), 2018.)

20.14.070 Additional review procedures.

Small wireless facilities in shorelines management zones or environmentally critical areas are subject to review as provided in Chapters 16.08 and/or 16.10 ACC. (Ord. 6707 § 1 (Exh. A), 2018.)

20.14.080 Compliance with federal processing limitations.

Review of small wireless facilities permits will comply with the provisions of 47 CFR Part 1, subpart U, if applicable. Applications will be reviewed, completeness

determined, and the time frame tolled as provided in this chapter and Chapter ~~20.06~~20.04 ACC. (Ord. 6707 § 1 (Exh. A), 2018.)

20.14.090 Design standards.

All small wireless facilities will be constructed or installed according to applicable Federal Communications Commission (FCC), Federal Aviation Administration (FAA), state and city regulations and standards, including the city of Auburn engineering design and construction standards. (Ord. 6707 § 1 (Exh. A), 2018.)

20.14.100 Noninterference.

Wireless facilities of any kind will not interfere with any emergency, communication, or utility infrastructure systems of the city.

A. If the city notifies service providers that their equipment is potentially interfering with public safety communications equipment, the providers will cooperate and coordinate with the city and among themselves to investigate and mitigate the interference, if any, utilizing the procedures set forth in the joint wireless industry – public safety “Best Practices Guide,” released by the FCC in February 2001, including the “Good Engineering Practices,” as may be amended or revised by the FCC from time to time.

B. If any service provider or facility owner fails to cooperate with the city in complying with the owner’s obligations under this section or if the FCC makes a determination of radio frequency interference with the city communications equipment, the owner who fails to cooperate and/or the owner of the facility or facilities which caused the interference will be responsible, upon FCC determination of radio frequency interference, for reimbursing the city for all costs associated with ascertaining and resolving the interference, including but not limited to any engineering studies obtained by the city to determine the source of the interference. For the purposes of this subsection, failure to cooperate will include failure to initiate

any response or action as described in the “Best Practices Guide” within 24 hours of the city’s notification. (Ord. 6707 § 1 (Exh. A), 2018.)

20.14.110 Facility removal.

A small wireless facility will be removed:

A. Within 180 days of the date the facility’s use is discontinued, it ceases to be operational, the permit is revoked, or, if the facility falls into disrepair and is not maintained, within 90 days of a notice from the city to effect repairs and maintenance to the satisfaction of the city. The owner and/or operator of a facility will notify the city upon the discontinued use of a particular facility ~~;~~ ~~however,~~

B. If the owner and/or operator fails to remove the facility as required, then the facility is a nuisance and subject to appropriate legal proceeding in accordance with Chapter 1.25 ACC. (Ord. 6707 § 1 (Exh. A), 2018.)



AGENDA BILL APPROVAL FORM

Agenda Subject:

Ordinance No. 6804 (Tate)(10 Minutes)

Department:

Community Development

Attachments:

[Ordinance 6804](#)

[Exhibit A Pierce County Draft Ordinance No 20-124 - Exhibit A](#)

[Exhibit B ASD Impact Fee Letter](#)

[Exhibit C - DSD Impact Fee Letter](#)

[Exhibit D FWPS Impact Fee Letter](#)

[Exhibit E KSD Impact Fee Letter](#)

[Exhibit F School District Impact Fee Table](#)

Date:

November 18, 2020

Budget Impact:

Current Budget: \$0

Proposed Revision: \$0

Revised Budget: \$0

Administrative Recommendation:

City Council to review and discuss school impact fee ordinance revisions and schedule action on the ordinance at the next regular City Council meeting on December 7, 2020.

Background Summary:

Title 19 (Impact Fees) of the Auburn City Code contains standards and regulations pertaining to the collection of impact fees in the City of Auburn. Impact fees are authorized by state law. Specifically, Chapter 19.02 (School Impact Fees) addresses the establishment, calculation, collection and amendment of school impact fees within the municipal boundaries of the City of Auburn. The city originally established school impact fees in 1998 by Ordinance No. 5078. Portions of four school districts occur within the City limits.

Pursuant to Code Section 19.02.060 (Annual Council Review) of the Auburn City Code, on at least an annual basis, the Auburn City Council shall review the information submitted by the Districts pursuant to ACC 19.02.050. The review shall be in conjunction with any update of the capital facilities plan element of the city's comprehensive plan. The City Council may also at this time determine if an adjustment to the amount of the impact fees is necessary.

The City of Auburn Annual Comprehensive Plan Amendment process for 2020 included requests for City approval of the Capital Facilities Plans of the four districts as follows:

- 2020-2026 Auburn School District Capital Facilities Plan
- 2021-2026 Dieringer School District Capital Facilities Plan
- 2021 Federal Way School District Capital Facilities Plan
- 2020-2021 through 2025-2026 Kent School District Capital Facilities Plan

These requests were submitted in accordance with the provisions of Section 19.02.050 (Submission of District Capital Facilities Plan and Data) of the Auburn City Code.

The School Districts' Capital Facilities Plans are contained in the 'working binders' for the 2020 Annual Comprehensive Plan Amendments, which is the electronic binder presented as Exhibit F, distributed to the City Council prior to the November 23, 2020 study session.

Definition

The city's code section ACC 19.02 contains the city's regulations governing school impact fees. It provides the following definition:

"Impact fee" means a payment of money imposed upon development as a condition of development approval to pay for school facilities needed to serve new growth and development that is reasonably related to the new development that creates additional demand and need for public facilities, that is a proportionate share of the cost of the school facilities, and that is used for such facilities that reasonably benefit the new development.

Scheduling of Actions

A discussion of the School District Capital Facilities Plans school impact fee changes and Ordinance No. 6804 is scheduled for the Study Session on November 23, 2020. City Council action on Ordinance No. 6804 is requested for December 7, 2020.

Reviewed by Council Committees:

Councilmember: DaCorsi

Staff: Tate

Meeting Date: November 23, 2020

Item Number:

ORDINANCE NO. 6804

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF
AUBURN, WASHINGTON AMENDING SECTIONS
19.02.115, 19.02.120, 19.02.130 AND 19.02.140 OF THE
AUBURN CITY CODE RELATING TO SCHOOL IMPACT
FEES

WHEREAS, the City of Auburn has adopted a school impact fee ordinance and collects school impact fees on behalf of certain school districts located in part within the City of Auburn; and

WHEREAS, the Auburn School District, Dieringer School District, Federal Way School District, and the Kent School District, each being located in part within the City of Auburn, have provided the City of Auburn with updated capital facilities plans to be considered during the City's 2020 annual comprehensive plan amendment process that addresses among other things, the appropriate school impact fee for single family residential dwellings and multi-family residential dwellings for each district; and

WHEREAS, on June 5, 2020, the Auburn School District issued a Determination of Non-Significance for the 2020 - 2026 Auburn School District Capital Facilities Plan; on August 3, 2020 the Dieringer School District issued a Determination of Non-Significance for the 2021-2026 Dieringer School District Capital Facilities Plan; on June 12, 2020, the Federal Way School District issued a Determination of Non-Significance for the 2021 Federal Way School District Capital Facilities Plan; and on June 5, 2020, the Kent School District issued a Determination of Non-Significance for the 2020-2021 through 2025-2026 Kent School District Capital Facilities Plan; and

WHEREAS the City of Auburn issued a Determination of Non-Significance (DNS)

on September 23, 2020 for the City of Auburn Year 2020 city-initiated comprehensive plan map and text amendments (File No. SEP20-0018), and

WHEREAS, after proper notice published in the City's official newspaper at least ten (10) days prior to the date of hearing, the Auburn Planning Commission on November 17, 2020 conducted public hearings on the proposed Auburn School District 2020-2026 Capital Facilities Plan, the proposed Dieringer School District 2021-2026 Capital Facilities Plan; the proposed Federal Way School District 2021 Capital Facilities Plan; and the proposed Kent School District 2020-2021 through 2025-2026 Capital Facilities Plan; and

WHEREAS, following the conclusion of the public hearing on November 17, 2020, and subsequent deliberations, the Auburn Planning Commission, following individual positive motions, made separate recommendations to the Auburn City Council on the approval of the Auburn School District 2020-2026 Capital Facilities Plan, the Dieringer School District 2021-2026 Capital Facilities Plan; the Federal Way School District 2021 Capital Facilities Plan; and the Kent School District 2020-2021 through 2025-2026 Capital Facilities Plan; and

WHEREAS, the Auburn City Council reviewed the recommendations of the Auburn Planning Commission for the school districts' capital facilities plans at both a regularly scheduled study session, on November 23, 2020, and a regularly scheduled meeting, on December 7, 2020; and

WHEREAS, on December 7, 2020, the Auburn City Council approved the Auburn School District 2020-2026 Capital Facilities Plan, the Dieringer School District 2021-2026 Capital Facilities Plan; the Federal Way School District 2021 Capital Facilities Plan; and

the Kent School District 2020-2021 through 2025-2026 Capital Facilities Plan; and

WHEREAS, the Auburn City Code Chapter 19.02 provides for adjustments to school impact fees based on a review of the capital facilities plans for each of the districts; and

WHEREAS, on November 23, 2020 the Auburn City Council at a regularly scheduled study session reviewed amendments to Auburn City Code Chapter 19.02 (School Impact Fees) pertaining to school impact fees for single family residential dwelling units and multi-family dwelling units to be applied in the City of Auburn for the Auburn School District; Dieringer School District, Federal Way School District, and the Kent School District; respectively, based on the aforementioned capital facilities plans for each of these districts; and

WHEREAS, Section 19.02.060 (Annual Council Review) of the Auburn City Code specifies that in making its decision to adjust impact fees the Auburn City Council will take into consideration the quality and completeness of the information provided in the applicable school district capital facilities plan and may decide to enact a fee less than the amount supported by the capital facilities plan.

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

Section 1. **Amendment to the City Code.** Section 19.02.115 of the Auburn City Code is amended to read as follows.

19.02.115 Impact fee calculation and schedule for the Dieringer School District.

The impact fee calculation and schedule below is based upon a review of the impact fee calculation for single-family residences and for multifamily residences set forth in the most recent version of the Dieringer School District Capital Facilities Plan adopted by the Auburn city council as an element of the Auburn comprehensive plan. The calculation is the determination of the appropriate proportionate share of the costs of public school capital facilities needed to serve new growth and development to be funded by school impact fees based on the factors defined in ACC 19.02.020.

Effective January 1, ~~2020~~2021, or the effective date of this ordinance whichever is later, the school impact fee shall be as follows:

Per Single-Family Dwelling Unit ~~\$3,815.00~~\$3,890.00

Per Multifamily Dwelling Unit ~~\$2,025.00~~\$789.00

(Ord. 6627 § 1, 2016; Ord. 6581 § 1, 2016; Ord. 6542 § 1, 2014; Ord. 6488 § 1, 2013; Ord. 6445 § 1, 2012; Ord. 6393 § 1, 2011; Ord. 6341 § 2, 2011; Ord. 6340 § 1, 2010; Ord. 6279 § 1, 2009; Ord. 6214 § 1, 2008; Ord. 6134 § 1, 2007; Ord. 6060 § 1, 2006; Ord. 5950 § 2, 2005.)

Section 2. Amendment to the City Code. Section 19.02.120 of the Auburn City

Code is amended to read as follows.

19.02.120 Impact fee calculation and schedule for the Auburn School District.

The impact fee calculation and schedule is based upon a review of the impact fee calculation for single-family residences and for multifamily residences set forth in the most recent version of the Auburn School District's Capital Facilities Plan adopted by the Auburn city council as an element of the Auburn comprehensive plan. The calculation is the determination of the appropriate proportionate share of the costs of public school capital facilities needed to serve new growth and development to be funded by school impact fees based on the factors defined in ACC 19.02.020.

Effective January 1, ~~2020~~2021, or the effective date of this ordinance whichever is later, the school impact fee shall be as follows:

Per Single-Family Dwelling Unit ~~\$6,905.31~~\$6,456.31

Per Multifamily Dwelling Unit – Studio

~~\$4,667.45~~\$6,325.80

Per Multifamily Dwelling Unit – 1 Bedrooms ~~\$6,667.45~~\$8,325.80

Per Multifamily Dwelling Unit – 2 Bedrooms ~~\$9,667.45~~\$11,325.80

Per Multifamily Dwelling Unit – 3 Bedrooms ~~\$12,667.45~~\$14,325.80

Per Multifamily Dwelling Unit – 4 or more Bedrooms ~~\$14,667.45~~\$16,325.80

(Ord. 6627 § 1, 2016; Ord. 6581 § 2, 2016; Ord. 6542 § 2, 2014; Ord. 6488 § 2, 2013; Ord. 6445 § 2, 2012; Ord. 6393 § 2, 2011; Ord. 6341 § 2, 2011; Ord. 6340 § 2, 2010; Ord. 6279 § 2, 2009; Ord. 6214 § 2, 2008; Ord. 6134 § 2, 2007; Ord. 6060 § 2, 2006; Ord. 5950 § 1, 2005; Ord. 5793 § 1, 2003; Ord. 5232 § 1, 1999.)

Section 3. Amendment to the City Code. Section 19.02.130 of the Auburn City

Code is amended as follows.

19.02.130 Impact fee calculation and schedule for the Kent School District.

The impact fee calculation and schedule is based upon a review of the impact fee and calculation for single-family residences and for multifamily residences set forth in the most recent version of the Kent School District's Capital Facilities Plan adopted by the Auburn city council as an element of the Auburn comprehensive plan. The calculation is the determination of the appropriate proportionate share of the costs of public school capital facilities needed to serve new growth and development to be funded by school impact fees based on the factors defined in ACC 19.02.020.

Effective January 1, ~~2020~~2021, or the effective date of this ordinance whichever is later, the school impact fee shall be as follows:

Per Single-Family Dwelling Unit ~~\$5,554.00~~\$5,692.85

Per Multifamily Dwelling Unit ~~\$2,345.00~~\$2,403.63

(Ord. 6627 § 1, 2016; Ord. 6581 § 3, 2016; Ord. 6542 § 3, 2014; Ord. 6488 § 3, 2013; Ord. 6445 § 3, 2012; Ord. 6393 § 3, 2011; Ord. 6341 § 2, 2011; Ord. 6340 § 3, 2010; Ord. 6279 § 3, 2009; Ord. 6214 § 3, 2008; Ord. 6134 § 3, 2007; Ord. 6060 § 3, 2006; Ord. 5950 § 1, 2005; Ord. 5233 § 1, 1999.)

Section 4. Amendment to the City Code. Section 19.02.140 of the Auburn City

Code is amended to read as follows.

19.02.140 Impact fee calculation and schedule for the Federal Way School District.

The impact fee calculation and schedule is based upon a review of the impact fee and calculation for single-family residences and for multifamily residences set forth in the most recent version of the Federal Way School District's Capital Facilities Plan adopted by the Auburn city council as an element of the Auburn comprehensive plan. The calculation is the determination of the appropriate proportionate share of the costs of public school capital facilities needed to serve new growth and development to be funded by school impact fees based on the factors defined in ACC 19.02.020.

Effective January 1, ~~2020~~2021, or the effective date of this ordinance whichever is later, the school impact fee shall be as follows:

Per Single-Family Dwelling Unit ~~\$5,035.00~~\$3,243.00

Per Multifamily Dwelling Unit ~~\$20,768.00~~\$16,003.00

(Ord. 6627 § 1, 2016; Ord. 6581 § 4, 2016; Ord. 6542 § 4, 2014; Ord. 6488 § 4, 2013; Ord. 6445 § 4, 2012; Ord. 6393 § 4, 2011; Ord. 6341 § 2, 2011; Ord. 6340 § 4, 2010; Ord. 6279 § 4, 2009; Ord. 6214 § 4, 2008; Ord. 6134 § 4, 2007; Ord. 6060 § 4, 2006; Ord. 6042 § 1, 2006.)

Section 5. Constitutionality and Invalidity. If any section, subsection sentence, clause, phrase or portion of this Ordinance, is for any reason held invalid or unconstitutional by any Court of competent jurisdiction such portion shall be deemed a separate, distinct and independent provision, and such holding shall not affect the validity of the remaining portions thereof.

Section 6. Implementation. The Mayor is authorized to implement such

administrative procedures as may be necessary to carry out the directions of this legislation.

Section 7. Effective Date. This Ordinance shall take effect and be in force five days from and after its passage, approval and publication as provided by law.

INTRODUCED: _____

PASSED: _____

APPROVED: _____

CITY OF AUBURN

ATTEST:

NANCY BACKUS, Mayor

Shawn Campbell, MMC, City Clerk

APPROVED AS TO FORM:

Kendra Comeau, City Attorney

Published: _____

Only those portions of Section 4A.30.030 that are proposed to be amended are shown.
Remainder of text, tables, maps and/or figures is unchanged.

4A.30.030 School Impact Fee Schedule.

SCHOOL DISTRICT	PER SINGLE-FAMILY DWELLING UNIT		PER MULTI-FAMILY DWELLING UNIT	
	School District Fee Calculation	Impact Fee (Maximum Fee Obligation is \$3,890 \$3,815)	School District Fee Calculation	Impact Fee (Maximum Fee Obligation is \$2,065 \$2,025)
Bethel	\$19,495 \$17,082	\$3,815 \$3,890	\$1,724 0	\$1,724 0
Carbonado	\$3,594 \$4,446	\$3,594 \$3,890	\$866 \$1,138	\$866 \$1,138
Dieringer	\$7,729 \$4,176	\$3,815 \$3,890	\$450 \$789	\$2,025 \$789
Eatonville	\$13,407 \$13,185	\$3,815 \$3,890	\$3,497 \$3,414	\$2,025 \$2,065
Fife	\$4,531 \$4,715	\$3,815 \$3,890	\$319 \$1,426	\$2,025 \$1,426
Franklin Pierce	\$13,595 \$16,212	\$3,815 \$3,890	\$7,003 \$4,893	\$2,025 \$2,065
Orting	\$16,477 \$16,552	\$3,815 \$3,890	\$6,587 \$6,982	\$2,025 \$2,065
Peninsula	\$18,213 \$4,529	\$3,815 \$3,890	\$10,797 \$2,351	\$2,025 \$2,065
Puyallup	\$17,356 \$12,978	\$3,815 \$3,890	\$6,136 \$5,651	\$2,025 \$2,065
Steilacoom	\$3,951 \$8,104	\$3,815 \$3,890	0	0
Sumner-Bonney Lake	\$19,654 \$22,612	\$3,815 \$3,890	\$1,872 \$2,535	\$1,872 \$2,065
White River	\$11,391	\$3,815 \$3,890	\$4,001	\$2,025 \$2,065
Yelm	\$6,417	\$3,815 \$3,890	\$8,387 \$14,490	\$2,025 \$2,065





July 1, 2020

Mr. Jeff Dixon
City of Auburn
25 W. Main Street
Auburn, WA 98001

Re: Multiple Family Residence Impact Fee Increase Request
Auburn School District Capital Facilities Plan for 2020 to 2026

Dear Mr. Dixon,

Annually the Auburn School District, as part of the development of the Capital Facilities Plan, calculates impact fees using the formula established by King County ordinance.

Multiple Family Residence Impact Fees are calculated using the following formula and amounts:

	<u>2019</u>	<u>2020</u>
Site Costs	\$3,394.66	\$4,040.26
Permanent Facility Const. Costs	\$33,358.69	\$37,815.02
Temporary Facility Costs	\$303.79	\$348.98
State Match Credit	(\$5,048.98)	(\$6,156.78)
Tax Credit	(\$2,673.24)	(\$3,395.87)
Fee without Discount	\$29,334.91	\$32,651.61
50% Discount	(\$14,667.45)	(\$16,325.80)
Net Fee Obligation Before Discount	\$14,667.45	\$16,325.80

The increase in the Multiple Family Impact Fee results from a 15% increase in the number of students coming from each new multiple family residence. Auburn School District respectfully requests that the Multiple Family Residence Impact Fee be increased from \$14,667.45 to \$16,325.80.

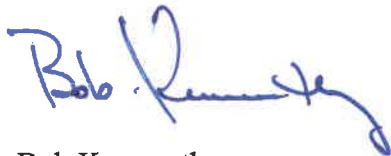
The Auburn School District offered discounts to the Multiple Family Residence Impact Fees for studio, one bedroom, two bedroom, and three bedroom residences for 2019. We propose to offer the same discounts for 2020.

Multiple Family Residence Impact Fee Increase Request
Auburn School District Capital Facilities Plan for 2020 to 2026
Page 2

	<u>2019 Discount</u>	<u>2020 Discount</u>	<u>2020 Impact Fee</u>
Studio	(\$10,000.00)	(\$10,000.00)	\$6,325.80
One Bedroom	(\$8,000.00)	(\$8,000.00)	\$8,325.80
Two Bedroom	(\$5,000.00)	(\$5,000.00)	\$11,325.80
Three Bedroom	(\$2,000.00)	(\$2,000.00)	\$14,325.80
Four and Five Bedroom	(\$0.00)	(\$0.00)	\$16,325.80

Your consideration and approval of our request will be appreciated.

Sincerely,



Bob Kenworthy
Assistant Director of Capital Projects

Cc: C. Blansfield



DIERINGER SCHOOL DISTRICT No. 343

Educating every child for

Confidence today and

Contribution tomorrow

July 30, 2020

Jeff Tate
Director of Planning
City of Auburn
25 West Main Street
Auburn, WA 98001-4998

Subject: Dieringer School District – Mitigation Impact Fees

Dear Mr. Tate:

The Dieringer School District has completed the Dieringer School District Capital Facilities Plan for 2021-2026. In preparing the updated Capital Facilities Plan the District once more reviewed the question of the School Impact Fee Calculation. Based on the analysis of the District's site acquisition and permanent facility costs, the Dieringer School District Board of Directors has determined that the appropriate mitigation impact fee for the permitting of a single family residence is \$4,176 and \$789 per unit for a multiple family residence.

A review of the fees collected by the City of Auburn, on behalf of other school districts within the city, serves to support the validity of the Dieringer requested fee of \$4,176 and \$789 per unit for a multiple family residence.

The property values within the boundaries of the Dieringer School District are the highest in Pierce County; this causes site acquisition to be expensive and contributes to overall higher construction costs than other school districts experience. Therefore, it is most appropriate for the mitigation impact fees collected on behalf of the Dieringer School District to be adjusted to more closely approximate the fees collected for other local school districts.

The Dieringer School District requests that the City of Auburn adjust the mitigation impact fees collected on behalf of the District to the \$4,176 and \$789 per unit for a multiple family residence established in the Capital Facilities Plan for 2021-2026. Please let me know if you need further information by contacting me at (253) 862-2537.

Sincerely,

Michael Farmer
Superintendent

September 23, 2020

Jeff Dixon
Principal Planner
City Of Auburn
25 West Main Street
Auburn WA 98001-4998

Dear Mr. Dixon,

On behalf of Dr. Campbell, Superintendent of Federal Way Public Schools, attached is a copy of the Federal Way Public Schools' 2021 Capital Facilities Plan. The Federal Way Public Schools' Board of Education adopted this plan on July 28, 2020.

The Federal Way Public Schools' Board of Education Resolution No. 2020-21 directs the Superintendent to submit the adopted Federal Way Public Schools' 2021 Capital Facilities Plan to the City of Auburn. A copy of the resolution is attached for your files.

The Federal Way Public Schools' Board of Education requests the City of Auburn to decrease the 2020 impact fee to \$3,243 for each single-family development and decrease the impact fee to \$16,003 for each multi-family development unit.

The expenditure report for the 2019 calendar year is also attached.

Please let me know if you have any questions about the changes in the CFP for Federal Way Public Schools. You may contact Jen Thomas at (253)945-2071 or by email at jthomas@fwps.org.

Sincerely,



Sally McLean
Chief Financial and Operations Officer

CC: Dr. Tammy Campbell
Mike Benzien
Jennifer Wojciechowski

Attachments: 3

Each Scholar: A Voice. A Dream. A BRIGHT Future.



July 14, 2020

Mr. Anthony Avery
Department of Community Development
City of Auburn
25 West Main Street
Auburn, WA 98001

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EQUITY
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COMMUNITY

RE: Proposed 2021 School Impact Fees for Kent School District #415

Dear Mr. Avery

The six year (2019-2020) Capital Facilities Plan (CFP) for Kent School District #415 as adopted by the Board of Directors calls for a modest increase in school impact fees for 2021. The impact fees will increase by the percentage increase of the consumer price index (2.5%) for the Seattle metropolitan area in 2020.

The single-family residence fee will increase by \$138.85 to \$5,692.85 from \$5,554.00. The multi-family residence fee will increase by \$58.63 to \$2,403.63 from \$2,345.00. The fee calculations are shown on pages 14 and 15 of the CFP. It should be noted that the District is making an adjustment of \$4,035 for single family and \$1,019 for multi-family residences from what the fees compute. This is to keep the fees reasonable and meet the need of the District and Communities.

Sincerely,

Ben Rarick
Executive Director of Budget & Finance

Proposed 2021 School Impact Fees

School District	Multiple Family				Single Family			
	2020 fee, per ACC 19.02	CFP says:	Requested Amount	Change?	2020 fee, per ACC 19.02	CFP says:	Requested Amount	Change?
Auburn	Studio - \$4,667.45	Pg. 33 Details tiered structure	Studio - \$6,325.80	Increase of \$1,658.35	\$6,905.31	Pg. 33	\$6,456.31	Decrease of \$449.00
	1 BD - \$6,667.45		1 BD - \$8,325.80					
	2 BD - \$9,667.45		2 BD - \$11,325.80					
	3 BD - \$12,667.45		3 BD - \$14,325.80					
	4+ BD - \$14,667.45		4+ BD - \$16,325.80					
Dieringer	\$ 2,025.00	Pg. 16	\$ 789.00	Decrease of \$1,236.00	\$3,815.00	Pg. 16	\$3,890.00	Increase of \$75.00
Federal Way	\$ 20,768.00	Pg. 28	\$16,003	Decrease of \$4,765.00	\$5,035.00	Pg. 28	\$3,243.00	Decrease of \$1,792.00
Kent	\$ 2,345.00	Pg. 31	\$ 2,404.63	Increase of \$59.63	\$5,554.00	Pg. 31	\$5,692.85	Increase of \$138.85



AGENDA BILL APPROVAL FORM

Agenda Subject:

Ordinance No. 6803 and 6807 (Tate) (35 Minutes)

Department:

Community Development

Attachments:

[Ordinance No. 6803](#)

[Ordinance NO. 6807](#)

[Exhibit A Cover](#)

[Exhibit A Staff Report for All Amendments](#)

[Exhibit B Cover](#)

[Exhibit B Auburn Adventist Academy CPA20-](#)

[0003 \(a-1\)](#)

[Exhibit B Auburn Adventist Academy CPA20-](#)

[0003 \(a-2\)](#)

[Exhibit B Auburn Adventist Academy CPA20-](#)

[0003 \(a-3\)](#)

[Exhibit B Auburn Adventist Academy CPA20-](#)

[0003 \(b\)](#)

[Exhibit C Cover](#)

[Exhibit C Westport Capital CPA20-0002-1](#)

[Exhibit C Westport Capital CPA20-0002-2](#)

[Exhibit C Westport Capital CPA20-0002-3](#)

[Exhibit C Westport Capital CPA20-0002-4](#)

[Exhibit C Westport Capital CPA20-0002-5](#)

[Exhibit C Westport Capital CPA20-0002-6](#)

[Exhibit C Westport Capital CPA20-0002-7](#)

[Exhibit D Cover](#)

[Exhibit D 2020 Comp Plan Binder \(a\)](#)

[Exhibit D 2020 Comp Plan Binder \(b\)](#)

[Exhibit D 2020 Comp Plan Binder \(c\)](#)

[Exhibit D 2020 Comp Plan Binder \(d-1\)](#)

[Exhibit D 2020 Comp Plan Binder \(d-2\)](#)

[Exhibit D 2020 Comp Plan Binder \(d-3\)](#)

[Exhibit D 2020 Comp Plan Binder \(d-4\)](#)

[Exhibit D 2020 Comp Plan Binder \(d-5\)](#)

Date:

November 18, 2020

Budget Impact:

Current Budget: \$0

Proposed Revision: \$0

Revised Budget: \$0

Administrative Recommendation:

Planning Commission recommends to City Council approval of the 2020 Annual Comprehensive Plan Amendments (Policy/Text & Map Amendments) and recommends approval of the related rezone application by Westport Capital LLC with conditions.

Background Summary:

On November 4, 2020 the Planning Commission, at a regular meeting, held a public hearing

on and **recommended approval** of the following policy/text and map amendments; and recommended approval of the separate Westport Capital LLC rezone, with conditions to the City Council.

Private Comprehensive Plan Amendments

PT #10 - CPA20-0003, Comprehensive Plan policy/Text Amendment – Academy Special Planning Area Policies Application to change Land Use Policy LU-135 and to the Academy Special Planning Area policies A.1.2 and A.1.8. to clarify that multifamily uses providing long-term revenue supporting its educational mission are allowed. The site abuts Auburn Way South, between 32nd Street SE & Academy Drive SE. Primarily affects King County Parcel Numbers 2721059117, 2721059090, 2721059055, 2721059086, and 2721059079.

CMP #3 - CPA20-0002 & REZ20-0002, Comprehensive Plan Map Amendment & Rezone – Westport Capital LLC. Application to change the Comprehensive Plan Land Use Map designation of approximately 31.8 acres from “Single-Family Residential” to “Moderate-Family Residential,” and approx. 5.3 acres from “Multiple-Family Residential” to “Moderate-Family Residential”; and, rezone approx. 30.7 acres from “R-7, Single-Family Residential, 5-7 Units per Acre”, to “R-16, Multi-Family Residential 12-16 Units per Acre”, and approx. 6.4 acres from “R-20, Multi-Family Residential, 15-20 Units per Acre”, to “R-16, Multi-Family Residential 12-16 Units per Acre”. A contract or conditional rezone, is proposed to limit the density to 12 units per acre (plus or minus 10%), cap the number of apartment units at 128 (based off of the existing 6.4 acres of R-20 zoning), and require at least three types of ownership housing for the remainder of the property (approximately 317 dwelling units, plus or minus 10%) where each type of ownership housing must represent a minimum of 15% of the future units (e.g. 15% triplex, 15% townhomes, and 70% single-family). There is no development proposal. The site is generally located east of ‘I’ St. NE at 40th St. NE. King Co. Parcel Nos. 000420-0003, 000420-0013, 000420-0019, 000420-0022, 000420-0024, and 000420-0025.

On November 17, 2020 the Planning Commission, at a special meeting, held a public hearing and **recommended approval** for all policy/text and map amendments to the City Council.

City Comprehensive Plan Amendments

CPA20-0005

P/T #1 – Incorporate Auburn School District Capital Facilities Plan

P/T #2 – Incorporate Dieringer School District Capital Facilities Plan

P/T #3 – Incorporate Federal Way School District Capital Facilities Plan

P/T #4 – Incorporate Kent School District Capital Facilities Plan

P/T #5 – Incorporate City of Auburn Capital Facilities Plan

P/T #6 – Changes to Transportation Element (Plan) Volume 5, updates (incorporated by reference)

P/T #8 - Volume 1, Land Use Element and Volume 5, Transportation Element

(Plan) policy changes related to Auburn Municipal Airport.

CPM #1 *Volume 5: Transportation Plan Element: Several maps found throughout Volume 5 are proposed for update to reflect changed conditions.*

Private Comprehensive Plan Amendments

CPM #2 – CPA20-0001 & REZ20-0001 - *Request by Auburn School District to change the designation of King Co. Parcel No. 2121059042 totaling approximately 2.19 acres and located on the north side of Auburn Way South approximately 400 feet west of Noble Court SE from "Multiple-Family Residential" to "Institutional" and an associated rezone from "R-20, Residential 20 dwelling units per acre" to "P-1, Public Use". The existing Chinook Elementary School, located on an adjacent parcel, is zoned P-1. The school district purchased the site to incorporate into a redevelopment of the adjacent school.*

The attached staff report (Exhibit A) comprehensively addresses the full set of 2020 Annual Comprehensive Plan Amendments, including private and city initiated changes, and all related rezones.

The attached EXHIBITS B, and C, are copies of the staff reports for two private amendment applications as provided to the Planning Commission for the public hearings. EXHIBIT D is the 'working binder' that contains the staff report for the remaining private amendment and the staff report for City initiated amendments as provided to the Planning Commission. These are under the 'Staff Reports' tab.

Reviewed by Council Committees:

Councilmember: DaCorsi

Staff: Tate

Meeting Date: November 23, 2020

Item Number:

ORDINANCE NO. 6 8 0 3

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF
AUBURN, WASHINGTON, RELATING TO PLANNING;
ADOPTING 2020 ANNUAL COMPREHENSIVE PLAN MAP
AND TEXT AMENDMENTS PURSUANT TO THE PROVISIONS
OF RCW CHAPTER 36.70A AND ADOPTING
CORRESPONDING REZONES RELATED TO CERTAIN MAP
AMENDMENTS

WHEREAS, since 1986 the City of Auburn has maintained a Comprehensive Plan, periodically updated and reaffirmed by the City Council, that includes a Map establishing the location of the Comprehensive Plan Land Use Designations throughout the City; and

WHEREAS, on December 14, 2015, the Auburn City Council adopted an updated Comprehensive Plan by Ordinance No. 6584; and

WHEREAS, in May 2020 the City of Auburn published in the *Seattle Times Newspaper* an advertisement that the City was accepting comprehensive plan amendment applications and established a deadline for submittal of June 5, 2020; and

WHEREAS, the City of Auburn received and processed two private-initiated map amendments for the year 2020 annual amendments; (Auburn School District as CPA20-0001 and REZ20-0001, Westport Capital as CPA20-0002); and

WHEREAS, the City of Auburn received and processed one private-initiated text amendment for the year 2020 annual amendments; (Auburn Adventist Academy as CPA20-0003); and

WHEREAS, the City of Auburn initiated one map amendment (File No. CPA20-0005) and seven policy/text amendments (File No. CPA20-0005); and

WHEREAS, to maintain consistency between the city's zoning map and its Comprehensive Plan, both the private initiated map amendments have an associated

rezone (zoning map amendment) to maintain consistency with the Comprehensive Plan;
and

WHEREAS, the Comprehensive Plan text/policy amendments and map amendments were processed by the Community Development Department as proposed Year 2020 annual amendments to the City of Auburn Comprehensive Plan; and

WHEREAS, the Growth Management Act, RCW 36.70A, requires the City to maintain a current Capital Facilities Plan; and

WHEREAS, the environmental impacts of the proposed Year 2020 Comprehensive Plan amendments and rezones were considered in accordance with procedures of the State Environmental Policy Act File No. SEP20-0018 (city-initiated amendments), SEP20-0006 (Westport Capital private-initiated amendment, SEP20-0012 (Auburn Adventist Academy private-initiated amendment), and SEP20-0013 (Auburn School District Chinook Elementary private-initiated amendment) were determined to have no environmental significance; and

WHEREAS, the proposed amendments were transmitted to the Washington State Department of Commerce, Growth Management Services Division, and other State agencies for the 60-day review period in accordance with RCW 36.70A.106; and

WHEREAS, after proper notice published in the City's official newspaper at least ten (10) days prior to the date of the hearings, the Auburn Planning Commission on November 4, 2020 and November 17, 2020, conducted public hearings on the proposed amendments, heard and considered public testimony, viewed the evidence and exhibits presented to it, and made recommendations to the City Council on the proposed Year

2020 annual Comprehensive Plan map and text amendments and for certain amendments, on the associated rezones; and

WHEREAS, on November 23, 2020, the Auburn City Council reviewed the Planning Commission's recommendations.

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

Section 1. Application CPA20-0001 & REZ20-0001, Auburn School District, Chinook Elementary School Comprehensive Plan Map Amendment, requesting a land use designation change from "Multiple-Family" to "Institutional" and a rezone (zoning map amendment) from "R-20 Residential – Twenty Dwelling Units per Acre" to "P-1 – Public Use District" for one parcel totaling approximately 2.19 acres, identified by King County parcel number: 2121059042 is approved, and the findings and conclusions outlined in the November 15, 2020 staff report to the Council, as set forth in Exhibit "A," are adopted.

Section 2. Application CPA20-0002, Westport Capital Comprehensive Plan Map Amendment, requesting a land use designation change from "Multiple-Family Residential" to "Moderate Density Residential" for three parcels totaling approximately 5.3 acres, identified by King County parcel numbers: 0004200025, 0004200019, and 0004200013, and a land use designation change from "Single-Family" to "Moderate Density Residential" for three parcels totaling approximately 31.8 acres, identified by King County parcel numbers: 0004200022, 0004200024, and 0004200003 is approved, and the findings and conclusions outlined in the November 15, 2020 staff report to the Council as set forth in Exhibit "A", are adopted.

Section 3. Application CPA20-0003, Auburn Adventist Academy Comprehensive Plan Policy/Text Amendment, requesting a text amendment to amend Land Use Policy LU-135 and Academy Special Planning Area Plan Policies A.1.2 and A.1.8., and the findings and conclusions outlined in the November 15, 2020 staff report to the Council, as set forth in Exhibit “A,” are adopted.

Section 4. The 2020 Comprehensive Plan city-initiated Map Amendments (CPA20-0005) are approved, as set forth in Exhibit “E,” and the findings and conclusions contained in the November 15, 2020 staff report to City Council, as set forth in Exhibit “A”, are adopted.

Section 5. The 2020 annual Comprehensive Plan city-initiated Text Amendments (CPA20-0005), as set forth in Exhibit "D," are approved. The full text of the Capital Facilities Plan of the City and the four school district’s Capital Facilities Plans are adopted, copies of which shall be on file with the Office of the City Clerk, and the Findings and Conclusions outlined in the November 15, 2020 staff report to City Council, as set forth in Exhibit A, are adopted.

Section 6. The adopted Comprehensive Plan as amended is designated as a basis for the exercise of substantive authority under the Washington State Environmental Policy Act by the City's responsible environmental official in accordance with RCW. 43.21C.060.

Section 7. The Mayor is hereby authorized to implement such administrative procedures as may be necessary to carry out the directions of this legislation to include incorporating into one document the adopted Comprehensive Plan map and text

amendments, attached as Exhibit A, Exhibit B, Exhibit C, Exhibit D, Exhibit E, Exhibit F when preparing and publishing the amended Comprehensive Plan.

Section 8. 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 9. This Ordinance shall take effect and be in force five days from and after its passage, approval and publication as provided by law.

INTRODUCED: _____

PASSED: _____

APPROVED: _____

CITY OF AUBURN

Nancy Backus
MAYOR

ATTEST:

Shawn Campbell, MMC, City Clerk

APPROVED AS TO FORM:

Kendra Comeau, City Attorney

Published: _____

Exhibit A

*November 15, 2020 staff report to the City Council for all 2020
Annual Comprehensive Plan Amendments
for the City Council Study Session
on November 23, 2020.*

Exhibit B

Annual Comprehensive Plan Policy/Text (P/T) Amendment (CPA20-0003 – Private Initiated for Auburn Adventist Academy)

P/T #10 – Volume 1: Land Use Element. Updates to the Auburn Adventist Academy Adopted Area and policy number LU-135 and Academy Special Planning Area Plan policies A.1.2 and A.1.8.

Staff Report and Text Changes as an excerpt of the City's Comprehensive Plan showing modified language in the Land use Element Policy Number LU-135 and Auburn Adventist Academy Adopted Special Area Plan policies A.1.2 and A.1.8 to update the Academy's mission and clarify the intended land uses for the adopted area (CPA20-0003)

Exhibit C

Annual Comprehensive Plan Map (CPM) Amendment (CPA20-0002 – Private Initiated for Westport Capital)

CPM #3 – Volume 1: Land Use Element, map updates

Colored Map as an excerpt of the City's Comprehensive Plan Map showing a change from "Multiple Family Residential" to "Moderate Density Residential" for three parcels totaling approximately 5.3 acres, identified by parcel numbers: 000420-0025, 000420-0019, and 000420-0013, and a change from "Single Family Residential" to "Moderate Density Residential" for three parcels totaling approximately 31.8 acres.

Exhibit D

Annual Comprehensive Plan Policy/Text (P/T) Amendments (CPA20-0005 – City Initiated)

P/T #1 – Incorporate Auburn School District Capital Facilities Plan

P/T #2 – Incorporate Dieringer School District Capital Facilities Plan

P/T #3 – Incorporate Federal Way School District Capital Facilities Plan

P/T #4 – Incorporate Kent School District Capital Facilities Plan

P/T #5 – Incorporate City of Auburn Capital Facilities Plan

P/T #6 - Transportation Element (Plan) Volume 5, (incorporated by reference)

The changes the Transportation element consist of the following:

- Update Transportation Improvement Program (TIP) information/project list;*
- Re-designate multiple capital projects from the TIP (funded) to the Comprehensive Plan (unfunded) to maintain continuity in the future transportation network conditions.*
- Update maps as needed to reflect current data and conditions (addressed by CMP#1, below);*
- Additional minor changes will relate to grammar, punctuation, choice of words, etc.*

P/T #8 - Volume 1, Land Use Element and Volume 5, Transportation Element (Plan). Amend comprehensive plan policies which do not sufficiently protect the operations of the Auburn Municipal Airport, and do not provide the City sufficient authority to ensure development around the airport is coordinated and consistent with the Airport Master Plan. Policies are currently being evaluated as to whether they:

- Protect the operations of the Auburn Municipal Airport (the “airport”);*
- Prevent or promote incompatible land uses around the airport;*
- Ensure that development around the airport is coordinated and consistent with the Airport Master Plan;*
- Protect the airport from nonconforming uses and structures that pose a safety concern to airport operations;*
- Provide the authority to review the impact of development on air safety;*
- Are clearly defined and clearly understood, or open to a wide degree of interpretation; or*
- Use outdated language*

(See “Comp. Plan Policy/Text Amendments” tab in the working binder)

Exhibit E

Annual Comprehensive Plan Map (CPM) Amendments (CPA20-0005 – City Initiated)
CPM #1 – Volume 5: Transportation Element, map updates

See “Comp. Plan Map Amendments” tab in the working binder)

Exhibit F

Annual Comprehensive Plan Map (CPM) Amendment and Rezone (CPA20-0001, REZ20-0001 – Private Initiated)

CPM #2 – Volume 1: Land Use Element, Land Use and Zoning Map Updates

Colored Map as an excerpt of the City's Comprehensive Plan Map showing a change from "Multiple Family Residential" to "Institutional" for one parcel totaling approximately 2.19 acres, identified by parcel number: 212105-9042 for the Auburn School District Chinook Elementary School (CPA20-0001)

Colored Map as an excerpt of the City's Zoning Map showing a change from "R-20, Residential Twenty Dwelling Units Per Acre" to "P-1, Public Use District" for one parcel totaling approximately 2.19 acres, identified by parcel number: 212105-9042 for the Auburn School District Chinook Elementary School (REZ20-0001)

(Please see "Comp. Plan Map Amendments CPA20-0001" tab in the working binder).

ORDINANCE NO. 6807

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, REZONING SIX PARCELS, APPROXIMATELY 37.1 ACRES, FROM R-20 RESIDENTIAL AND R-7 RESIDENTIAL TO R-16, RESIDENTIAL ZONE – 16 DWELLING UNITS PER ACRE, WITH CERTAIN CONDITIONS

WHEREAS, on December 7, 2020 the City Council approved the associated Comprehensive Plan amendment under City File No. CPA20-0002 to change the Land Use Designation of approximately 37.1 acres (the “Site”, as legally described in Exhibit A) to “Moderate Density Residential” under Ordinance No. 6803; and

WHEREAS, David Toyer with Toyer Strategic Investors, representing Rick Hathaway with Westport Capital Investments, LLC (owner), submitted a concurrent application to rezone the Site (REZ20-00020), consisting of six parcels, from “R-20 Residential” and “R-7 Residential” (split designation) to “R-16 Residential”; and

WHEREAS, Staff proposed to the Planning Commission that the rezone be recommended to the City Council for approval only if certain conditions are applied relating to maximum residential density, maximum number of apartment units, require home ownership opportunities, right-of-way dedication, and a sewer pump station analysis, in order to assure consistency with the City’s Comprehensive Plan; and

WHEREAS, the “R-16 Residential” zoning district properly implements the ‘Moderate Density Residential’ Comprehensive Plan land use designation; and

WHEREAS, the environmental impacts of the proposed rezone were considered in accordance with procedures of the State Environmental Policy Act with a Determination of Non-Significance (City File No. SEP20-0006) issued on October 19, 2020; and

WHEREAS, proper public notice was published in the City's official newspaper, mailed to neighboring property owners, and posted on the subject properties at least ten days prior to the public hearing; and

WHEREAS, November 4, 2020 the Planning Commission held a public hearing on the rezone application and heard public testimony and took evidence and exhibits into consideration; and

WHEREAS, the Planning Commission closed the public hearing and deliberated on the rezone request, then made and entered findings of fact and conclusions of law in support of the application; and

WHEREAS, the Planning Commission recommends approval of the rezone application, subject to the conditions listed below; and

WHEREAS, the City Council concurs with the findings of fact and conclusions of the Planning Commission; and

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

Section 1. Adoption of the Planning Commission's Findings of Fact and Conclusions of Law. The City Council adopts the findings of fact and conclusions of law made and entered by the Planning Commission in support of the recommendation to the City Council, as set forth in Exhibit B.

Section 2. Approval and Conditions of Approval. The City Council approves changing the zoning designation of the Site, as described in Exhibit A, to "R-16 Residential" subject to the following conditions:

- A. The maximum density over the entire Site shall not exceed 12 units per acre (the minimum density standard of the R-16 zone), plus or minus 10 percent (%) (density could range from 10.8 units/acre to 13.2 units/acre).
- B. The maximum number of apartment units (rental units as defined in ACC 18.04.1110) over the entire Site shall not exceed 128 units. This cap is based on the theoretical achievable number of apartment units for the pre-existing portion of the site zoned "R-20, Residential". Any apartment buildings and/or units shall only be located within the southern half of the Site. The "southern half" is defined as an east-west line drawn at a point approximately 50 feet north of the northern boundary of Section 6, Township 21 North, Range 5 East. Development of any apartment units shall be done concurrently, or after, development of the housing types listed in the following Condition C. The number of apartment units shall be the same or less than the other housing types. For example, if an apartment development is proposed with 100 units, at least 100 units of the other housing types shall also be included in a concurrent development.
- C. At least three types of ownership housing for the remainder of the entire Site shall be provided, with each type of housing to represent a minimum of 15% of the housing units. Ownership housing shall be defined as townhouses, rowhouses, single-family detached, condominiums, multi-plexes (limited to duplex, triplex, or fourplex), or other similar types as approved by the Director of Community Development. For example, 15% triplex, 15% townhouses, and 70% single-family.
- D. Right-of-way (ROW) shall be dedicated along with the first development proposal on the Site, connecting, at a minimum, 'L' St. NE, 'O' Pl. NE, or 'R' St. NE through

the Site to the intersection of 'I' St. NE and 40th St. NE, as determined by the City Engineer. Improvements to this ROW will be as determined by the City Engineer for conformance with the City's Engineering Design Standards.

- E. Upon any future development proposals for the Site, a sewer pump station analysis shall be provided to the City for review and approval, the details as determined by the City Engineer, to determine what upgrades are needed to the "Auburn 40" sewer pump station to increase capacity to serve any development of this Site.

Section 3. Amendment to the Zoning Map. Upon this Ordinance becoming effective, the official zoning map of the City of Auburn title "Comprehensive Zoning Map" shall be amended to reflect this rezone.

Section 4. Recordation. Upon the passage, approval, and publication of this Ordinance as provided by law, the City Clerk of the City of Auburn shall cause this Ordinance to be recorded in the office of the King County Auditor for Parcel Nos. 000420-0025, 000420-0019, 000420-0013, 000420-0022, 000420-0024, and 000420-0003.

Section 5. Implementation. The Mayor is authorized to implement those administrative procedures necessary to carry out the directives of this legislation.

Section 6. 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 of it to any person or circumstance, will not affect the validity of the remainder of this ordinance, or the validity of its application to other persons or circumstances.

Section 7. Exercise of Substantive Authority. The zoning map amendment is herewith designated as a basis for the exercise of substantive authority under the

Washington State Environmental Policy Act (SEPA) by the City's responsible environmental official in accordance with RCW 43.21C.060.

Section 8. **Effective date.** This Ordinance will take effect and be in force five days from and after its passage, approval, and publication as provided by law.

INTRODUCED: _____

PASSED: _____

APPROVED: _____

NANCY BACKUS, MAYOR

ATTEST:

APPROVED AS TO FORM:

Shawn Campbell, MMC, City Clerk

Kendra Comeau, City Attorney

Published: _____

Exhibit A

Legal Description of the Site

Parcel 1:

That portion of the George E. King Donation Land Claim No. 40 in Section 6, Township 21 North, Range 5 East, W.M., in King County, Washington, more particularly described as follows:

The North 45.00 feet of the West 348.00 feet of said George E. King Donation Land Claim, lying South of and adjacent to that certain Common Boundary Line by Agreement dated March 19, 1979 and recorded under Auditor's File No. 7903190605, records of King County, Washington;

Except the West 34 feet thereof.

Situate in the County of King, State of Washington.

Parcel No. 000420-0013-07

Parcel 2:

That portion of Lot 4 of Short Plats 10-81 and 12-81, recorded under Recording No. 8106090801 and 8106090734, King County Washington, lying West of the following described line:

Beginning at a point on the North line of Lot 4 in said Short Plat 10-81, 637.00 feet from the centerline of "I" Street Northeast;
Thence South 00°35'33" West, 663.16 feet, to the South line of Lot 4 of Short Plat 12-81.

(Also known as New Parcel A of Boundary Line Adjustment No. LLA-0027-89, recorded under Recording No. 8911281207).

Situate in the County of King, State of Washington.

Parcel Numbers 000420-0019-01 & 000420-0025-03

Parcel 3:

That portion of Lot 4 of Short Plats 10-81 and 12-81, recorded under Recording No. 8106090801 and 8106090734, King County Washington, lying East of the following described line:

Beginning at a point on the North line of Lot 4 in said Short Plat 10-81, 637.00 feet from the centerline of "I" Street Northeast;

Thence South 00°35'33" West, 663.16 feet, to the South line of Lot 4 of Short Plat 12-81.

(Also known as New Parcel B of Boundary Line Adjustment No. LLA-0027-89, recorded under Recording No. 8911281207).

Situate in the County of King, State of Washington.

Parcel Numbers 000420-0022-06 & 000420-0024-04

Parcel 4:

Tract X:

That portion of the George E. King Donation Land Claim No. 40 in Sections 31 and 32, Township 22 North, Range 5 East, W.M., in King County, Washington and Section 6, Township 21 North, Range 5 East, W.M., in King County, Washington, described as follows:

Beginning at a point on the West line of said King Donation Land Claim, 651.53 feet South of the Southeast corner of W.A. Cox Donation Land Claim No. 38 being a point on the line described in that Boundary Line Agreement recorded under King County Recording No. 7903021118;

Thence South 88°46'00" East along said line 2,167.39 feet to the TRUE POINT OF BEGINNING;

Thence South 01°47'59" West parallel to the West line of said King Donation Land Claim, 673.63 feet, more or less, to a point on the line described in the Boundary Line Agreement recorded under King County Recording No. 7903190605;

Thence South 88°22'00" East along said line 800.33 feet, more or less, to the East line of Section 6, Township 21 North, Range 5 East, W.M., in King County, Washington;

Thence North 02°56'45" East along said East line, 288.23 feet to the Northeast corner thereof and also being the Southwest corner of Section 32, Township 22 North, Range 5 East, W.M., in King County, Washington;

Thence South 88°53'11" East along the South line of said Section 32, 193.166 feet, more or less, to the Take Line described in King County Recording No. 7409060426;

Thence North 02°53'33" East along said line 159.73 feet;

Thence continuing along said line North 26°49'36" West 261.79 feet, more or less, to a point which bears South 88°46'00" East of the TRUE POINT OF BEGINNING;

Thence North 88°46'00" West along the boundary line described in the Boundary Line Agreement and Deed recorded under King County Recording No. 7903021118, 876.908 feet, more or less, to the TRUE POINT OF BEGINNING.

Except all that portion of the hereinafter described Tract "X" located in the Southeast quarter of the Southeast quarter of Section 31 and the Southwest quarter of the Southwest quarter of Section 32, Township 22 North, Range 5 East, and the Northeast quarter of the Northeast quarter of Section 6, Township 21 North, Range 5 East, Willamette Meridian, King County, Washington, described as follows: Beginning at a point on the East line of said Tract "X", also being the Northeast corner of the aforementioned Section 6;

Thence South $02^{\circ}56'47''$ West along the East line of said Section 6 (and said Tract "X") a distance of 288.23 feet to the Southeast corner of said Tract "X";

Thence North $88^{\circ}21'58''$ West along the South line of said Tract "X" a distance of 43.47 feet to a point on the Reddington Levee alignment;

Thence leaving said South line and along said alignment North $01^{\circ}37'47''$ East a distance of 6.84 feet;

Thence continuing along said alignment North $22^{\circ}19'31''$ West a distance of 650.29 feet to the beginning of a curve to the right having a radius of 165.00 feet;

Thence continuing along said alignment Northwesterly along said curve an arc distance of 67.85 feet, through a central angle of $23^{\circ}33'33''$;

Thence continuing along said alignment North $01^{\circ}14'02''$ East a distance of 9.47 feet to a point on the North line of said Tract "X";

Thence leaving said alignment, along said North line South $88^{\circ}45'33''$ East a distance of 400.44 feet to the Northeast corner of said Tract "X";

Thence South $26^{\circ}49'34''$ East along the Northeast line of said Tract "X" a distance of 261.58 feet;

Thence South $02^{\circ}53'35''$ West along the East line of said Tract "X" a distance of 159.33 feet to a point on the South line of the aforementioned Section 32;

Thence North $88^{\circ}53'12''$ West along said South line a distance of 193.17 feet to the POINT OF BEGINNING.

Exhibit B

Planning Commission's Findings of Fact and Conclusions of Law

Findings of Fact:

1. David Toyer with Toyer Strategic Investments, acting as Agent on behalf Rick Hathaway with Westport Capital Investments, Owner, submitted applications for a Comprehensive Plan Map Amendment and Rezone. The request is to change the Comprehensive Plan Map Land Use Designation of 6 parcels totaling approx. 37.1 acres to "Moderate Family Residential" from "Multi-Family" and "Single Family Residential" and associated rezone the properties to "R-16, Residential 16 Dwelling Units per Acre (with conditions)".
2. The proposal consists of six adjacent parcels located on the east side of 'I' St. NE at 40th St. NE. King Co. Parcel Nos. King Co. Parcel Nos. 000420-0003, 000420-0013, 000420-0019, 000420-0022, 000420-0024, and 000420-0025.
3. Pursuant to Chapter 197-11 WAC and Chapter 16.06 ACC, this proposal is subject to State Environmental Policy Act ("SEPA") decision. A Determination of Non-Significance ("DNS"), for the Comprehensive Plan amendment and Rezone request was issued under City File No. SEP20-0006 on October 19, 2020; with the comment period ending on November 3, 2020 and an appeal period ending on November 17, 2020.
4. The public hearing notice was published on November 19, 2020 in the Seattle Times newspaper, at least 10 days prior to this November 4, 2020 Planning Commission public hearing. Public notice was also mailed to property owners within 300 feet and those requesting said notice, posting on the City's website, and posting at four locations on the subject properties (on the 'I' St. NE frontage, and at the termini of 'I' St. NE, 'O' Pl. NE, and 'R' St. NE along the northern property lines).
5. This Staff Report and recommendation describes and addresses a Comprehensive Plan map amendment and rezone request by Westport Capital Investments. The other private initiated Comprehensive Plan amendment applications, as well as the 2020 City initiated Comprehensive Plan Amendments are addressed in separate staff reports.
6. Two comments were submitted, summarized as follows.
 - a. Earl Weaver, The River Mobile Home Park – concerns about any potential flood mitigation along with future development. Staff Response: Staff provided Mr. Weaver with information regarding any future development will need to meet the City's floodplain regulations.
 - b. Melissa Child, 'I' Pl. NE Resident – concerns about impacts to the wetlands and wildlife habitat, traffic impacts, and that the housing will just be more apartments. Staff Response: Staff provided Ms. Child with information on the presence of wetlands, that there will likely be traffic impacts that will need to be addressed, and

that a condition of the Rezone would be a limit to the number of apartment units and would require a mix of housing types.

7. Chapter 18.68 ACC (Zoning) Amendments outlines the process for submittal of privately-initiated zoning amendments and the general processing. Per ACC 18.68.030(B)(1)(b), when the Planning Commission is considering a rezone (zoning map amendment) which requires a Comprehensive Plan Land Use Map amendment, the public hearings shall be conducted concurrently and a recommendation on both shall be forwarded to the City Council. Note that this amendment is vested to the version of Ch. 18.68 ACC that was in place prior to the updates to this chapter earlier in 2020 (Ord. No. 6779).
8. Pursuant to RCW 36.70A.106, the proposed Comprehensive Plan amendment outlined in this agenda bill were sent to the Washington State Dept. of Commerce and other State agencies as required for the 60-day State review. No comments have been received from the Dept. of Commerce or other State agencies as of the date of this report.
9. The following Staff Report and recommendation describes and addresses the Comprehensive Plan Land Use Map amendment and Rezone request by Westport Capital Investments.

Staff Analysis:

1. The Comprehensive Plan amendment seeks to change the Comprehensive Plan Land Use Map Designation of a total of six parcels to “Moderate Density Residential”. Three of the parcels (000420-0025, 000420-0019, and 000420-0013) are currently “Multiple-Family Residential” totaling approx. 5.3 acres. The other three parcels (000420-0022, 000420-0024, and 000420-0003) are currently “Single Family Residential” totaling approx. 31.8 acres. The three parcels total approximately 1.89 acres.
2. The Rezone request seeks to change the zoning classification of approx. 6.4 acres from “R-20, Residential 20 Dwelling Units per Acre” and 30.7 acres from “R-7, Residential Seven Dwelling Units per Acre” to “R-16, Residential Sixteen Dwelling Units per Acre”. Note that the zoning boundary does not exactly align with the Comprehensive Plan Designations.
3. The Applicant has supplied narratives for the Comprehensive Plan amendment and the Rezone request applications. At this time there is no specific construction project planned for the property if the requests are approved.
4. Based on conversations between City Staff and the Applicant, the rezone request includes the following proposed conditions:
 - a. Place a cap on the maximum density at 12 units per acre (plus or minus 10% variation), the minimum of the R-16 zone.
 - b. Place a cap on the number of apartment units at 128. This cap is based off of the existing R-20 acreage of 6.4 acres multiplied by 20 units per acre. Any future multifamily units would be located in the southern half of the Site.
 - c. Require at least three types of ownership housing for the remainder of the Site (approx. 320 units, plus or minus 10%) with each type of housing to represent a minimum of 15% of the housing units.

5. Based on the existing zoning classifications and acreages, a total of 128 apartment units could be built (the R-20 zoning) and up to 215 single family units (R-7 Zoning). If the Rezone request is approved the number of apartment units would remain at 128 and the number of other types of housing would be up to approx. 320 units (plus or minus 10% would make the range around 275-364 units), a potential increase of approx. 105 units (with the 10% it would range from 60-150 units).
6. As shown in the table below and the following map, the surrounding properties have varying degrees of development. The area to the north contains existing single-family residences ("Monterey Park" subdivision, formerly "Auburn 40", approved as a planned unit development (PUD)) on small lots (~3,500 sq.-ft. lots), the property to the south is vacant (owned by the Auburn School District), to the east is owned by King County for open space / recreation, across 'I' St. NE to the west is developed commercial land, and northwest of the Site and east of 'I' St. NE is three large single-family lots with existing residences as well as 3 lots zoned R-20 ("Labrador Rezone" from 2018).
7. The current Comprehensive Plan Land Use designation, zoning classification, and current land uses of the subject properties and surrounding properties are as follows:

	Comp Plan Designation	Zoning Classification	Existing Land Use
Site	"Multiple-Family Residential" and "Single Family Residential"	R-20, Residential and R-7, Residential	Vacant
North	"Multiple-Family Residential" and "Single Family Residential"	PUD and R-20, Residential	Single family homes
South	"Single Family Residential"	R-7, Residential	Vacant
East	"Single Family Residential"	R-7, Residential	Vacant, Green River Trail
West	"Heavy Commercial", "Multiple Family Residential", and "Single Family Residential"	C-3, Heavy Commercial, R-7, Residential, and R-20, Residential	Commercial and Manufacturing Uses, Vacant, and Single family homes

8. The two western-most of the six parcels front onto 'I' St. NE which is classified as a 'Minor Arterial' street. 'L' St. NE, 'O' Pl. NE, and 'R' St. NE, which are all "Local" streets, all end at the northern boundary of the site. These roadways, which were constructed along with the development of Monterey Park, were designed to be continued into this Site; upon future development one or all of these roadways will be extended into and through this Site. The existing R-20-zoned areas were approved under City Ordinance No. 4299, which required 40th St. NE to be extended into the Site to the eastern boundary of the R-20-zoned area. A condition of this Rezone will include extension of 40th through the Site to provide a connection, or multiple connections, into the Monterey Park subdivision. This is also required for emergency vehicle access which requires a secondary access when the number of dwelling units reaches 30 single family units or 100 multi-family units.
9. A Traffic Impact Analysis (TIA) was prepared to analyze the difference between the existing zoning and if the entire Site was rezoned to R-20 (which was the initial request by the Applicant, and later revised). As there is no development proposal at this time, the TIA looked at "worst case" scenarios of the map changes. Under this scenario the Level of

Service (LOS) at the intersection of 'I' St. NE and 40th St. NE would require intersection improvements upon future development. What improvements will be required is not known at this time since there is no development proposed, so a general condition will be included with the Ordinance.

10. The Site is located within the City of Auburn water service boundaries. It is anticipated that there will be adequate water service upon future development, with any development responsible for extending water service to and through the Site, consistent with the Title 13 ACC and the City of Auburn Engineering Design Standards.
11. The Site is located within the City of Auburn sewer service boundaries. There is an existing sewer pump station that was constructed along with the Monterey Park subdivision to the north that was designed to serve this Site based on the existing zoning. A sewer pump station capacity analysis was submitted to analyze if upgrades to the pump station would be required if the rezone was approved, which there would be. This study was based off of the initial request of increased units under the R-20 zone, however, is still applicable to the revised request. What upgrades are needed to the pump station would be determined upon any future development proposals. A condition will be included with the rezone Ordinance addressing future upgrades.
12. A Critical Areas Memorandum was prepared and shows a wetland along the southern border of a portion of the Site and another north/west of the Site adjacent to 'I' St. NE. The Memo shows the wetland to the south as a "Category II" and the northern wetland as a "Category III". Upon future development a full Critical Areas Report, consistent with Ch. 16.10 ACC, will be required.
13. There is a portion of the eastern area of the Site that is shown on the FEMA Flood Insurance Rate Maps (FIRM) as being located within the Special Flood Hazard Area (SFHA) and the 500-Year Flood Hazard Area. Upon future development appropriate studies and possible floodplain permits will be required, consistent with Ch. 15.68 ACC.
14. The purpose of the City's Comprehensive Plan is to provide a policy basis for potential zoning changes to ensure that the Comprehensive Plan and Zoning Ordinance are consistent, as required by the following City Code provision:

"14.22.050 Conformance and consistency.

The zoning, land division and other development codes contained or referenced within Auburn City Code shall be consistent with and implement the intent of the comprehensive plan. Capital budget decisions shall be made in conformity with the comprehensive plan."

Conclusions:

Note that this application was submitted on May 7, 2020, and deemed a Complete Application on June 4, 2020, and is therefore vested to Ch. 18.68 ACC in place prior to Ordinance No. 6779 (updates to "Zoning Code and Map Amendments", adopted July 20, 2020).

The Applicant has requested a rezone from R-7, Residential and R-20, Residential to R-16, Residential. Per the previously codified ACC 18.68.030(B)(1)(b) if the rezone request also requires changes to the Comprehensive Plan, the Planning Commission shall hold a public

hearing and make a recommendation to the City Council. Chapter 18.68 ACC contains the intent and process for zoning code amendments, in this case a site-specific zoning map amendment has been requested. Auburn City Code does not contain any specific rezone criteria for City Staff to review; however, Case Law offers some rezone criteria (*"A Little Bit Pregnant: The Multi-Personalities of Site Specific Rezones - Or - A Cheat Sheet for Everything You Need to Know about Site-Specific Rezones"*, by Phil Olbrechts on mrsc.org, April 1, 2013) as follows:

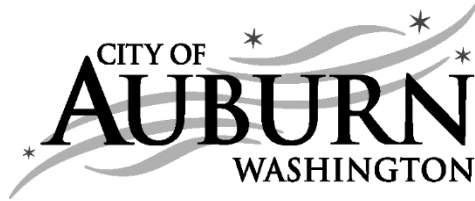
"...require that the proponents of a rezone must establish that conditions have substantially changed since the original adoption and that the rezone must bear a substantial relationship to the public health, safety, morals or welfare. If a rezone implements the comprehensive plan, a showing that a change of circumstances has occurred is not required."

With the change in City procedures by Ordinance No. 6655 to allow concurrent recommendations by the Planning Commission on both the Comprehensive plan and zoning map changes, the recommendations on each should be consistent and therefore does not need to show a change in circumstances has occurred.

The requested rezone bears a substantial relationship to the public health, safety, morals and welfare. Adequate public facilities such as water, sewer, and electricity, are capable of being provided for the parcels upon future development and would therefore not be detrimental to public health. The rezone itself is not anticipated to allow any uses or acts that would pose any detrimental effects on the morals or welfare of the public. No impacts to public safety outside of normal residential development are anticipated.

Exhibit A

(Staff Report)



Memorandum

To: City Council Members

From: Anthony Avery, Senior Planner

CC: Mayor Nancy Backus

Date: November 18, 2020

Re: 2020 Comprehensive Plan Amendments – Planning Commission Recommendation
Exhibit A – Staff Report

Administrative Recommendation: Planning Commission recommends to City Council approval of the 2020 Annual Comprehensive Plan Amendments (Policy/Text & Map Amendments) and related Ordinance No. 6807 – Westport Capital Conditional Rezone.

Background Summary: The City of Auburn adopted amendments to its Comprehensive Plan in 1995 in response to the Washington State Growth Management Act (GMA) requirements, as amended. Since then the Auburn Comprehensive Plan has been amended annually. At the end of 2015, the City adopted a substantially updated Comprehensive Plan in compliance with state-required periodic updates.

Annual Comprehensive plan amendments can be initiated by the City of Auburn (city-initiated) and by private parties (private-initiated).

This year the city is initiating:

- Seven policy/text amendments; and
- One map amendment

Also, the city received:

- two (2) private-initiated plan map amendments; and
- one (1) private-initiated policy/text amendment

by the submittal deadline.

This staff report and Planning Commission recommendation addresses all of this year's amendments and associated rezones consisting of:

- CPA20-0001, Comprehensive Plan Map Amendment (CPM) #2
- CPA20-0002, Comprehensive Plan Map Amendment (CPM) #3
- CPA20-0003, Comprehensive Plan Text Amendment (P/T) #10
- CPA20-0005, Comprehensive Plan Text Amendments (P/T) #1-6, #8

Comprehensive plan amendments are initially reviewed during a public hearing process before the City of Auburn Planning Commission, who then provides a recommendation to the City Council for final action. City Council consideration and action on the amendments generally occurs but is not required prior to the end of the year.

A. Findings

1. RCW 36.70A.130 (Washington State Growth Management Act (GMA) provides for amendments to locally adopted GMA comprehensive plans. Except in limited circumstances as provided for in State law and City Code, comprehensive plan amendments shall be considered by the city legislative body no more frequently than once per year.
2. The City of Auburn established a June 5, 2020 deadline for the submittal of private initiated comprehensive plan applications (map or policy/text). Notice to the public of the application submittal deadline was provided on the City's website, posted, advertised in the Seattle Times Newspaper, and sent to a compiled notification list on May 4, 2020. The City received two (2) private initiated map amendments and one (1) private initiated policy/text amendment by the submittal deadline.
3. The City of Auburn received annual updates to the four (4) school district Capital Facilities Plans whose districts occur within the City of Auburn. These Capital Facilities Plans, as well as the City's Capital Facilities Plan are proposed to be incorporated by reference in the current Capital Facilities Element (Volume 3), of the 2015 Auburn Comprehensive Plan and are processed as Policy/Text (P/T) amendments.
4. The environmental review decision under the State Environmental Policy Act (SEPA) for the school district capital facilities plans were prepared separately by each school district acting as their own lead agency, as allowed by State law (State Environmental Policy Act (SEPA)).
5. The environmental review under the State Environmental Policy Act (SEPA) for the city initiated amendments, the City Capital Facilities Plan, and the remaining policy/text and map amendments resulted in a Determination of Non-Significance (DNS) issued for the City-initiated Comprehensive Plan Amendments on September 23, 2020 (City File # SEP20-0018). The comment period ended at 5:00 p.m. October 9, 2020 and the appeal period concluded at 5:00 p.m. October 23, 2020. A copy of the DNS and environmental checklist application is provided in the working binder behind the "Environmental Review" tab. No appeal was filed.
6. Auburn City Code (ACC) Chapter 14.22 outlines the process for submittal of privately-initiated amendments and the general processing of comprehensive plan amendments as follows:
 - "Section 14.22.100
 - A. The planning commission shall hold at least one public hearing on all proposed amendments to the comprehensive plan. Notice of such public hearing shall be given pursuant to Chapter 1.27 ACC and, at a minimum, include the following:
 1. For site-specific plan map amendments:

- a. Notice shall be published once in the official newspaper of the city not less than 10 calendar days prior to the date of public hearing;
 - b. Notice shall be mailed by first class mail to all property owners of record within a radius of 300 feet of the proposed map amendment request, not less than 10 calendar days prior to the public hearing;
 2. For area-wide plan map amendments:
 - a. Notice shall be published once in the official newspaper of the city not less than 10 calendar days prior to the date of public hearing;
 - b. Notice shall be mailed by first class mail to all property owners of record within the area subject to the proposed amendment;
 - c. Notice shall be posted in at least two conspicuous locations in the area subject to the proposed amendment not less than 10 calendar days prior to the date of the public hearing.
 - B. Notwithstanding the above, the director may expand the minimum noticing provisions noted above as deemed necessary.
 - C. Planning Commission Recommendation. The planning commission shall conduct a public hearing on all potential comprehensive plan amendments and shall make and forward a recommendation on each to the city council. The planning commission shall adopt written findings and make a recommendation consistent with those findings to the city council.
 - D. The city council, if it elects to amend the comprehensive plan, shall adopt written findings and adopt said amendments by ordinance.
 - E. State Review. All comprehensive plan amendments considered by the planning commission shall be forwarded for state agency review consistent with RCW 36.70A.106.
 - F. Any appeal of an amendment to the comprehensive plan shall be made in accordance with Chapter 36.70A RCW. (Ord. 6172 § 1, 2008.)"
7. As provided in the City code, the Comprehensive Plan amendments are initially reviewed during a public hearing process before the City of Auburn Planning Commission, who then provides a recommendation to the City Council for final action which generally occurs, but is not required to, prior to the end of the year.
8. Pursuant to RCW 36.70A.106, the proposed comprehensive plan amendments outlined in this agenda bill were sent to the Washington State Department of Commerce for transmittal to other state agencies for the required state review. The Washington State Department of Commerce acknowledged receipt on September 23, 2020 by Submittal ID: # 2020-S-1827. No comments have been received from the Washington State Department of Commerce or other state agencies as of the writing of this report.
9. Due to the nature of policy/text changes, and the minimal amount of private-initiated map amendments, the optional process for holding a public open house as provided for in the city code, was not conducted.
10. Three public notices were provided for two different hearings. Notice of public hearing for two private applications were published on September 15, 2020 (CPA20-0003) and October 19, 2020 (CPA20-0002), respectively, in the Seattle Times Newspaper and on the city website, which is at least 10 days prior to the Planning Commission public hearing that took

place on November 4, 2020. Notice of public hearing was published on November 7, 2020 (CPA20-0005) in the Seattle Times Newspaper and on the city website which is at least 10 days prior to the Planning Commission public hearing that took place November 17, 2020. Since, there are no city initiated site-specific map changes, only city-wide map changes, the site-specific noticing by mailing by first class mail to all property owners of record within a radius of 300 feet was not conducted.

11. The following report identifies Comprehensive Plan Policy/Text (P/T) and Map (CPM) amendments scheduled for introduction and discussion at the City Council Study Session on November 23, 2020.

Comprehensive Plan Policy/Text Amendments (File No. CPA20-0005, City initiated)

The Planning Commission conducted two hearings on Comprehensive Plan Annual Amendments, consisting of map and policy/text amendments.

At the **November 17, 2020 public hearing**, the Planning Commission considered the following set of Annual Comprehensive Plan Amendments:

P/T #1

Incorporate the Auburn School District Capital Facilities Plan 2020 through 2026 into the City of Auburn Comprehensive Plan.

Discussion

The Auburn School District has provided the City with its annually updated Capital Facilities Plan (CFP) covering from 2020-2026. The CFP was prepared by the District staff and adopted by the Auburn School District School Board of Directors on June 22, 2020 and has been subject to separate SEPA review and a Determination of Non-Significance (DNS) prepared by the District. Information contained in the School District CFP serves as the basis for the City's collection of school impact fees on behalf of the school district. The amendment is to incorporate the Auburn School District Capital Facilities Plan into the City's Comprehensive Plan by reference.

The CFP includes the following:

- six-year enrollment projections
- Auburn school district level of service standards
- An inventory of existing facilities
- The district's overall capacity of the 6-year period
- District capital construction Plan
- Impact fee calculations

A review of the Auburn School District's updated Capital Facilities Plan indicates the District is requesting a change in the fee obligations. The net fee obligation for single-family dwellings is proposed to be \$6,456.31, a decrease of \$449.00 and the requested fee for multiple-family dwellings is \$16,325.80, an increase of \$1,658.35. As the district recommended, and the city adopted last year, a discount between \$2,000 and \$10,000 per unit has been included in the request based on the number

of bedrooms per multiple-family unit. The actual impact fees are established by ordinance through subsequent City Council action.

Recommendation

Planning Commission recommended approval of the Auburn School District Capital Facilities Plan 2020 through 2026 to the City Council.

P/T#2

Incorporate the Dieringer School District Capital Facilities Plan 2021-2026 into the City of Auburn Comprehensive Plan. .

Discussion

The Dieringer School District has provided the City with its annually updated Capital Facilities Plan 2021 - 2026. The CFP was adopted by the Dieringer School District Board of Directors on August 17, 2020. The CFP has been subject to separate SEPA review and a DNS prepared by the District. Information contained in the School District CFP serves as the basis for the City's collection of school impact fees on behalf of the school district. The Planning Commission action is to incorporate the School District Capital Facilities Plan into the City's Comprehensive Plan by reference.

The CFP includes the following:

- Overview
- An inventory of existing facilities
- six-year enrollment projections
- standard of service
- Capacity projects
- Finance plan
- Impact fee calculations

A review of the Dieringer School District's updated Capital Facilities Plan indicates the District is requesting a change in the fee obligations. The net fee obligation for single-family dwellings is proposed to be \$4,176, and the requested fee for multiple family dwellings is \$789. Each year, Pierce County Council has "capped" fees throughout Pierce County by a "Maximum Fee Obligation" (MFO) which changes annually based on the Construction Cost Index published by the Engineering News Record. The previous year's MFO for single family development was \$3,815 and the MFO for multi-family development was \$2,025. The actual impact fees are established by ordinance through subsequent City Council action.

Recommendation

Planning Commission recommended approval of the Dieringer School District Capital Facilities Plan 2021-2026 to the City Council.

P/T #3

Incorporate the Federal Way School District 2021 Capital Facilities Plan into the City of Auburn Comprehensive Plan.

Discussion

The Federal Way School District has provided the City with its annually updated Capital Facilities Plan 2021. The CFP was adopted by the Federal Way School District School Board July 28, 2020. The CFP has been subject to separate SEPA review and a DNS prepared by the District. Information contained in the School District CFP serves as the basis for the City's collection of school impact fees on behalf of the school district. The amendment is to incorporate the School District Capital Facilities Plan into the City's Comprehensive Plan by reference.

The CFP includes the following:

- Introduction
- Inventory of educational facilities & non-instructional facilities
- Needs forecast, existing & new facilities
- Six-year finance plan
- Maps of district boundaries
- Building capacities & portable locations
- Student forecast
- Capacity summaries
- Impact fee calculations
- Summary of changes from last year's plan

A review of the Federal Way School District's updated Capital Facilities Plan indicates the District is requesting a change in the fee obligations. The net fee obligation for single-family dwellings is proposed to be \$3,243, representing a decrease of \$1,792.00 and the requested fee for multi-family dwellings is \$16,003.00, a decrease of \$4,765.00. The actual impact fees are established by ordinance through subsequent City Council action.

Recommendation

Planning Commission recommended approval of the Federal Way School District's 2021 Capital Facilities Plan to the City Council

P/T #4

Incorporate the Kent School District Capital Facilities Plan 2020-2021 to 2025-2026 into the City of Auburn Comprehensive Plan.

Discussion

The Kent School District has provided its annually updated 2020-2021 to 2025-2026 Capital Facilities Plan. The CFP was adopted by the Kent School District School Board on June 24, 2020 and has been subject to separate SEPA review and a DNS prepared by the District. Information contained in the School District CFP serves as the basis for the City's collection of school impact fees on behalf of the school district. The amendment is to incorporate the School District Capital Facilities Plan into the City's Comprehensive Plan by reference.

The CFP includes the following:

- Executive Summary

- Six-year enrollment projection & history
- District standard of service
- Inventory, capacity & maps of existing schools
- Six-year planning & construction plan
- Portable classrooms
- Projected classroom capacity
- Finance Plan, cost basis and impact fee schedules
- Summary of changes to previous plan

A review of the Kent School District's updated Capital Facilities Plan indicates the District is requesting a change in the fee obligations. The net fee obligation for single-family dwellings is proposed to be \$5,692.85, representing an increase of \$138.85 and the requested fee for multi-family dwellings is \$2,403.63, an increase of \$58.63. Both increases are tied to the Consumer Price Index (CPI) of 2.5% for the Seattle Metropolitan Area in 2020. The actual impact fees are established by ordinance through subsequent City Council action.

Recommendation

Planning Commission *recommended approval* of the Kent School District Capital Facilities Plan 2019-2020 to 2025-2026 to the City Council.

P/T #5

Incorporate the City of Auburn's 6-year Capital Facilities Plan 2021-2026, into the City's Comprehensive Plan.

Discussion

A Capital Facilities Plan is one of the comprehensive plan elements required by the Washington State Growth Management Act (GMA) (RCW 36.70A). The GMA requires that a capital facilities plan include an inventory of existing capital facilities (showing locations and capacities), a forecast of future needs for such capital facilities, proposed locations and capacities of new or expanded capital facilities, and a minimum of a six-year plan to finance capital facilities with identified sources of funding. The proposed City of Auburn 6-year Capital Facilities Plan 2021-2026 satisfies the GMA requirements for a capital facilities element as part of the Comprehensive Plan.

Each comprehensive plan prepared under the GMA must include a capital facilities plan element. More specifically, RCW 36.70A.070(3) of the GMA requires the following:

“A capital facilities plan element consisting of:

- (a) An inventory of existing capital facilities owned by public entities, showing the locations and capacities of the capital facilities;
- (b) a forecast of the future needs of such capital facilities;
- (c) the proposed locations and capacities of expanded or new capital facilities;
- (d) at least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes; and

(e) a requirement to reassess the land use element if probable funding falls short of meeting existing needs and to ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities plan element are coordinated and consistent. Park and recreation facilities shall be included in the capital facilities plan element.”

A capital facility is defined as a structure, street or utility system improvement, or other long-lasting major asset, including land. Capital facilities are provided for public purposes. Capital facilities include, but are not limited to, the following: streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreation facilities, and police and fire protection facilities. These capital facilities include necessary ancillary and support facilities.

The City of Auburn 6-year Capital Facilities Plan 2021-2026 is proposed to be incorporated by reference in the Comprehensive Plan, Capital Facilities Element (Volume No. 3).

Recommendation

Planning Commission *recommended approval* of the City of Auburn’s 6-year Capital Facilities Plan 2021-2026 to the City Council.

P/T #6

Amend text of Volume 5, Transportation Element of Comprehensive Plan.

Key Changes/Points:

As part of the 2020 Annual Comprehensive Plan Amendments, the city seeks to change the Comprehensive Plan to update the Transportation Element. The main changes to the Comprehensive Plan document include:

- Update Transportation Improvement Program (TIP) information/project list;
- Re-designate multiple capital projects from the TIP (funded) to the Comprehensive Plan (unfunded) to maintain continuity in the future transportation network conditions.
- Update maps as needed to reflect current data and conditions (addressed by CMP#1, below);
- Additional minor changes will relate to grammar, punctuation, choice of words, etc.

In addition to the strike through and underline in the working binder, a memorandum prepared by Cecile Malik, Senior Transportation Planner, for the Planning Commission is included in the working binder behind the “Comp. Plan Policy/Text Amendments” tab. The memorandum provides a summary of text changes.

Recommendation

Planning Commission *recommended approval* of policy text amendments to Volume 5, Transportation Element of Comprehensive Plan.

P/T #8

Volume 1, Land Use Element and Volume 5, Transportation Element (Plan).

Discussion

Existing comprehensive plan policies do not sufficiently protect the operations of the Auburn Municipal Airport, and do not provide the City sufficient authority to ensure development around the airport is coordinated and consistent with the Airport Master Plan. Policies are proposed for change to:

- Protect the operations of the Auburn Municipal Airport (the “airport”);
- Prevent or promote incompatible land uses around the airport;
- Ensure that development around the airport is coordinated and consistent with the Airport Master Plan;
- Protect the airport from nonconforming uses and structures that pose a safety concern to airport operations;
- Provide the authority to review the impact of development on air safety;
- Are clearly defined and clearly understood, or open to a wide degree of interpretation; or
- Use outdated language

In addition to the strike through and underline in the working binder, a memorandum prepared by Alexandria D. Teague, Planner II, for the Planning Commission is included in the working binder behind the “Comp. Plan Policy/Text Amendments” tab. The memorandum provides the background and economic impact, external planning considerations, and city’s authority and conclusion regarding the proposed changes.

The proposed text amendments are intended to create a stronger connection between the Airport Master Plan and the comprehensive plan, allow for the mitigation of nonconforming uses, standardizing terminology and improving the clarity of policy language, recognizing the significance of the airport for economic development, and discouraging the development of incompatible land uses adjacent to the airport.

Planning Commission Recommendation

Planning Commission *recommended approval* of policy text amendments to Volume 1, “Land Use Element” and Volume 5, “Transportation Element (Plan)” to update text for the purpose of reinforcing the airport’s importance to the city as an essential facility within the comprehensive plan.

Comprehensive Plan Map Amendments (File No. CPA20-0005), City initiated map changes

CPM #1

This proposed amendment updates a number of maps found throughout the city’s Comprehensive Transportation Plan, which is adopted by reference in the City of Auburn Comprehensive Plan. This is consistent and in conjunction with P/T #6.

Discussion

(This is the same topic as text amendment P/T #7, but is repeated as a map amendment since it requires revision to both the text and map of the comprehensive plan document. See discussion and analysis under text amendment P/T #6.)

Planning Commission Recommendation

Planning Commission *recommend approval* of a map amendment to move thirteen (13) maps from the Comprehensive Transportation Plan, adopted as a reference to the City of Auburn Comprehensive Plan, into a single appendix (B).

Comprehensive Plan Map Amendments (CPA20-0001) and Rezone (REZ20-0001), Private initiated map changes, Chinook Elementary School**CPM #2**

Volume 1, Land Use Element

1. The Applicant, Camie Anderson of Shockey Planning Group, representing Jeff Grose of the Auburn School District, submitted applications for a Comprehensive Plan map amendment (File No. CPA20-0001) and a related re-zone (File No. REZ20-0001). More specifically, the applications request a change in the designation of King County parcel number 212105-9042 consisting of approximately 2.19 acres from the current designation of “Multiple-Family” to “Institutional” and a re-zone from “R-20 Residential – Twenty Dwelling Units per Acre” to “P-1 – Public Use District”. The Applicant identifies that this is a non-project action.
2. The Site, comprised of one parcel, is located on the north side of Auburn Way S and approximately 400 feet west of Noble Court SE, addressed as 3440 Auburn Way S. The parcel is identified as King County parcel numbers 212105-9042.
3. A Determination of Non-Significance (DNS), the environmental review decision required under the State Environmental Policy Act (SEPA), for the application by Auburn School District for a Comprehensive Plan Map Amendment and Re-zone was applied for under City File No. SEP20-0002 on February 5, 2020. The staff review was completed and a DNS was issued on March 4, 2020. The appeal period expired on April 2, 2020.
4. The public hearing notice was published in the Seattle Times on March 4, 2020, which is at least 10-days prior to the Planning Commission public hearing scheduled for November 17, 2020. Public notice was also mailed to property owners of record within 300 feet, posting on-site and on the city’s webpage.
5. The following report identifies a comprehensive plan map amendment and re-zone requested by Auburn School District scheduled for the Planning Commission’s November 17, 2020 public hearing with a staff recommendation.

Comprehensive Plan Related Findings

6. The City of Auburn first-adopted amendments to its Comprehensive Plan in compliance with the Washington State Growth Management Act (GMA) requirements, as amended in 1995. The Auburn Comprehensive Plan has been amended annually each year since generally for housekeeping items and for capital facilities plan coordination.

7. The City of Auburn adopted a substantially revised Comprehensive Plan (including map amendments) in response to periodic updates required by the Growth Management Act (GMA) by Ordinance No. 6584 on December 14, 2015.
8. City Code Section 14.22, "Comprehensive Plan" provides the city's laws for amending the Comprehensive Plan. Amendments can be initiated by the City of Auburn (city-initiated) and by private citizens (privately-initiated).
9. RCW 36.70A.130 (The Washington State Growth Management Act (GMA)) provides for annual amendments to locally adopted comprehensive plans. Except in limited circumstances as provided for in State law, Comprehensive Plan amendments shall be considered by the city or county legislative body no more frequently than once per year. The annual limitation and exceptions are also restated in city code at ACC 14.22.060.
10. The City of Auburn established a June 5, 2020 submittal deadline for comprehensive plan amendments for the year 2020 (map or policy/text amendments). Notice to the public of the application filing deadline was provided on the City's website, publication of a legal notice the Seattle Times Newspaper, and sent to a notification list of potentially interested parties.
11. Auburn City Code Chapter 14.22, "Comprehensive Plan", outlines the process for submittal of private initiated amendments and the processing of Comprehensive Plan amendments as follows:

"Section 14.22.100

- A. The planning commission shall hold at least one public hearing on all proposed amendments to the comprehensive plan. Notice of such public hearing shall be given pursuant to Chapter 1.27 ACC and, at a minimum, include the following:
 1. For site-specific plan map amendments:
 - a. Notice shall be published once in the official newspaper of the city not less than 10 calendar days prior to the date of public hearing;
 - b. Notice shall be mailed by first class mail to all property owners of record within a radius of 300 feet of the proposed map amendment request, not less than 10 calendar days prior to the public hearing;
 2. For area-wide plan map amendments:
 - a. Notice shall be published once in the official newspaper of the city not less than 10 calendar days prior to the date of public hearing;
 - b. Notice shall be mailed by first class mail to all property owners of record within the area subject to the proposed amendment;
 - c. Notice shall be posted in at least two conspicuous locations in the area subject to the proposed amendment not less than 10 calendar days prior to the date of the public hearing.
- B. Notwithstanding the above, the director may expand the minimum noticing provisions noted above as deemed necessary.
- C. Planning Commission Recommendation. The planning commission shall conduct a public hearing on all potential comprehensive plan amendments and shall make and forward a recommendation on each to the city council. The planning commission shall adopt written findings and make a recommendation consistent with those findings to the city council.

- D. The city council, if it elects to amend the comprehensive plan, shall adopt written findings and adopt said amendments by ordinance.
 - E. State Review. All comprehensive plan amendments considered by the planning commission shall be forwarded for state agency review consistent with RCW 36.70A.106.
 - F. Any appeal of an amendment to the comprehensive plan shall be made in accordance with Chapter 36.70A RCW. (Ord. 6172 § 1, 2008.)”
12. Per Chapter 14.22 Auburn City Code (“ACC”), privately-initiated amendments to the Comprehensive Plan shall have at least one public hearing before the Planning Commission who then forward on a recommendation to the City Council. City Council consideration and action on the amendments generally occurs, but is not required, prior to the end of the year.
13. Pursuant to RCW 36.70A.106, the proposed comprehensive plan amendments outlined in this agenda bill were sent to the Washington State Office of Commerce and other state agencies as required for the 60-day state review. No comments have been received from the Washington State Department of Commerce or other state agencies as of the writing of this report.
14. Due to the scope and limited number of privately initiated policy/text changes, the optional process as provided in the city code for a public open house was not conducted.

Zoning Code Related Findings

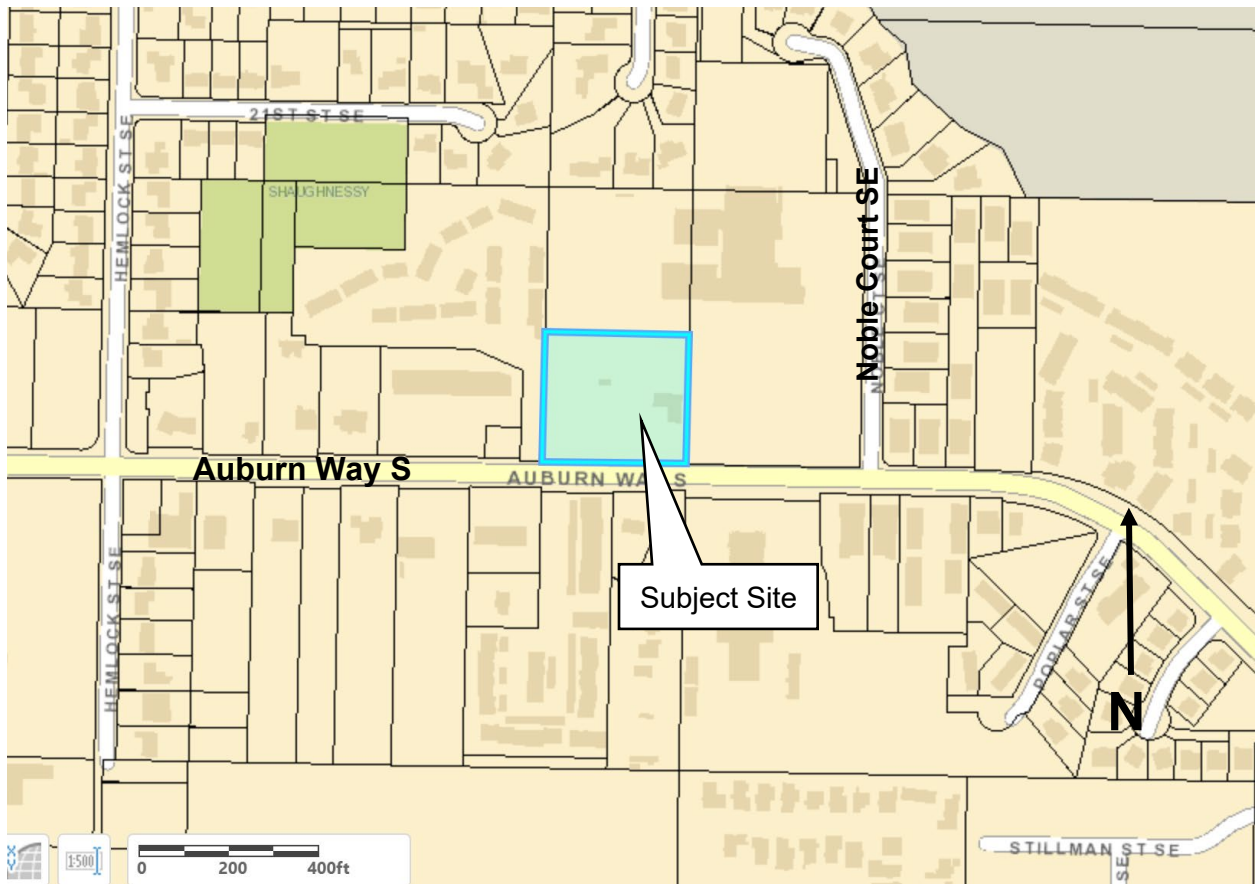
1. In June 2018 the City Council adopted Ordinance No. 6655 which allows the Planning Commission and City Council to consider associated map changes (for Comp. Plan and Zoning map amendments), concurrently. This eliminates the need for the Hearing Examiner to subsequently consider a zoning map amendment public hearing when it is related to a Comprehensive Plan map amendment.
2. Chapter 18.68 ACC (Zoning) Amendments outlines the process for submittal of privately-initiated zoning amendments and the general processing. Per ACC 18.68.030(B)(1)(b), when the Planning Commission is considering a re-zone (zoning map amendment) which requires a Comprehensive Plan Land Use Map amendment, the public hearings shall be conducted concurrently and a recommendation on both shall be forwarded to the City Council.
3. The intent of the P-1 – Public Use Zone is “...intended to provide for the appropriate location and development of public uses that serve the cultural, educational, recreational, and public service needs of the community.” While not explicitly called out in the current Comprehensive Plan, the P-1 – Public Use Zone is existing in implementation in surrounding parcels occupied by the Chinook Elementary School. The “Institutional” Comprehensive Plan designation is the most closely related comprehensive plan designation to the P-1 – Public Use Zone.

Comprehensive Plan Map Amendment – Staff Analysis

1. The Applicant submitted a Comprehensive Plan map amendment application on February 05, 2020, before the year 2020 application submittal deadline for comprehensive plan amendments (June 5, 2020).
2. The property owner is Auburn School District No. 408, represented by Jeff Grose, Executive Director of Capital Projects. The applicant is Camie Anderson, Senior Associate of Shockey Planning Group Inc.
3. In addition to the Comprehensive Plan Map Amendment Application and re-zone application (File No. REZ20-0001), the Applicant also submitted an environmental checklist application (File No. SEP20-0002).
4. The Comprehensive Plan Map Amendment application seeks to change the comprehensive plan map designation of King County parcel number 212105-9042 from the current designation of "Multiple-Family" to "Institutional".
5. The Applicant also seeks to change the zoning classification of King County parcel numbers 212105-9042 from "R-20 Residential, Twenty Dwelling Units per Acre" to "P-1, Public Use District". The Applicant identifies in the environmental checklist application that this is a non-project action.
6. As indicated by the Applicant's narrative statement submitted with the application, the Comprehensive Plan Amendment and related rezoning have been requested for the purpose of replacing the existing public elementary school to more closely align with district standards for size and program.
7. The current Comprehensive Plan designation, zoning classification and current land uses of the sites and surrounding properties are as follows:

	Comprehensive Plan Designation	Zoning Classification	Existing Land Use
On-Site	Multiple-Family	R-20 Residential Twenty Dwelling Units per Acre	Single-Family Dwelling, Multiple Family Dwellings
North	"Institutional"	P-1, Public Use	Elementary School
South	"Multiple-Family"	R-20 Residential Twenty Dwelling Units per Acre	Multiple-Family Dwellings
East	"Institutional"	P-1, Public Use	Elementary School
West	"Light Commercial"	C-1, Light Commercial	Retail Commercial

Vicinity Map with Site Outlined



Process and Criteria for Requested Amendment

8. The Comprehensive Plan Map Amendment application seeks to change the designation of one parcel, King County parcel number 212105-9042. The parcel is located south and west of the existing Chinook Elementary School site, and will be incorporated into a re-development of the existing facility. The parcel is approximately 2.19 acres in size. If approved, the school district will control three contiguous parcels totaling approximately 10.20 acres in size.

The property is roughly the shape of a square of approximately 300 feet deep by 320 feet wide. The parcel is currently occupied by a single family house and a multi-family structure. The school district has stated they recently acquired the parcel and have leased the current uses back to the occupants.

9. The site is bordered to the south by Auburn Way S, which is owned by the Washington State Department of Transportation, serving as State Route 164, and classified by the City as a "Principle Arterial" street. The adjacent street is not currently fully developed to the "Principle Arterial" street standards, as there is not sidewalk or vertical curb abutting the property.
10. The property is located within the King County portion of the City of Auburn. Records indicate the annexation of this and surrounding properties occurred in 1959.
11. The City's Comprehensive Plan contains the following objectives and policy guidance, as it relates to this application:

Volume 1 – Land Use Element"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."

"General Policies"

A general policy appropriate to this request is:

"Policy LU-89. The primary purpose of this designation is to address public needs while taking advantage of synergies with the adjacent areas where they are sited."

"Institutional Designation""Description"

“The I zone is intended to provide an area wherein educational, governmental, theological, recreational, cultural and other public and quasi-public uses may be allowed to develop. It is further intended these areas be significant in scope which will allow a combination of uses which may not be permitted outright within other zones. This district is not intended to include those smaller or singular public uses which are consistent with and permitted in other zones.”

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.”

An Institutional-related policy appropriate to this request is:

“Policy LU-102 Appropriate uses for this designation include facilities that serve the needs of the larger community such as public schools, active parks; city operated municipal facilities, large churches, and fire stations.”

The Capital Facilities Element also contains objectives and policies relevant to the request, as follows:

Volume 3 – Capital Facilities Element**“Planning Approach”**

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

“Objectives and Policies”

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

“Policy CF-3. Development shall be allowed only when and where such development can be adequately served by public services (police and fire) without reducing the level of service elsewhere.”

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

“Policy 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.”

“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.”

“Policy CF-63. Public and institutional facilities that attract a large number of visitors (City Hall, museums, libraries, educational facilities, permit and license offices, health and similar facilities, etc.) should be sited in areas that are accessible (within ¼ mile) by transit.”

12. The purpose of the City’s Comprehensive Plan document is to provide a policy basis for the zoning changes to ensure that the Comprehensive Plan and Zoning Ordinance are consistent as required by the following city code provision:

“ACC 14.22.050 Conformance and consistency.

The zoning, land division and other development codes contained or referenced within Auburn City Code shall be consistent with and implement the intent of the comprehensive plan. Capital budget decisions shall be made in conformity with the comprehensive plan. “

13. The City code provides certain criteria for decision-making for comprehensive plan amendments as follows:

“ACC 14.22.110 Decision criteria for plan amendments.

- A. The comprehensive plan was developed and adopted after significant study and public participation. The principles, goals, objectives and policies contained therein shall be granted substantial weight when considering a proposed amendment. Therefore, the burden of proof for justifying a proposed amendment rests with the applicant, who must demonstrate that the request complies with and/or relates to the following decision criteria:
1. The proposed change will further and be consistent with the goals and objectives of the plan and the plan will remain internally consistent;
 2. Whether the capacity to provide adequate services is diminished or increased;
 3. Assumptions upon which the comprehensive plan is based are found to be invalid;
 4. A determination of change or lack of change in conditions or circumstances has occurred since the adoption of the latest amendment to the specific section of the comprehensive plan that dictates the need for a proposed amendment;
 5. If applicable, a determination that a question of consistency exists between the comprehensive plan and Chapter 36.70A RCW, the countywide planning policies for either King and/or Pierce County, as appropriate, and Vision 2040: Growth and Transportation Strategy for the Puget Sound Region.”

COMPREHENSIVE PLAN RELATED – CONCLUSIONS:

The City Code provides certain criteria for decisions on amending the Comprehensive Plan under ACC 18.14.22.110. These criteria are listed below in **bold**, followed by a Staff Analysis.

1. The first criterion is that the change must further and be consistent with the goals and objectives of the plan and the plan will remain internally consistent.

Staff analysis: As discussed above, the subject properties are adjacent to an existing elementary school, multi-family housing, and light commercial properties. The property has been acquired for the purpose of replacing the existing elementary school, with the intent of more closely matching the district's standards for size and program. The site is served by public infrastructure, including a "principle arterial" street to the south. Due to the adjacent ownership and redevelopment program identified in the applicant's application, secondary access to the redeveloped site is available via Noble Court SE to the east. The proposal to change the mapped land use designation of the site from "Multiple-Family" to "Institutional" is supported by numerous Comprehensive Plan policies within both the Land Use Element and the Capital Facilities Element, as noted above. The proposal to change the land use designation on the site to institutional will not be in conflict with the Comprehensive Plan. Since it allows for a public facility to meet the needs of the community, adequate public facilities will be provided concurrent with the development to serve the future redevelopment of the site. Public transit is available within ½ mile of the site.

2. The second decision criterion is that the comprehensive plan amendment must not diminish or increase the ability to provide adequate services.

Staff analysis: The applications for a change in Comprehensive Plan designation and zoning have been reviewed by Valley Regional Fire Agency and the City Utilities and Traffic divisions. Based on these reviews, the changes would not adversely affect the provision of services. The proposed Comprehensive Plan map change by itself, if approved will not affect the ability to provide adequate services. As typical with development in the city, the infrastructure improvements needed to support the development would be the responsibility of the future development. At the time of development, adequate services would be required to be provided concurrent with the development in order for the project to be authorized. Therefore, it is not anticipated that approval of the request negatively affects provision of services. Utility and street frontage improvements would be required to support the development

Existing services either exists or can be provided to support the Comprehensive Plan Amendment to change the site's map designation from "Multiple-Family" to "Institutional".

3. The third decision criterion is that the assumptions on which the comprehensive plan is based are found to be invalid.

Staff analysis: While the policies of the Comprehensive Plan are not invalid, the zoning designation of R-20 does not permit educational facilities. Amending the site's land use classification to Institutional provides the opportunity to re-zone the site and allow the replacement of an existing public elementary school. Policy number LU-4 in Volume 1 of the city's comprehensive plan states that "Public and institutional uses may be permitted as a

conditional use if designed in a manner that enhances the residential character of the area.” The land use designation change and re-zone support the comprehensive plan’s intent to allow compatible services in and adjacent to residential zones.

- 4. The fourth decision criterion is that there has been a change or lack of change in conditions or circumstances has occurred since the adoption of the latest amendment to the comprehensive plan that dictates the need for a proposed amendment.**

Staff analysis: There has been a change in conditions that generates the need for the map change. At the time of adoption of the comprehensive plan, the school district had not identified nor purchased the land necessary to meet state and district goals for attendance and facility needs. With the continued population growth and a shortage of suitable sites for the construction of new facilities, the public benefit of the proposal supports the proposed change.

- 5. The fifth decision criterion is that the change must be determined to be consistent with the Growth Management Act (RCW 36.70A), the Countywide Planning Policies of the relevant county and “Vision 2040: Growth and Transportation Strategy for the Puget Sound Region”.**

Staff analysis: The change if approved would continue to be consistent with the Growth Management Act (RCW 36.70A), the Countywide Planning Policies of King County and “Vision 2040: Growth and Transportation Strategy for the Puget Sound Region”. The proposal is consistent because it provides land suitable for institutional development, which will directly provide services (educational) to the immediate community within an urban area.

- 6. The sixth decision criterion, applies only to changes of the mapped land use designation of a specific property, the applicant must demonstrate one of the following:**
- a. The current land use designation was clearly made in error or due to an oversight;**
 - b. The proposed land use designation is adjacent to property having a similar or compatible designation, or other conditions are present to ensure compatibility with surrounding properties;**
 - c. There has been a change in conditions since the current land use designation came into effect.**

Staff analysis: The proposed land use designation is compatible with surrounding land uses per policy LU-4 meeting criteria B, and the residential growth and demand for educational facilities and availability of land has caused a change in condition that meets criteria C.

RE-ZONE RELATED – CONCLUSIONS:

While the City of Auburn does not have re-zone criteria adopted, the following criteria are analyzed to ensure that the proposed re-zone is consistent with Washington State case law.

1. The intent of the zoning code and the comprehensive plan of the City. Is the re-zone consistent with the Comprehensive Plan?

Staff analysis: As provided at ACC 18.35.020, "Intent of Special Purpose Zones", the intent of the "P-1 – Public Use Zone" is: "The P-1 zone is intended to provide for the appropriate location and development of public uses that serve the cultural, educational, recreational, and public service needs of the community." The P-1 - Public Use Zone is in effect on the adjacent parcels. While the P-1 – Public Use Zone is no longer an implementing zone within the "Institutional" Comprehensive Plan designation, the submitted P-1 rezone request meets the intent of providing a public good while allowing future construction of improvements on a single campus with uniform zoning.

Provided that the concurrent Comprehensive Plan map amendment is granted, changing the site's current "Multiple-Family" designation to "Institutional", the proposed re-zone from "R-20" to "P-1" will be consistent with and implement the intent of the Comprehensive Plan. The proposed use of the site as a public school is consistent with the "P-1" Public Use Zone intent statement.

2. The availability of municipal services such as water, sewer, roads, fire and police protection, which might be required by reason of the proposed re-zone.

Staff analysis: As previously noted in the Comprehensive Plan map amendment analysis, adequate services will be provided to the site, including water, sewer, roads, and fire and police protection.

3. The conditions of the area have substantially changed.

Staff analysis: As previously noted in the Comprehensive Plan map amendment analysis, the conditions of the area have substantially changed since development of the site. Through the continued urbanization of the surrounding area and a reduction in maximum class size requirements for elementary schools statewide, it is evident that the conditions of the area have substantially changed.

4. The proposed re-zone bears a substantial relationship to the public health, safety, morals, and welfare.

Staff analysis: The proposed re-zone from "R-20" to "P-1" bears a substantial relationship to the public health, safety, morals, and welfare in that it will allow a site to be included with the existing Chinook Elementary School site, a necessary public facility in need of being redeveloped to meet current community needs. During the redevelopment of the site, the project will be required to meet all local zoning, building, and other requirements currently established by the City.

Planning Commission Recommendation

Planning Commission *recommended approval* of the Auburn School District No. 408 (CPA20-0001) request for a Comprehensive Plan Map Amendment to change the map designation of one parcel, Parcel No. 212105-9042 from "Multiple-Family" to "Institutional" and to re-zone the

parcel from “R-20, Residential Zone - Twenty Dwelling Units per Acre” to “P-1, Public Use” zoning district.

EXHIBIT LIST *(For exhibits, please see behind the “Comp. Plan Map Amendments” tab in the ‘working binder’.)*

Exhibit 1	Staff Report CPA20-0001 & REZ20-0001
Exhibit 2	Comprehensive Plan Map Amendment - Proposed Change
Exhibit 3	Zoning Map Amendment - Proposed Change
Exhibit 4	Completed Comprehensive Plan Amendment and Re-zone Application forms and materials including Applicant’s Narrative Statement
Exhibit 5	Completed SEPA Environmental Checklist Application SEP20-0002
Exhibit 6	Combined Notice of Application and Determination of Non-Significance SEP20-0002
Exhibit 7	Dept. of Commerce 60-Day Acknowledgement Letter
Exhibit 8	Notice of Public Hearing
Exhibit 9	Affidavits of Publication, Mailing, and Posting

At the **November 4, 2020 public hearing**, the Planning Commission considered the following set of Annual Comprehensive Plan Amendments:

Comprehensive Plan Text Amendment (File No. CPA20-0003), Private initiated text changes

P/T #10

Volume 1, Land Use Element, Auburn Adventist Academy Special Planning Area

Discussion

1. Agent, Alison Moss with Schwabe, Williamson & Wyatt, representing Bob Sanders of Creations Northwest LLC, submitted an application for a Comprehensive Plan Text amendment (File No. CPA20-0003). More specifically, the purpose of the text amendment is the amend Land Use Policy LU-135 and Academy Special Planning Area policies A.1.2 and A.1.8. The purpose of the amendments is to clarify that multifamily uses providing long-term revenue to the Western Conference of the Seventh Day Adventists supporting its educational mission are allowed. The Applicant identifies that this is a non-project action.
2. The applicant proposes to develop a portion of the Academy’s property with a combination of multi-family, memory care, independent living, and assisted living residential units. An illustrative site plan was provided with the application. The plan is marked as Exhibit 7 in the planning commission staff report.
3. Any future development of the site will be analyzed separately from the subject Comprehensive Plan Text amendment for consistency with local, state, and federal regulations, including the Auburn City Code (ACC) and Public Works Design Manual.
4. The site abuts Auburn Way South, between 32nd Street SE & Academy Drive SE. While the Academy occupies multiple parcels within this area, the proposed text amendment is

primarily associated with King County Parcel Numbers 2721059117, 2721059090, 2721059055, 2721059086, and 2721059079.

5. The Auburn Adventist Academy is a multi-use campus located on approximately 250 acre property owned and operated by the Western Conference of the Seventh Day Adventists. It play a large role in Washington Conference. It is designated on Comprehensive Plan Map 1.4 as an Adopted Area, a category of Special Planning Area. The City Council adopted the Academy Special Planning Area Plan (Academy Plan) by Resolution No. 2254, in 1991.
6. According to the applicant, in the earlier years, agriculture was the way the Academy supported the school financially. Agricultural uses and products included orchards, crops, berries, a large dairy farm. See Exhibit 3 to the planning commission staff report.
7. According to the applicant, in 1987, the City established the Institutional Use District (I) for Auburn Adventist Academy (Academy). The I Zone permitted such uses as schools, day care, churches, nursing homes, recreation and single family uses outright. It authorized other uses, including multifamily dwellings, through administrative or conditional use permits. The City Council rezoned the Academy Planning Area "I" as part of its adoption of the *Academy Plan*.
8. According to the owner, (the Academy), its mission is to continuously create a strong private Christian education that is academically significant, while providing whole life development, personal reliance, and personal accountability. Pursuing this mission requires extensive programing, staffing, and facilities that are maintained on its 250+ acres. Only approximately one-third of the Academy's operating income comes from student tuition. Over many years the governance of the Academy has sought ways to be better stewards of the Academy properties by creating income from the parcels not occupied by the church and school facilities (Supporting Parcels) to fund its mission. See Exhibit 3 to the planning commission staff report.
9. The applicant provided a Traffic Impact Analysis Scoping Document, prepared by Heath and Associates, Inc., dated August 25, 2020. The analysis identifies how traffic impacts will be analyzed in the future should the site subject to the text amendments be developed. A more detailed Traffic Impact Analysis will be prepared once the specific design of the site is determined, at which point, specific mitigation (if any) will be determined. The applicant's Traffic Impact Analysis Scoping Document is marked as Exhibit 6 to the planning commission staff report.
10. The applicant provided a Critical Areas Assessment, prepared by Habitat Technologies, dated July 9, 2019. The assessment notes that there is one, approx. 0.25 acre, Category IV wetland within the area associated with the Comprehensive Text Amendment. Any future impacts to wetlands or other critical areas will be reviewed as part of the project specific SEPA review for the site. The Critical Areas Assessment is marked as Exhibit 5 to the planning commission staff report.
11. A Determination of Non-Significance (DNS) the environmental review decision required under the State Environmental Policy Act (SEPA), for a Comprehensive Plan Text

Amendment was issued under City File No. SEP20-0012 on September 15, 2020. The comment period ended September 30, 2020 and the appeal period ended October 14, 2020.

12. No comment letters from the surrounding neighborhood were received by the City in response to the combined public Notice of Application and DNS.
13. The public hearing notice was published on September 15, 2020 in the Seattle Times at least 10-days prior to the Planning Commission public hearing scheduled for November 4, 2020. Public notice was also mailed to property owners of record within 300 feet, posting on-site and on the city's webpage.
14. The City's Comprehensive Plan contains the following objectives and policy guidance, as it relates to this application:

Volume 1 – Land Use Element

“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.”

“General Policies

LU-89. The primary purpose of this designation is to address public needs while taking advantage of synergies with the adjacent areas where they are sited.

LU-90. Innovative strategies to integrate the uses and sites into the areas where they are sited is encouraged. These strategies should maximize use of the site while minimizing fiscal impacts and impacts to adjacent areas.”

“Institutional Designation”
Description”

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

“Designation Criteria

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

“Policies

LU-101. A responsible management entity and the purpose for the institutional designation should be identified for each property interest within this designation. Management policies and plans are appropriate for all lands in this designation.

LU-102. Appropriate uses for this designation include facilities that serve the needs of the larger community such as public schools, active parks, city operated municipal facilities, large churches, and fire stations

15. The City code provides certain criteria for decision-making for private comprehensive plan amendment applications as follows:

“ACC 14.22.110 Decision criteria for plan amendments.

A. The comprehensive plan was developed and adopted after significant study and public participation. The principles, goals, objectives and policies contained therein shall be granted substantial weight when considering a proposed amendment. Therefore, the burden of proof for justifying a proposed amendment rests with the applicant, who must demonstrate that the request complies with and/or relates to the following decision criteria:

1. The proposed change will further and be consistent with the goals and objectives of the plan and the plan will remain internally consistent;
2. Whether the capacity to provide adequate services is diminished or increased;
3. Assumptions upon which the comprehensive plan is based are found to be invalid;
4. A determination of change or lack of change in conditions or circumstances has occurred since the adoption of the latest amendment to the specific section of the comprehensive plan that dictates the need for a proposed amendment;
5. If applicable, a determination that a question of consistency exists between the comprehensive plan and Chapter 36.70A RCW, the countywide planning policies for either King and/or Pierce County, as appropriate, and Vision 2040: Growth and Transportation Strategy for the Puget Sound Region

CONCLUSIONS

The City Code provides certain criteria for decisions on amending the Comprehensive Plan under ACC 14.22.110. These criteria are listed below in **bold**, followed by a Staff Analysis.

- 7. ACC 14.22.110(A)(1) The first criterion is that the change must further and be consistent with the goals and objectives of the plan and the plan will remain internally consistent.**

Staff Analysis: As identified in the submittal information, the Applicant's purpose for the Comprehensive Plan text amendment is to clarify that multi-family uses providing long-term revenue to the Western Conference of the Seventh Day Adventists supporting its educational mission are allowed. The applicant notes that when the site was originally zoned "I" Institutional and when the Academy Special Planning Area was established, multi-family was a use that was permitted. The proposal to change the text of LU-135 and Academy Special Planning Area Policies A.1.2 and A.1.8 is meant to add further clarity that multi-family and similar uses will support the Academy's long term mission and are permitted. Because the Academy Special Planning area Policy A.1.8 currently indicates that 'residential and nursing home uses' are allowed within the area immediately to the north of Auburn Way South and that multi-family uses are allowed within the Institutional zoning district, the goals and objectives of the comprehensive plan will remain internally consistent.

- 8. ACC 14.22.110(A)(2) The second decision criterion is that the comprehensive plan amendment must not diminish or increase the ability to provide adequate services.**

Staff Analysis: The application for changes to the Comprehensive Plan text policies have been reviewed by Valley Regional Fire Agency and the City Utilities and Traffic divisions. Based on these reviews, the changes would not adversely affect the provision of services. The proposed Comprehensive Plan text change by itself, if approved will not affect the ability to provide adequate services. As typical with development in the City, the infrastructure improvements needed to support the development would be the responsibility of the future development. At the time of development, adequate services would be required to be provided concurrent with the development in order for the project to be authorized. As such, it is not anticipated that approval of the request will negatively affect the provision of services. Utility and street frontage improvements, and possibly off-site improvements, would be required to support the development.

- 9. ACC 14.22.110(A)(3) The third decision criterion is that the assumptions on which the comprehensive plan is based are found to be invalid.**

Staff Analysis: While the policies of the Comprehensive Plan are not invalid, the current text amendment attempts to clarify existing policies and how they integrate with the Academy's long-term mission. The intent of the Academy is to continue their operation as a religious and educational institution offering vocational training. By amending the text policies to clarify that multi-family and senior housing type uses are allowed, the Academy will have the financial means to continue to operate.

- 10. ACC 14.22.110(A)(4) The fourth decision criterion is that there has been a change or lack of change in conditions or circumstances has occurred since the adoption of the latest amendment to the comprehensive plan that dictates the need for a proposed amendment.**

Staff Analysis: There has been a change in circumstances that generates the need for the text amendment. According to the Applicant, the original agricultural uses associated with the site are no longer economically viable, the surrounding area has become considerably more urban, and water and sewer infrastructure has greatly improved near the site. Further, the region is experiencing a higher demand for affordable housing and senior housing options. By making updates and refinements to the Academy Special Area Plan, the Academy will be able to utilize multiple under-utilized parcels in a manner that will help them continue to operate and carry out their mission of providing religious and vocational related instruction. Based on this information, it is necessary for the Academy to make updates to the Comprehensive Plan and the Academy Special Planning Area.

11. ACC 14.22.110(A)(5) The fifth decision criterion is that the change must be determined to be consistent with the Growth Management Act (RCW 36.70A), the Countywide Planning Policies of the relevant county and “Vision 2040: Growth and Transportation Strategy for the Puget Sound Region”.

Staff Analysis: The change if approved would continue to be consistent with the Growth Management Act (RCW 36.70A), the Countywide Planning Policies of King County and “Vision 2040: Growth and Transportation Strategy for the Puget Sound Region”. The proposal is consistent because it intends to clarify existing policies without materially changing them. Further, the existing Institutional Comprehensive Plan Map designation and Institutional zoning will remain.

12. ACC 14.22.110(A)(6) The sixth decision criterion, applies only to changes of the mapped land use designation of a specific property, the applicant must demonstrate one of the following:

- d. The current land use designation was clearly made in error or due to an oversight;**
- e. The proposed land use designation is adjacent to property having a similar or compatible designation, or other conditions are present to ensure compatibility with surrounding properties;**
- f. There has been a change in conditions since the current land use designation came into effect.**

Staff Analysis: Because no Comprehensive Plan map change is proposed, the above criterion is not applicable.

Planning Commission Recommendation

Planning Commission recommended approval of a text amendment to land use policy LU-135 and to the Academy Special Planning Area policies A.1.2 and A.1.8.

EXHIBIT LIST (As listed within original staff report to the Planning Commission hearing November 4, 2020)

- | | |
|-----------|---|
| Exhibit 1 | Staff Report |
| Exhibit 2 | Completed Comprehensive Plan Amendment Application Form |

Exhibit 3	Applicant's Narrative Statement
Exhibit 4	SEPA Environmental Checklist
Exhibit 5	Critical Areas Assessment, Habitat Technologies
Exhibit 6	Traffic Impact Analysis (Scoping Document), Heath & Associates
Exhibit 7	Illustrative Site Plan
Exhibit 8	Combined Notice of Application and Determination of Non-Significance SEP20-0012
Exhibit 9	Notice of Public Hearing
Exhibit 10	Affidavits of Publication, Mailing, and Posting

Comprehensive Plan Map Amendment (CPA20-0002, Private initiated text changes) and Rezone (zoning map amendment REZ20-0002)

CPM #3

Volume 1, Land Use Element, Westport Capital LLC Land Use Change and Rezone

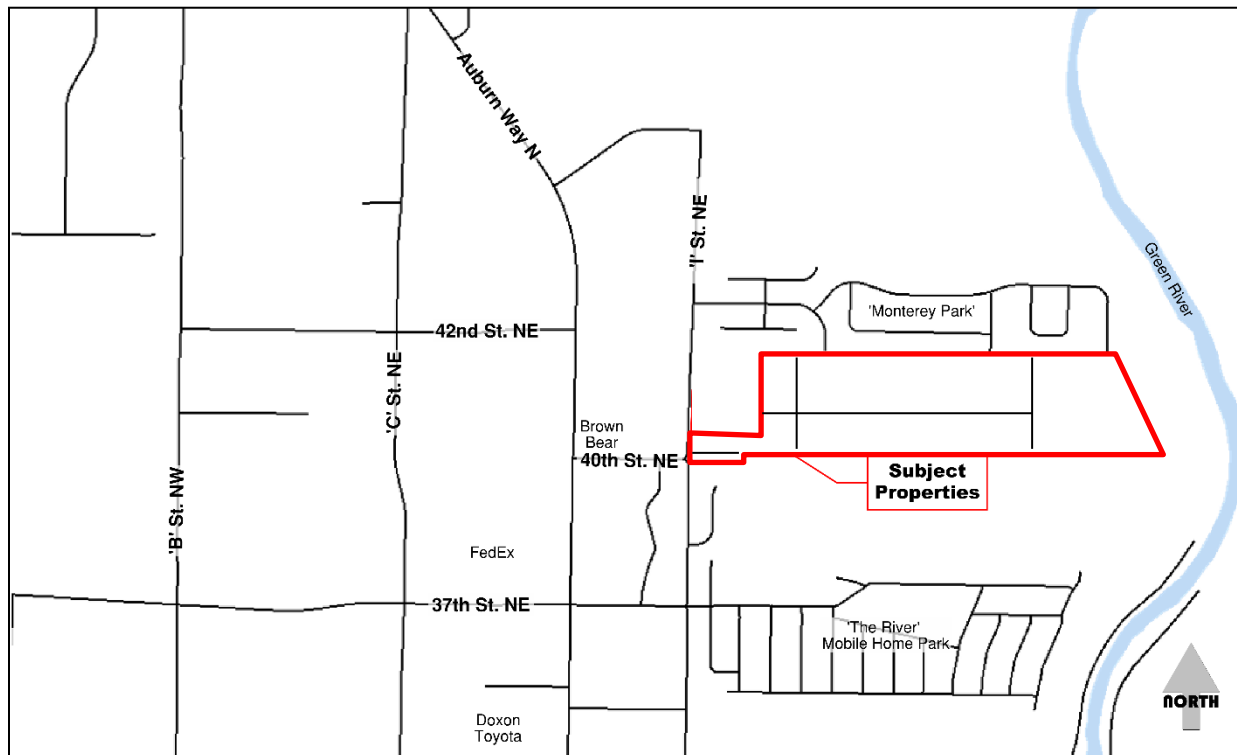
Discussion

1. David Toyer with Toyer Strategic Investments, acting as Agent on behalf Rick Hathaway with Westport Capital Investments, Owner, submitted applications for a Comprehensive Plan Map Amendment and Rezone. The request is to change the Comprehensive Plan Map Land Use Designation of 6 parcels totaling approx. 37.1 acres to "Moderate Family Residential" from "Multi-Family" and "Single Family Residential" and associated rezone the properties to "R-16, Residential 16 Dwelling Units per Acre (with conditions)".
2. The proposal consists of six adjacent parcels located on the east side of 'I' St. NE at 40th St. NE. King Co. Parcel Nos. 000420-0003, 000420-0013, 000420-0019, 000420-0022, 000420-0024, and 000420-0025.
3. Pursuant to Chapter 197-11 WAC and Chapter 16.06 ACC, this proposal is subject to State Environmental Policy Act ("SEPA") decision. A Determination of Non-Significance ("DNS"), for the Comprehensive Plan amendment and Rezone request was issued under City File No. SEP20-0006 on October 19, 2020; with the comment period ending on November 3, 2020 and an appeal period ending on November 17, 2020.
4. The public hearing notice was published on October 19, 2020 in the Seattle Times newspaper, at least 10 days prior to this November 4, 2020 Planning Commission public hearing. Public notice was also mailed to property owners within 300 feet and those requesting said notice, posting on the City's website, and posting at four locations on the subject properties (on the 'I' St. NE frontage, and at the termini of 'I' St. NE, 'O' Pl. NE, and 'R' St. NE along the northern property lines).
5. This Staff Report and recommendation describes and addresses a Comprehensive Plan map amendment and rezone request by Westport Capital Investments. The other private initiated Comprehensive Plan amendment applications, as well as the 2020 City initiated Comprehensive Plan Amendments are addressed in separate staff reports.

6. Two comments were submitted, summarized as follows. Please see Exhibit 15 to the planning commission staff report for the full text of the comments and Staff's response.
 - a. Earl Weaver, The River Mobile Home Park – concerns about any potential flood mitigation along with future development. Staff Response: Staff provided Mr. Weaver with information regarding any future development will need to meet the City's floodplain regulations.
 - b. Melissa Child, 'I' Pl. NE Resident – concerns about impacts to the wetlands and wildlife habitat, traffic impacts, and that the housing will just be more apartments. Staff Response: Staff provided Ms. Child with information on the presence of wetlands, that there will likely be traffic impacts that will need to be addressed, and that a condition of the Rezone would be a limit to the number of apartment units and would require a mix of housing types.

COMPREHENSIVE PLAN AMENDMENT – STAFF ANALYSIS:

1. The Comprehensive Plan amendment seeks to change the Comprehensive Plan Land Use Map Designation of a total of six parcels to "Moderate Density Residential". Three of the parcels (000420-0025, 000420-0019, and 000420-0013) are currently "Multiple-Family Residential" totaling approx. 5.3 acres. The other three parcels (000420-0022, 000420-0024, and 000420-0003) are currently "Single Family Residential" totaling approx. 31.8 acres. The three parcels total approximately 1.89 acres. See Exhibit 10 of the planning commission staff report and the following vicinity map:



2. The Applicant has supplied narratives for the Comprehensive Plan amendment and the Rezone request applications (See Exhibits 4 and 5 of the planning commission staff report). At this time there is no specific construction project planned for the property if the requests are approved.
3. As shown in the table below and the following map, the surrounding properties have varying degrees of development. The area to the north contains existing single-family residences ("Monterey Park" subdivision, formerly "Auburn 40", approved as a planned unit development (PUD)) on small lots (~3,500 sq.-ft. lots), the property to the south is vacant (owned by the Auburn School District), to the east is owned by King County for open space / recreation, across 'I' St. NE to the west is developed commercial land, and northwest of the Site and east of 'I' St. NE is three large single-family lots with existing residences as well as 3 lots zoned R-20 ("Labrador Rezone" from 2018).



4. The current Comprehensive Plan Land Use designation, zoning classification, and current land uses of the subject properties and surrounding properties are as follows:

	Comp Plan Designation	Zoning Classification	Existing Land Use
Site	"Multiple-Family Residential" and "Single Family Residential"	R-20, Residential and R-7, Residential	Vacant
North	"Multiple-Family Residential" and "Single Family Residential"	PUD and R-20, Residential	Single family homes
South	"Single Family Residential"	R-7, Residential	Vacant
East	"Single Family Residential"	R-7, Residential	Vacant, Green River Trail

West	"Heavy Commercial", "Multiple Family Residential", and "Single Family Residential"	C-3, Heavy Commercial, R-7, Residential, and R-20, Residential	Commercial and Manufacturing Uses, Vacant, and Single family homes
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See Exhibit 10 of the planning commission staff report for maps showing the existing and requested Comprehensive Plan Designation and Zoning Classification.

5. The two western-most of the six parcels front onto 'I' St. NE which is classified as a 'Minor Arterial' street. 'L' St. NE, 'O' Pl. NE, and 'R' St. NE, which are all "Local" classified streets, and all end at the northern boundary of the site. These roadways, which were constructed along with the development of Monterey Park, were designed to be continued into this Site; upon future development one or all of these roadways will be extended into and through this Site. The existing R-20-zoned areas were approved under City Ordinance No. 4299, which required 40th St. NE to be extended into the Site to the eastern boundary of the R-20-zoned area. A condition of this Rezone will include extension of 40th through the Site to provide a connection, or multiple connections, into the Monterey Park subdivision. This is also required for emergency vehicle access which requires a secondary access when the number of dwelling units reaches 30 single family units or 100 multi-family units.
6. A Traffic Impact Analysis (TIA) (Exhibit 6 of the planning commission staff report) was prepared to analyze the difference between the existing zoning and if the entire Site was rezoned to R-20 (which was the initial request by the Applicant, and later revised). As there is no development proposal at this time, the TIA looked at "worst case" scenarios of the map changes. Under this scenario the Level of Service (LOS) at the intersection of 'I' St. NE and 40th St. NE would require intersection improvements upon future development. What improvements will be required is not known at this time since there is no development proposed, so a general condition will be included with the Ordinance.
7. The Site is located within the City of Auburn water service boundaries. It is anticipated that there will be adequate water service upon future development, with any development responsible for extending water service to and through the Site, consistent with the Title 13 ACC and the City of Auburn Engineering Design Standards.
8. The Site is located within the City of Auburn sewer service boundaries. There is an existing sewer pump station that was constructed along with the Monterey Park subdivision to the north that was designed to serve this Site based on the existing zoning. A sewer pump station capacity analysis was submitted (Exhibit 11 of the planning commission staff report) to analyze if upgrades to the pump station would be required if the rezone was approved, which there would be. This study was based off of the initial request of increased units under the R-20 zone, however, is still applicable to the revised request. What upgrades are needed to the pump station would be determined upon any future development proposals. A condition will be included with the rezone Ordinance addressing future upgrades.
9. A Critical Areas Memorandum (Exhibit 12 of the planning commission staff report) was prepared and shows a wetland along the southern border of a portion of the Site extending off-site and another north/west of the Site adjacent to 'I' St. NE. The Memo shows the wetland to the south as a "Category II" and the northern wetland as a "Category III". Upon

future development a full Critical Areas Report, consistent with Ch. 16.10 ACC, will be required. For reference, see the following image:



10. There is a portion of the eastern area of the Site that is shown on the FEMA Flood Insurance Rate Maps (FIRM) as being located within the Special Flood Hazard Area (SFHA) and the 500-Year Flood Hazard Area. Upon future development appropriate studies and possible floodplain permits will be required, consistent with Ch. 15.68 ACC. For reference, see the following image:



11. The purpose of the City's Comprehensive Plan is to provide a policy basis for potential zoning changes to ensure that the Comprehensive Plan and Zoning Ordinance are consistent, as required by the following City Code provision:

“14.22.050 Conformance and consistency.

The zoning, land division and other development codes contained or referenced within Auburn City Code shall be consistent with and implement the intent of the comprehensive plan. Capital budget decisions shall be made in conformity with the comprehensive plan.”

COMPREHENSIVE PLAN RELATED – CONCLUSIONS:

The City Code provides certain criteria for decisions on amending the Comprehensive Plan under ACC 14.22.110. These criteria are listed below in **bold**, followed by a Staff Analysis. The Applicant’s responses to these criteria are included in Exhibits 4 and 5 of the planning commission staff report.

1. ACC 14.22.110(A)(1): The proposed change will further and be consistent with the goals and objectives of the plan and the plan will remain internally consistent.

Staff Analysis: The Comprehensive Plan (Land Use Element, Page LU-9) provides the following explanation for the “Moderate Family Residential” Land Use Designation:

“Moderate Family Designation

Description

Moderate Density Residential designated areas are planned to accommodate a variety of residential dwelling types. Varying intensities may be permitted to provide a transition between single-family residential and other more intensive uses or activities (such as arterial streets) based on adjacent density, intensity, and/or character. Appropriate densities in these areas generally range from 7 up to 20 dwelling units per acre. Dwelling types generally range from single-family dwelling to multiple-family dwellings, with larger structures allowed (within the density range) where offsetting community benefits can be identified.

Designation Criteria

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

Implementing Zoning Designations

Residential Transition

R-10 Residential (Ten Dwelling Units Per Acre)

R-16 Residential (Sixteen Dwelling Units Per Acre)

Policies

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

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

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

Per ACC 18.23.030(G), the intent of the R-16, Residential zoning district is:

“...intended to provide for medium density multiple-family residential development as designated in the comprehensive plan, and is further intended as a residential zone of single, duplex and multiple-family residences, except as specifically provided elsewhere in this chapter.”

As identified in the R-16 zone intent statement above, this zoning district is geared toward allowing a wide range of housing types including detached single-family homes and apartments. Also allowed are uses such as mixed-use projects, nursing homes, etc. The full list of uses allowed within the R-16 zone is attached as Exhibit 13 of the planning commission staff report. Although no specific use is proposed at this time, any future development will be governed by the codes and standards in place at that time.

As shown and discussed above, there is an existing small-lot residential subdivision (Monterey Park, formerly ‘Auburn Forty”) to the north and vacant Auburn School District property to the south. As noted in Designation Criteria 2 of “Moderate Density Residential” above, this designation is intended to provide a transition between single-family areas and higher intensity uses. Although there is not an existing school, the property to the south may eventually develop as a school and development on this site would provide that transition. To ensure the transition is adequately implemented, all apartment housing (rental) will be limited to the southern half of the Site, allowing for the more ownership-style housing located next to the existing single-family subdivision to the north (Monterey Park). The existing single-family subdivision to the southwest of the site will be bordered on the north by the future extension of 40th St. NE.

The proposed Rezone conditions include limits on the number of apartment units to ensure the entire site is not built-out as apartment buildings. Other conditions are proposed to require “for sale” units and promote greater diversity of unit types that are in the range between single-family detached housing and mid to high-rise apartment buildings and includes duplexes, townhomes, and other smaller scale multi-unit buildings. The greater diversity is a goal in the city’s Comprehensive Plan. The City has had many large apartment projects over the last several years, including the Copper Gate development currently under construction to the northwest of this Site with 500 apartment units. The type of development that the City hasn’t seen are projects that allow for housing ownership. This type of housing can be in many forms, such as single-family detached, but also in the form of townhomes or stacked multi-unit buildings (stacked referring to each unit being wholly contained on one floor). The Applicant has provided some drawings of what type of housing developers he has been in contact for this Site, those are attached as Exhibit 14 of the planning commission staff report. Note that these are included just for reference and do not represent actual development proposals associated with this Project.

In the Comprehensive Plan Housing Element, there are several housing objectives that promote potential greater diversity of unit types and ownership that this project would help to

implement. These include (summarized from Exhibit 5 of the planning commission staff report – Housing Objectives and Tools, Page H-10 of the Comprehensive Plan):

- Promote housing ownership through single-family dwellings on small lots, cottages, and townhomes.
- Allow for a variety of housing types by way of encouraging multiplexes, cottages, townhomes, and small lot single-family dwellings
- Increase ownership opportunities for lower-income households by potentially allowing for incentives such as permit and impact fee waivers.

Housing Element Goals and Policies No. H-11 also further spells out the need for home ownership opportunities:

“Promote opportunities for home ownership through single-family detached and semi-attached housing, fee-simple cottages and townhouses, and condominium apartments.”

These types of housing units would not be allowed in the existing R-7 zoned areas (though would in the R-20).

Changing the Comprehensive Plan designation and Zoning classification to R-16, as conditioned, would not be out of character with the surrounding properties and would potentially provide further consistency with several goals and policies of the Comprehensive Plan.

The requested Comprehensive Plan amendment will remain internally consistent with the Comprehensive Plan through approval / adoption of the associated conditional (contract) Rezone request.

2. ACC 14.22.110(A)(2): Whether the capacity to provide adequate services is diminished or increased.

Staff Analysis: The proposed application for a change in the Comprehensive Plan designation has been reviewed by the City’s Utilities, Traffic division, and the Valley Regional Fire Authority. Based on these reviews, the change would potentially adversely affect the provision of services, specifically Sewer and Traffic. As is typical with development in the City, adequate infrastructure improvements will be required to be provided by the developer concurrent with future development.

As discussed under Conclusions, above, the existing sewer pump station located within the Monterey Park (formerly, Auburn 40) subdivision was designed to serve this Site at its current zoning densities. The Applicant commissioned a study to determine if the pump station would have upgrades required if the zoning density increased, and it would. A condition of the rezone will be that any future developments will need to analyze the system again and determine the necessary upgrades.

Also as discussed under Conclusions, above, the intersection of ‘I’ St. NE and 40th St. NE would fall below the LOS minimum established in the Transportation Element of the Comprehensive Plan which for this portion of the ‘I’ Street corridor would be LOS D which is

defined as:

“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 [free-flow speeds].”

Based on the existing zoning, this intersection would operate at LOS E upon development, and with the proposed zoning it would operate at LOS F, which would require improvements to the intersection (such as a roundabout or traffic signal). The detailed analysis is included in Exhibit 6 of the planning commission staff report . Note that the TIA is based off of the initial request which was for a change of the entire site to R-20, which the Applicant has since revised. The TIA was not required to be updated since the overall impacts will be lower. Also, project-specific TIA(s) will be required for future development(s).

In addition to the future intersection deficiencies, adequate right-of-way (ROW) to connect the eastern end of Monterey Park through this Site to 'I' St. NE will be required, as conditioned below, and as discussed under Conclusions, above. The Condition for ROW dedication for the Rezone Ordinance will be general enough to provide the City Engineer with discretion to ensure all potential impacts are able to be addressed with any future development proposal(s).

3. ACC 14.22.110(A)(3): Assumptions upon which the comprehensive plan is based are found to be invalid.

Staff Analysis: The policies of the Comprehensive Plan are not invalid. As discussed under Criterion #1, above, the Comprehensive Plan seeks to promote the types of housing that would be possible under the Moderate Density Residential Land Use Designation. The Applicant's request to change six parcels to Moderate Density Residential is not out of character with the designations or uses in the immediate vicinity. The requested change is a logical request based on these existing surrounding uses and land use designations, and as discussed throughout this Staff Report, as conditioned.

4. ACC 14.22.110(A)(4): A determination of change or lack of change in conditions or circumstances has occurred since the adoption of the latest amendment to the specific section of the comprehensive plan that dictates the need for a proposed amendment.

Staff Analysis: There have been changes in circumstances since the current land use designations were applied. The principal change would be the lack of affordable housing along with the lack of access to affordable home ownership throughout not only Auburn but in King County. The requested change to "Moderate Density Residential" and 'R-16 zone', as conditioned, provides the opportunity for home ownership for those with living wage incomes as conditioned.

5. ACC 14.22.110(A)(5): If applicable, a determination that a question of consistency exists between the comprehensive plan and Chapter 36.70A RCW, the countywide

planning policies for either King and/or Pierce County, as appropriate, and Vision 2040: Growth and Transportation Strategy for the Puget Sound Region.

Staff Analysis: The change, if approved, would continue to be consistent with the Growth Management Act (Chapter 36.70A RCW), the King County Countywide Planning Policies and Vision 2040. The proposal is consistent because upon future development it will provide land suitable for residential development and is focusing on providing higher-density housing on existing urban lands that are located near transit corridors.

- 6. ACC 14.22.110(A)(6): If the request is to change the land use designation of a specific property on the comprehensive plan land use map, the applicant must demonstrate one of the following:**
- a. The current land use designation was clearly made in error or due to an oversight;**
 - b. The proposed land use designation is adjacent to property having a similar or compatible designation, or other conditions are present to ensure compatibility with surrounding properties;**
 - c. There has been a change in conditions since the current land use designation came into effect.**

Staff Analysis: The requested change is consistent with Item b in that adjacent parcels have similar land use designations. Specifically, the area to the north (Monterey Park) is a Planned Unit Development (PUD) that was developed with detached single-family dwellings on small (~3,500 sq.-ft.) lots as well as some duplex-style buildings on fee simple lots in the northwest portion of the subdivision. The area to the south is zoned R-7, although owned by the Auburn School District so residential development is unlikely, and to the southwest is an existing single-family neighborhood. The properties to the east are owned by the King County River and Floodplain Management Section and contain the Green River Trail, and therefore are not likely to be developed. To the west of the site is existing R-20 zoning and three single-family homes on large lots. Further west, across 'I' St. NE is designated Heavy Commercial and contains uses such as office and manufacturing uses.

Planning Commission Recommendation

Planning Commission recommends approval of a map amendment to the Comprehensive Plan Map 1.1, Land Use Designation, changing the land use designation for parcels 000420-0013, 00420-0019, 000420-0025 and a portion of parcels 00420-0022 and 000420-0024 (approximately 5.3 acres) from "Multiple Family Residential" to "Moderate Density Residential" and the remainder of parcels 00420-0022, 000420-0024, and the entirety of parcel 000420-0003 (approximately 31.8 acres), from "Single Family Residential" to "Moderate Density Residential."

Also, Planning Commission recommends approval of a corresponding zoning map change (REZ20-0002) for parcels 000420-0013, 00420-0019, 000420-0025 and a portion of parcels 00420-0022 and 000420-0024 (approximately 6.4 acres) from "R-20" to "R-16 with Staff Recommended Conditions" and the remainder of parcels 00420-0022, 000420-0024, and the entirety of parcel 000420-0003 (approximately 30.7 acres), from "R-7" to "R-16 with Staff Recommended Conditions."

These five conditions, as discussed in this Staff Report, address a slightly reduced density

standard with variation, prescribed proportions and types of housing, a maximum number of apartment units, requirements for right-of-way dedication, and for addressing the need for potential upgrades to the existing sewer pump station:

EXHIBIT LIST *(As listed within original staff report to the Planning Commission hearing November 4, 2020)*

Exhibit 1	Agenda Bill (cover page)
Exhibit 1a	Staff Report
Exhibit 2	Completed Master Land Use Application Form, Owner Auth. Form, Legal Description, and Maps & Exhibits, Received May 7, 2020
Exhibit 3	Applicant's Request to Review Application, dated September 28, 2020
Exhibit 4	Revised Comprehensive Plan Statement, originally dated July 17, 2020, revised October 14, 2020
Exhibit 5	Revised Rezone Statement, originally dated July 17, 2020, revised October 14, 2020
Exhibit 5a	Applicant's response proposed Rezone Conditions, dated October 14, 2020
Exhibit 6	Traffic Impact Analysis, originally dated April 2020, revised August 2020, prepared by Gibson Traffic Consultants
Exhibit 7	Completed SEPA Checklist, originally dated April 26, 2020, revised August 18, 2020 and October 14, 2020
Exhibit 8	Combined Notice of Application, Notice of Public Hearing, and Determination of Non-Significance, issued October 19, 2020
Exhibit 9	Dept. of Commerce Review Letter, dated October 22, 2020
Exhibit 10	Comprehensive Plan and Rezone Map – showing changes
Exhibit 11	Sewer Pump Station Analysis, dated June 24, 2020, prepared by Pace Engineers
Exhibit 12	Critical Areas Report, dated April 2018, prepared by Shockey Planning Group
Exhibit 13	R-16 Residential zone Land Uses Table
Exhibit 14	Sample House Plans
Exhibit 15	Public Comments with City Responses

Exhibit B

(CPA20-0003)



AGENDA BILL APPROVAL FORM PLANNING COMMISSION

Agenda Subject/Title:

CPA20-0003, 2020 I Comprehensive Plan
Text Amendment – Academy Special
Planning Area Policies

Date:

November 4, 2020

Department:

Community Development

Budget Impact:

Current Budget: \$0

Proposed Revision: \$0

Revised Budget: \$0

Administrative Recommendation: Planning Commission to conduct public hearing and recommend to City Council approval of the 2020 Privately-Initiated Comprehensive Plan Amendments (Policy/Text Amendments).

Applicant:

Bob Sanders
Creations Northwest, LLC
14020 SE Johnson Rd, Suite 102
Milwaukie, OR 97267

Agent:

Alison Moss
Schwabe, Williamson & Wyatt
700 Washington St, Suite 701
Vancouver, WA 98660

Owner

Doug Bing
Western Washington Conference Corporation of SDA
32229 Weyerhaeuser Way S
Federal Way, WA 98001

Request: Comprehensive Plan Text Amendment to Land Use Policy LU-135 and to the Academy Special Planning Area policies A.1.2 and A.1.8. The purpose of the amendments is to clarify that multifamily uses providing long-term revenue to the Western Conference of the Seventh Day Adventists supporting its educational mission are allowed.

Location: The site abuts Auburn Way South, between 32nd Street SE & Academy Drive SE. While the Academy occupies multiple parcels within this area, the proposed text amendment is primarily associated with King County Parcel Numbers 2721059117, 2721059090, 2721059055, 2721059086, and 2721059079.

Existing Zoning: The zoning designation of the site is "I" Institutional. The entire site is located within the Academy Special Planning Area, adopted under Resolution No. 2254 on November 14, 1991.

Existing Comprehensive Plan Designation: The Comprehensive Plan Map Designation of the site is "Institutional".

SEPA Status: A Determination of Non-Significance (DNS) was issued under City File No. SEP20-0012 on September 15, 2020. The comment period ended on September 30, 2020. No comments were provided in response to the DNS.

Findings

1. Agent, Alison Moss with Schwabe, Williamson & Wyatt, representing Bob Sanders of Creations Northwest LLC, submitted an application for a Comprehensive Plan Text amendment (File No. CPA20-0003). More specifically, the purpose of the text amendment is the amend Land Use Policy LU-135 and Academy Special Planning Area policies A.1.2 and A.1.8. The purpose of the amendments is to clarify that multifamily uses providing long-term revenue to the Western Conference of the Seventh Day Adventists supporting its educational mission are allowed. The Applicant identifies that this is a non-project action.
2. The applicant proposes to develop a portion of the Academy's property with a combination of multi-family, memory care, independent living, and assisted living residential units. An illustrative site plan was provided with the application. The plan is marked as Exhibit 7.
3. Any future development of the site will be analyzed separately from the subject Comprehensive Plan Text amendment for consistency with local, state, and federal regulations, including the Auburn City Code (ACC) and Public Works Design Manual.
4. The site abuts Auburn Way South, between 32nd Street SE & Academy Drive SE. While the Academy occupies multiple parcels within this area, the proposed text amendment is primarily associated with King County Parcel Numbers 2721059117, 2721059090, 2721059055, 2721059086, and 2721059079.
5. The Auburn Adventist Academy is a multi-use campus located on approximately 250 acre property owned and operated by the Western Conference of the Seventh Day Adventists. It play a large role in Washington Conference. It is designated on Comprehensive Plan Map 1.4 as an Adopted Area, a category of Special Planning Area. The City Council adopted the Academy Special Planning Area Plan (Academy Plan) by Resolution 2254, in 1991.
6. According to the applicant, in the earlier years, agriculture was the way the Academy supported the school financially. Agricultural uses and products included orchards, crops, berries, a large dairy farm. See Exhibit 3
7. According to the applicant, in 1987, the City established the Institutional Use District (I) for Auburn Adventist Academy (Academy). The I Zone permitted such uses as schools, day care, churches, nursing homes, recreation and single family uses outright. It authorized other uses, including multifamily dwellings, through administrative or conditional use permits. The City Council rezoned the Academy Planning Area "I" as part of its adoption of the *Academy Plan*. See Exhibit 3
8. According to the owner, (the Academy), its mission is to continuously create a strong private Christian education that is academically significant, while providing whole life development, personal reliance, and personal accountability. Pursuing this mission requires extensive programing, staffing, and facilities that are maintained on its 250+ acres. Only approximately one-third of the Academy's operating income comes from student tuition. Over many years the governance of the Academy has sought ways to be better stewards of the Academy

properties by creating income from the parcels not occupied by the church and school facilities (Supporting Parcels) to fund its mission. See Exhibit 3

9. A Determination of Non-Significance (DNS) the environmental review decision required under the State Environmental Policy Act (SEPA), for a Comprehensive Plan Text Amendment was issued under City File No. SEP20-0012 on September 15, 2020. The comment period ended September 30, 2020 and the appeal period ended October 14, 2020.
10. The applicant provided a Traffic Impact Analysis Scoping Document, prepared by Heath and Associates, Inc., dated August 25, 2020. The analysis identifies how traffic impacts will be analyzed in the future should the site subject to the text amendments be developed. A more detailed Traffic Impact Analysis will be prepared once the specific design of the site is determined, at which point, specific mitigation (if any) will be determined. The applicant's Traffic Impact Analysis Scoping Document is marked as Exhibit 6
11. The applicant provided a Critical Areas Assessment, prepared by Habitat Technologies, dated July 9, 2019. The assessment notes that there is one, .25 acre, Category IV wetland within the area associated with the Comprehensive Text Amendment. Any future impacts to wetlands or other critical areas will be reviewed as part of the project specific SEPA review for the site. The Critical Areas Assessment is marked as Exhibit 5
12. The public hearing notice was published on September 15, 2020 in the Seattle Times at least 10-days prior to the Planning Commission public hearing scheduled for November 4, 2020. Public notice was also mailed to property owners of record within 300 feet, posting on-site and on the city's webpage.
13. The following report identifies a Comprehensive Plan text amendment request scheduled for the Planning Commission's November 4, 2020 public hearing with a staff recommendation.
14. The City of Auburn first-adopted amendments to its Comprehensive Plan in compliance with the Washington State Growth Management Act (GMA) requirements, as amended in 1995. The Auburn Comprehensive Plan has been amended annually each year since generally for housekeeping items and for capital facilities plan coordination.
15. The City of Auburn adopted a substantially revised Comprehensive Plan (including map amendments) in response to periodic updates required by the Growth Management Act (GMA) by Ordinance No. 6584 on December 14, 2015.
16. City Code Section 14.22, "Comprehensive Plan" provides the city's laws for amending the Comprehensive Plan. Amendments can be initiated by the City of Auburn (city-initiated) and by private citizens (privately-initiated).
17. This staff report and recommendation describes and addresses a Comprehensive Plan text amendment. The other private initiated Comprehensive Plan amendment applications received this year, as well as the 2020 City initiated Comprehensive Plan Amendments are addressed in separate staff reports.

18. Comprehensive Plan amendments are initially reviewed during a public hearing process before the City of Auburn Planning Commission, who then provides a recommendation to the City Council for final action. City Council consideration and action on the amendments generally occurs but is not required prior to the end of the year.
19. RCW 36.70A.130 (The Washington State Growth Management Act (GMA)) provides for annual amendments to locally adopted comprehensive plans. Except in limited circumstances as provided for in State law, Comprehensive Plan amendments shall be considered by the city or county legislative body no more frequently than once per year. The annual limitation and exceptions are also restated in city code at ACC 14.22.060.
20. The City of Auburn established a June 5, 2020 submittal deadline for comprehensive plan amendments for the year 2020 (map or policy/text amendments). Notice to the public of the application filing deadline was provided on the City's website, publication of a legal notice the Seattle Times Newspaper, and sent to a notification list of potentially interested parties.
21. No comment letters from the surrounding neighborhood were received by the City in response to the combined public Notice of Application and DNS.
22. Auburn City Code Chapter 14.22 "Comprehensive Plan", outlines the process for submittal of private initiated amendments and the processing of Comprehensive Plan amendments as follows:

"Section 14.22.100

- A. The planning commission shall hold at least one public hearing on all proposed amendments to the comprehensive plan. Notice of such public hearing shall be given pursuant to Chapter 1.27 ACC and, at a minimum, include the following:
 1. For site-specific plan map amendments:
 - a. Notice shall be published once in the official newspaper of the city not less than 10 calendar days prior to the date of public hearing;
 - b. Notice shall be mailed by first class mail to all property owners of record within a radius of 300 feet of the proposed map amendment request, not less than 10 calendar days prior to the public hearing;
 2. For area-wide plan map amendments:
 - a. Notice shall be published once in the official newspaper of the city not less than 10 calendar days prior to the date of public hearing;
 - b. Notice shall be mailed by first class mail to all property owners of record within the area subject to the proposed amendment;
 - c. Notice shall be posted in at least two conspicuous locations in the area subject to the proposed amendment not less than 10 calendar days prior to the date of the public hearing.
- B. Notwithstanding the above, the director may expand the minimum noticing provisions noted above as deemed necessary.
- C. Planning Commission Recommendation. The planning commission shall conduct a public hearing on all potential comprehensive plan amendments and shall make and forward a recommendation on each to the city council. The planning commission shall adopt written findings and make a recommendation consistent with those findings to the city council.

- D. The city council, if it elects to amend the comprehensive plan, shall adopt written findings and adopt said amendments by ordinance.
 - E. State Review. All comprehensive plan amendments considered by the planning commission shall be forwarded for state agency review consistent with RCW 36.70A.106.
 - F. Any appeal of an amendment to the comprehensive plan shall be made in accordance with Chapter 36.70A RCW. (Ord. 6172 § 1, 2008.)”
23. Pursuant to RCW 36.70A.106, the proposed comprehensive plan amendments outlined in this agenda bill were sent to the Washington State Office of Commerce and other state agencies as required for the 60-day state review. No comments have been received from the Washington State Department of Commerce or other state agencies as of the writing of this report.
24. Due to the scope and limited number of privately initiated policy/text changes, the optional process as provided in the city code for a public open house was not conducted.
25. The City’s Comprehensive Plan contains the following objectives and policy guidance, as it relates to this application:

Volume 1 – Land Use Element

“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.”

“General Policies

LU-89. The primary purpose of this designation is to address public needs while taking advantage of synergies with the adjacent areas where they are sited.

LU-90. Innovative strategies to integrate the uses and sites into the areas where they are sited is encouraged. These strategies should maximize use of the site while minimizing fiscal impacts and impacts to adjacent areas.”

“Institutional Designation”
Description”

“This category includes those areas that are reserved for public or institutional uses. These public uses include public schools and institutional uses such as large churches and schools. It is also intended to include those of a significant impact, and not those smaller public uses that are consistent with and may be included in another designation. For

example, public uses of an industrial character are included in the industrial designation, and small-scale religious institutions of a residential character are included in the residential designation”

“Designation Criteria

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

“Policies

LU-101. A responsible management entity and the purpose for the institutional designation should be identified for each property interest within this designation. Management policies and plans are appropriate for all lands in this designation.

LU-102. Appropriate uses for this designation include facilities that serve the needs of the larger community such as public schools, active parks, city operated municipal facilities, large churches, and fire stations

26. The City code provides certain criteria for decision-making for comprehensive plan amendments as follows:

“ACC 14.22.110 Decision criteria for plan amendments.

A. The comprehensive plan was developed and adopted after significant study and public participation. The principles, goals, objectives and policies contained therein shall be granted substantial weight when considering a proposed amendment. Therefore, the burden of proof for justifying a proposed amendment rests with the applicant, who must demonstrate that the request complies with and/or relates to the following decision criteria:

1. The proposed change will further and be consistent with the goals and objectives of the plan and the plan will remain internally consistent;
2. Whether the capacity to provide adequate services is diminished or increased;
3. Assumptions upon which the comprehensive plan is based are found to be invalid;
4. A determination of change or lack of change in conditions or circumstances has occurred since the adoption of the latest amendment to the specific section of the comprehensive plan that dictates the need for a proposed amendment;
5. If applicable, a determination that a question of consistency exists between the comprehensive plan and Chapter 36.70A RCW, the countywide planning policies for either King and/or Pierce County, as appropriate, and Vision 2040: Growth and Transportation Strategy for the Puget Sound Region

CONCLUSIONS

The City Code provides certain criteria for decisions on amending the Comprehensive Plan under ACC 14.22.110. These criteria are listed below in **bold**, followed by a Staff Analysis.

1. The first criterion is that the change must further and be consistent with the goals and objectives of the plan and the plan will remain internally consistent.

Staff Analysis: As identified in the submittal information, the Applicant's purpose for the Comprehensive Plan text amendment is to clarify that multifamily uses providing long-term revenue to the Western Conference of the Seventh Day Adventists supporting its educational mission are allowed. The applicant notes that when the site was originally zoned "I" Institutional and when the Academy Special Planning Area was established, multi-family was a use that was permitted. The proposal to change the text of LU-135 and Academy Special Planning Area policies A.1.2 and A.1.8 is meant to add further clarity that multi-family and similar uses will support the Academy's long term mission and are permitted. Because the Academy Special Planning area policy A.1.8 currently indicates that 'residential and nursing home uses' are allowed within the area immediately to the north of Auburn Way South and that multi-family uses are allowed within the Institutional zoning district, the goals and objectives of the comprehensive plan will remain internally consistent.

2. The second decision criterion is that the comprehensive plan amendment must not diminish or increase the ability to provide adequate services.

Staff Analysis: The application for changes to the Comprehensive Plan text policies have been reviewed by Valley Regional Fire Agency and the City Utilities and Traffic divisions. Based on these reviews, the changes would not adversely affect the provision of services. The proposed Comprehensive Plan text change by itself, if approved will not affect the ability to provide adequate services. As typical with development in the City, the infrastructure improvements needed to support the development would be the responsibility of the future development. At the time of development, adequate services would be required to be provided concurrent with the development in order for the project to be authorized. As such, it is not anticipated that approval of the request will negatively affect the provision of services. Utility and street frontage improvements, and possibly off-site improvements, would be required to support the development.

3. The third decision criterion is that the assumptions on which the comprehensive plan is based are found to be invalid.

Staff Analysis: While the policies of the Comprehensive Plan are not invalid, the current text amendment attempts to clarify existing policies and how they integrate with the Academy's long term mission. The intent of the Academy is to continue their operation as a religious and educational institution offering vocational training. By amending the text policies to clarify that multi-family and senior housing type uses are allowed, the Academy will have the financial means to continue to operate.

- 4. The fourth decision criterion is that there has been a change or lack of change in conditions or circumstances has occurred since the adoption of the latest amendment to the comprehensive plan that dictates the need for a proposed amendment.**

Staff Analysis: There has been a change in circumstances that generates the need for the text amendment. According to the Applicant, the original agricultural uses associated with the site are no longer economically viable, the surrounding area has become considerably more urban, and water and sewer infrastructure has greatly improved near the site. Further, the region is experiencing a higher demand for affordable housing and senior housing options. By making updates and refinements to the Academy Special Area plan, the Academy will be able to utilize multiple under-utilized parcels in a manner that will help them continue to operate and carry out their mission of providing religious and vocational related instruction. Based on this information, it is necessary for the Academy to make updates to the Comprehensive Plan and the Academy Special Planning Area.

- 5. The fifth decision criterion is that the change must be determined to be consistent with the Growth Management Act (RCW 36.70A), the Countywide Planning Policies of the relevant county and “Vision 2040: Growth and Transportation Strategy for the Puget Sound Region”.**

Staff Analysis: The change if approved would continue to be consistent with the Growth Management Act (RCW 36.70A), the Countywide Planning Policies of King County and “Vision 2040: Growth and Transportation Strategy for the Puget Sound Region”. The proposal is consistent because it intends to clarify existing policies without materially changing them. Further, the existing Institutional Comprehensive Plan Map designation and Institutional zoning will remain.

- 6. The sixth decision criterion, applies only to changes of the mapped land use designation of a specific property, the applicant must demonstrate one of the following:**
- a. The current land use designation was clearly made in error or due to an oversight;**
 - b. The proposed land use designation is adjacent to property having a similar or compatible designation, or other conditions are present to ensure compatibility with surrounding properties;**
 - c. There has been a change in conditions since the current land use designation came into effect.**

Staff Analysis: Because no Comprehensive Plan map change is proposed, the above criterion is not applicable.

STAFF RECOMMENDATION

Planning Commission to recommend approval of a text amendment to land use policy LU-135 and to the Academy Special Planning Area policies A.1.2 and A.1.8.

EXHIBIT LIST

- | | |
|------------|---|
| Exhibit 1 | Staff Report |
| Exhibit 2 | Completed Comprehensive Plan Amendment Application Form |
| Exhibit 3 | Applicant's Narrative Statement |
| Exhibit 4 | SEPA Environmental Checklist |
| Exhibit 5 | Critical Areas Assessment, Habitat Technologies |
| Exhibit 6 | Traffic Impact Analysis (Scoping Document), Heath & Associates |
| Exhibit 7 | Illustrative Site Plan |
| Exhibit 8 | Combined Notice of Application and Determination of Non-Significance SEP20-0012 |
| Exhibit 9 | Notice of Public Hearing |
| Exhibit 10 | Affidavits of Publication, Mailing, and Posting |



MASTER LAND USE APPLICATION FORM

Date Received:

Physical Address:Auburn City Hall Annex, 2nd Floor
1 E Main St**Mailing Address:**25 W Main St
Auburn, WA 98001**Webpage & Application Submittal:**www.auburnwa.gov
applications@auburnwa.gov**Phone and Email:**253-931-3090
permitcenter@auburnwa.gov

Project Name: Oak Vista

Parcel Number(s): 272105-9117, 272105-9055, 272105-9090, 272105-9079, 272105-9086

APPLICANT☒ Check Box if Primary

Contact

Name: Bob Sanders

Title: Sr Development Manager

Company: Creations Northwest, LLC

Email: bob@HTIPLLC.com

Address: 14020 SE Johnson Rd., Suite 102

City: Milwaukie

State: OR

Zip: 97267

Phone: 503-319-5946

Signature: Bob Sanders

(Signature Required)

OWNER☐ Check Box if Primary Contact

Name: Doug Bing

Title: President

Company: Western Washington Conference Corporation of SDA

Email: doug.bing@wc.npuc.org

Address: 32229 Weyerhaeuser Way S.

City: Federal Way

State: WA

Zip: 98001

Phone: 253-681-6008

Signature: Doug Bing

(Signature Required)

AGENT☒ Check Box if Primary Contact

Name: Alison Moss

Title: Shareholder

Company: Schwabe, Williamson & Wyatt

Email: amoss@schwabe.com

Address: 700 Washington St., Suite 701

City: Vancouver

State: WA

Zip: 98660

Phone: 206-407-1563

Signature: Alison Moss

(Signature Required)

ARCHITECT / ENGINEER☐ Check Box if Primary Contact

Name:

Title:

Company:

Email:

Address:

City:

State:

Zip:

Phone:

Signature:

(Signature Required)

Brief Description:

Comprehensive Plan text amendment to Land Use Policy LU-135 and related text amendments to the Auburn Academy Special Planning Area plan adopted under Resolution 2254 to clarify that multifamily uses providing long-term revenue to the Western Conference of the Seventh Day Adventists supporting its educational mission are allowed.

LAND USE APPROVALS BEING APPLIED FOR UNDER THIS APPLICATION

(Check all That Apply)

- | | | |
|---|---|---|
| ☐ Administrative Appeal | ☐ Director's Interpretation | Short Plat (Subdivision 9 Lots or Less) |
| ☐ Administrative Use Permit | ☐ Landscape Plan Alteration / Tree Removal | ☐ Preliminary |
| ☐ Administrative Variance | ☐ Master Sign Plan (New or Adjustment) | ☐ Final |
| ☐ Architectural and Site Design Review | Plat (Subdivision Greater Than 9 Lots) | ☐ Site Plan Approval (Outlet Collection) |
| ☐ Multi-Family / Mixed-Use | ☐ Preliminary | ☐ Site Plan Approval (Lakeland PUD) |
| ☐ DUC Design Review | ☐ Final | ☐ Sign Area Deviation |
| Binding Site Plan | ☐ Adjustment (Major) | ☐ Special Exception |
| ☐ Preliminary | ☐ Adjustment (Minor) | ☐ Special Home Occupation |
| ☐ Final | ☐ Extension | Temporary Use Permit (See Checklist) |
| ☐ Boundary Line Adjustment | ☐ Real Estate Tax Exemption | ☐ Type I |
| ☐ Boundary Line Elimination | ☐ SEPA Environmental Review | ☐ Type II |
| ☐ Comp. Plan Map Amendment | Shoreline | ☐ Special Event |
| ☒ Comp. Plan Text Amendment | ☐ Exemption | ☐ Variance |
| ☐ Conditional Use Permit | ☐ Substantial Development | ☐ Zoning Code Text Amendment |
| Critical Areas | ☐ Variance | ☐ Zoning Map Amendment (Rezone) |
| ☐ Exemption | | |
| ☐ Reasonable Use | | |
| ☐ Variance | | |
| ☐ Determination / Study Review | | |

Written Statement - Decision criteria for plan amendments.

1. *The proposed change will further and be consistent with the goals and objectives of the plan and the plan will remain internally consistent.*
7. *Describe why the text amendment is being proposed. Identify the anticipated benefits to making the change.*

The Auburn Adventist Academy is a multi-use campus located on approximately 250 acre property owned and operated by the Western Conference of the Seventh Day Adventists. It play a large role in Washington Conference. It is designated on Comprehensive Plan Map 1.4 as an Adopted Area, a category of Special Planning Area. The City Council adopted the Academy Special Planning Area Plan (*Academy Plan*) by Resolution 2254, in 1991.

At that time and since the following uses have been located and events occurred on the campus:

- Meeting place for many events.
- Several events over the summer include meetings called "camp meetings" where Adventists from Washington and around the world come together to celebrate the Adventist culture. Attendance is often more than 10,000 people.
- 150 RV sites, most with full hookups
- Site of NBC basketball camps.
- One of the largest Adventist churches in the northwest.
- The Conference's largest elementary school, Buena Vista.
- A retail store for literature and health foods.
- 23 single family residences.
- Three dormitory structures used for students and community.
- A swimming pool that is used by the community including scuba lessons and a pre-olympic swim team training.
- A large auditorium that was used for the Auburn High School graduation for many years.
- A large food service building regularly used as a banquet facility.
- Green houses built to generate income and jobs.
- Several industrial buildings occupied by approximately 10 separate businesses.
- A large airstrip and hangars used by the School and Adventist community.

In the earlier years, agriculture was the way the Academy supported the school financially. Agricultural uses and products included orchards, crops, berries, a large dairy farm. As explained in more detail below, the Academy always sought income from its property to subsidize operations. See 1936 map, **Attachment A**.

In 1987, the City established the Institutional Use District (I), created primarily for Auburn Adventist Academy (Academy). The I Zone permitted such uses as schools, day care, churches, nursing homes, recreation and single family uses outright. It authorized other uses, including multifamily dwellings, through administrative or conditional use permits. The City Council

rezoned the Academy Planning Area “I” as part of its adoption of the *Academy Plan*. See, *Academy Plan* §III.C.

As explained in the June, 2020 letter from the Western Conference to the City Council, **Attachment B**, its mission is to continuously create a strong private Christian education that is academically significant, while providing whole life development, personal reliance, and personal accountability. Pursuing this mission requires extensive programing, staffing, and facilities that are maintained on its 250+ acres. Only approximately one-third of the Academy’s operating income comes from student tuition. Over many years the governance of the Academy has sought ways to be better stewards of the Academy properties by creating income from the parcels not occupied by the church and school facilities (Supporting Parcels) to fund its mission. We refer to these income producing uses as Supporting Uses.

At the time of its development, the Purpose Section of the *Academy Plan* focused on redevelopment of the closed Harris Pine Mills buildings, active agricultural uses, and aviation training. This focus is reflected in Comprehensive Plan Policy LU-135.

In the intervening 29 years since adoption of the *Academy Plan*, Auburn’s population has grown from approximately 33,000 to 87,000, an increase of 160%. The area is considerably more urban. Infrastructure has been vastly improved, the industrial buildings are continuously rented by about 10 separate businesses, and some historic agricultural uses are no longer an economically viable means of generating income to fund the Academy’s mission. See, **Attachment B**. The Academy is currently working with Creations Northwest, LLC on a long term land lease which will allow the development of the Academy parcels north of Auburn Way S. and south of 32nd Street SE for multifamily use and a senior housing community. An illustrative site plan of this property is attached as **Attachment C**.

While the multifamily uses will provide workforce housing offering a limited amount of employment and vocational opportunities for some students, they support the Academy’s mission primarily by providing long term revenue. The long term revenue generated through a land use for the senior housing and multifamily developments on the Academy parcels will allow the Academy to do such things as create an endowment to subsidize student tuition and provide financial aid to students needing tuition assistance, for new educational programs, additional faculty, and facility maintenance and upgrades and other needs that cannot be funded through tuition. The senior housing and multifamily land use would generate much more revenue for the Academy mission than the previous agricultural uses on these parcels were able to produce.

The Academy wishes to more fully capture in the *Academy Plan* and Comprehensive Plan Policy LU-135 the fact that developing Supporting Parcels for profitable uses has contributed and continues to contribute to its mission in far more ways than simply providing student employment opportunities and vocational training on the developed parcels.

The proposed text amendment is consistent with the following Comprehensive Plan text and policies:

Land Use Element

- Introduction, p. LU-1. All land within the City of Auburn is assigned a land use designation, which builds off the past Comprehensive Plan Map, the existing land use pattern, previously approved subarea plans, topography, natural features, and targeted goals for shifting the character of specified areas.

Analysis: Clarifying that multifamily and senior community uses are allowed secondary uses of the Academy parcels north of Auburn Way S. and south of 32nd Street SE builds off the previously approved subarea plan, the *Academy Plan*, which, as explained above, not only recognized that Supporting Uses are essential to the Academy's ability financially to fulfill its mission but also envisioned multifamily and senior community uses of the property.

- Public and Institutional Land Use Designations, General Policies

LU-90 Innovative strategies to integrate the uses and sites into the areas where they are sited is encouraged. These strategies should maximize use of the site while minimizing fiscal impacts and impacts to adjacent areas.

Analysis: A long-term lease for the development of workforce multifamily housing and a senior community is an innovative strategy to support the Academy's mission. As described throughout this analysis, it will, among other things, allow the Academy to fund an endowment for the benefit of the school and its students.

- Subarea Policies

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

Analysis: Policy LU-135 essentially summarizes the Purpose statement of the *Academy Plan*. Amending it to specifically authorize multifamily and senior community uses in the area lying north of Auburn Way S. and south of 32nd Street SE implements the *Plan's* intent to allow viable Supporting Uses.

Housing Element

Workforce housing promotes many housing policies including H-4 (promote housing that meets the needs of Auburn's workforce); and H-10 (provide a land use plan and zoning that offers opportunities to achieve a variety of housing styles and densities).

This clarifying amendment will not create an inconsistency.

2. Whether the capacity to provide adequate services is diminished or increased.

Providers' ability to provide adequate services should not be affected by this proposal. *Academy Plan* Land Use Policy A.1.8 currently expressly allows academic, church, nursing and retirement

homes, and limited retail sales and service. We do not anticipate that the proposed multifamily housing and senior community will generate a significantly different service need than these uses.

The following discussion is taken from the March 23, 2020 Pre-Application Conference Summary, City File number PRE 20-0011.

Sewer: There is a 24 inch sewer trunk line in Academy Drive SE and 32nd Street SE that has adequate capacity to convey flow from the proposed multifamily site.

Water: There is an existing 6 inch water main along 37th Place SE stubbed at the north property line of the area proposed for multifamily uses, an existing 12 inch water main stubbed at the northeast corner, and an existing 12 inch water main along Auburn Way S. to the south of the proposed multifamily parcels.

Transportation: Development of the property proposed for multifamily uses will require the preparation of a traffic study, half street improvements to Auburn Way S. rechannelization of Auburn Way S. to match the existing 3-lane section to the east, frontage improvements, and payment of a Transportation Impact fee. The illustrative site plan **Attachment C** depicts a 3 phase project including 372 multifamily units and a senior care facility. A scope for a Transportation Impact Analysis is provided as **Attachment D**. Based on the illustrative site plan, the impact fee would be approximately \$1,157,630.)

3. Assumptions upon which the comprehensive plan is based are found to be invalid;

No assumptions upon which the Comprehensive Plan was based are invalid. However, as mentioned above, the *Academy Plan* is now nearly 3 decades old and reflects outdated assumptions regarding infrastructure and viable Supporting Uses and does not fully reflect the ways in which Supporting Parcels and Uses serve the Academy's mission.

4. A determination of change or lack of change in conditions or circumstances has occurred since the adoption of the latest amendment to the specific section of the comprehensive plan that dictates the need for a proposed amendment;

Please see our responses to criteria 1-3. In summary:

- Some of the historical agricultural uses of the area north of Auburn Way S. and south of 32nd Street SE are no longer economically viable
- The surrounding area is considerably more urban
- Auburn's population has dramatically increased
- The Puget Sound Region is suffering an affordable housing crisis
- Water and sewer infrastructure serving the proposed multifamily property is greatly improved
- Neither the *Academy Plan* nor Comprehensive Plan Policy LU-135 fully captures the ways in which Supporting Uses financially advance the Academy mission.

5. If applicable, a determination that a question of consistency exists between the comprehensive plan and Chapter [36.70A](#) RCW, the countywide planning policies for either King and/or

Pierce County, as appropriate, and Vision 2040: Growth and Transportation Strategy for the Puget Sound Region.

The proposed amendments are consistent with VISION 2040 and the 2012 King County Countywide Planning Policies.

VISION 2040 designates Auburn as a Core City. Core cities are intended to accommodate a significant share of future growth, contain key hubs for the region's long-range multimodal transportation system. They are major civic, cultural, and employment centers within their counties. The *Regional Growth Strategy* envisions a major role for these cities in accommodating growth: the 14 Core Cities are called upon to accommodate 22 percent of the region's population growth and 29 percent of its employment growth by the year 2040. (This is an increased role compared to current adopted targets for the year 2025, which call for approximately 17 percent of regional population growth and 26 percent of regional employment growth to occur in Core Cities.) VISION 2040 Regional Growth Strategy, p. 21. Making clear that multifamily housing is allowed on the property north of Auburn Way S. and south of 32nd Street SE helps Auburn fulfill its role as a Core City.

It is also consistent with the 2012 King County Countywide Planning Policies for housing, including H-5 (adopt policies, strategies, actions and regulations at the local and countywide levels that promote housing supply, affordability and diversity...); H-9 (plan for housing that is accessible to major employment centers and affordable to the workforce in them so people of all incomes can live near or within reasonable commuting distance of their places of work...); and H-12 (plan for residential neighborhoods that protect and promote the health and well-being of residents by supporting active living and healthy eating and by reducing exposure to harmful environments). 6. *If the request is to change the land use designation of a specific property on the comprehensive land use map, the applicant must demonstrate one of the following:*

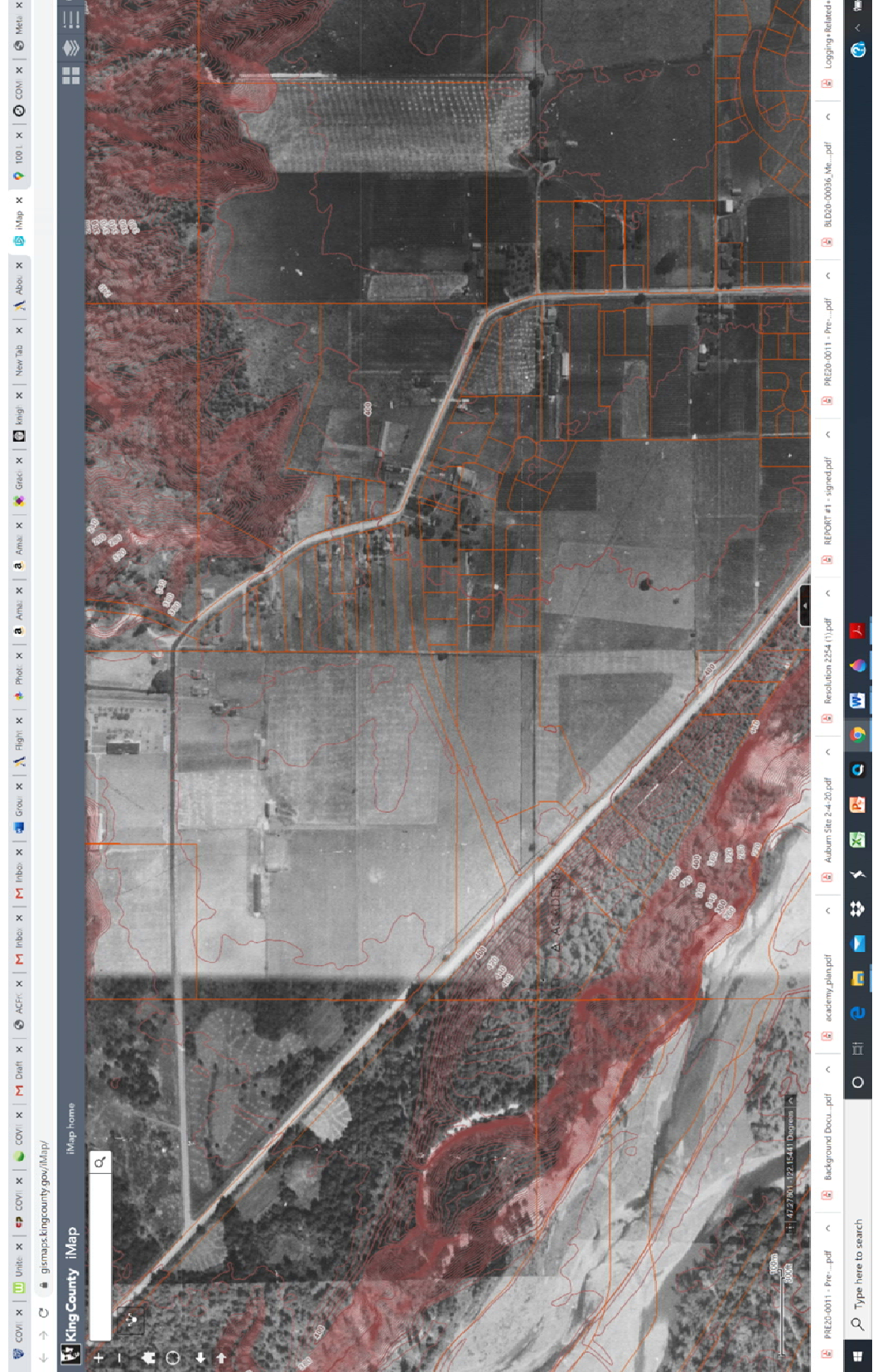
- a. The current land use designation was clearly made in error or due to an oversight;*
- b. The proposed land use designation is adjacent to property having a similar or compatible designation, or other conditions are present to ensure compatibility with surrounding properties;*
- c. There has been a change in conditions since the current land use designation came into effect.*

Not Applicable.

6. Describe the proposed text amendment, indicating the exact nature of the change sought. If possible, provide suggested text language. If the proposal is to amend or delete existing text, include the applicable Conference of Plan citation and use underline to indicate new text and ~~strikeout~~ for text proposed for deletion.

The requested amendments to Comprehensive Plan Policy LU-135 and the *Academy Plan* are attached as **Attachment E** and **Attachment F**, respectively.

ATTACHMENT A



ATTACHMENT B

32229 Weyerhaeuser Way S
Federal Way, WA 98001-9347
Telephone: (253) 681-6008
Fax: (253) 681-6009
Washingtonconference.org

**RE: Comprehensive Plan Text Amendment to Policy LU – 135 and calf Academy
Special Planning Area**

Summary: Auburn Adventist Academy (AAA) is currently working with Creations Northwest on a long term lease to allow the development of the Academy parcels north of Auburn Way South and south of 32nd Street SE with the goal of creating multifamily use and a Senior Community. The multifamily use would provide workforce housing that will generate income to further the mission of AAA. The Academy Special Planning Area (*Academy Plan*) which was adopted by Resolution 2254 in 1991, references many potential uses of its property all intended to provide the environment necessary for a successful institution, including maintaining and creating income producing uses which would support our Mission over the long term. Over the last 30 years, the City of Auburn population has created a more urban reality that to which AAA and our vision today and tomorrow needs to adapt.

Mission: Auburn Adventist Academy's mission is to continuously create a strong private Christian education that is academically significant while providing whole life development, personal reliance, and personal accountability.

Financial Support for our Mission: Pursuing this mission requires extensive programing, staffing, and facilities that are maintained on our 250+ acres. With only about one third of the Academy operating income coming from student tuition we are required to create subsidy from many sources. Over many years the governance of the Academy has sought ways to be better stewards of the Academy properties by creating income from the parcels not occupied by the church and school facilities (Supporting Parcels).

Most private institutions create endowments that live in perpetuity to aid the organization's mission through income. Following is an excerpt from Harvard's endowment materials:

"Harvard's endowment, the University's largest financial asset, is a perpetual source of support for the University and its mission of teaching and research. The endowment is made up of more than 13,000 funds; the two largest categories of funds support faculty and students, including professorships and financial aid for undergraduates, graduate fellowships, and student life and activities."

Today more than ever, we see the need to use the Supporting Parcels of our "property endowment" to create income to continue and advance the mission of our school.

To that end, we are pursuing development of the parcels north of Auburn Way South and south of 32nd Street SE. The long-term income from this development will directly aid the mission of the Academy. Financial benefit can include support for student financial aid, new educational programs, additional faculty, and facilities' maintenance and upgrades.

Student Employment: Student employment has always been part of the Academy's program. It teaches our students personal responsibility as well as life skills and specific job skills that many graduates build on. Over the years student

employment has become less available as employment laws and academic requirements have changed. The proposed development will offer high quality student employment opportunities creating income from the community. The opportunities would include office, grounds, janitorial, and senior care. When the senior care facilities are completed, it is expected that, in addition to employment, there will be opportunities for students to graduate with certificates such as Certified Nursing Assistant (CNA).

Community Change: Over time, the city of Auburn has had significant population growth. In 1919, when the Academy was formed, the city of Auburn had a population of about 3,000. In 1991, when the *Academy Plan* was adopted, the city of Auburn had a population of about 33,000 and today, in thirty years, the population has grown by 54,000 (160%) to about 87,000. Twenty-nine years ago when the *Academy Plan* was developed, we indicated that the Academy would be giving more focus to active agricultural uses of land with possibilities of growing Christmas trees, corn, hay and a variety of consumable products. (See *Academy Plan*, Section 1.A.) Our community has changed and will continue to change; agriculture is no longer viable and we are now part of an urban community. Therefore, we have looked toward supporting uses which are more consistent with our urban setting. We believe our vision of creating a work-force-housing development and a Senior Community is beneficial to our AAA community as well as the broader community of the city of Auburn.

Change in Services: As Section III.C of the *Academy Plan* makes evident, in 1991, lack of capacity in facilities limited development of the Supporting Parcels. Since that time, the city of Auburn has upgraded the key services. The city has advised that there is a 24 inch sewer trunk line in Academy Drive SE and 32nd Street SE that has adequate capacity to convey flow from the proposed multifamily site. There is an existing 6 inch water main along 37th Place SE stubbed at the north property line of the area proposed for multifamily uses, an existing 12 inch water main stubbed at the northeast corner, and an existing 12 inch water main along Auburn Way South to the south of the proposed multifamily parcels. (See March 23, 2020 Pre-Application Conference Summary, City File number PRE 20-0011.)

We trust we are pursuing a vision that can be supported by the city of Auburn, together creating the opportunity for Auburn Adventist Academy to continue to excel.

X Peter Fackenthall

Peter Fackenthall

Auburn Adventist Academy's Principal

X Doug L. Bing

Douglas L. Bing

Washington Conference of SDA's President

ATTACHMENT C

ATTACHMENT D

TRAFFIC IMPACT ANALYSIS SCOPING INFORMATION

Project Title: **Auburn Site G: Phase I**
Project Description: Phase I of a residential development— 204 apartment units
Address: 5000 Auburn Way, Auburn, WA 98092
Parcel(s): 272105-9117; -9055; -9079; -9086; -9090

Trip Generation:

Phase	Quantity	Land Use Code	Description	AWDT Rate	AM Peak Hour Rate	PM Peak Hour Rate	Pass-By Rate
I	204 units	220	Multi-Family Low-Rise	$T = 7.56(X) - 40.86$	$\ln(T) = 0.95$ $\ln(X) - 0.51$	$\ln(T) = 0.89$ $\ln(X) - 0.02$	0%
II	168 units	220	Multi-Family Low-Rise	$T = 7.56(X) - 40.86$	$\ln(T) = 0.95$ $\ln(X) - 0.51$	$\ln(T) = 0.89$ $\ln(X) - 0.02$	0%
III	Unknown	-	Senior Care Facility	-	-	-	-

AWDT: Average Weekday Daily Trip

Total Daily Trips 1501
Total AM Peak Hour Trips: 94 (22 Enter / 72 Exit)
Total PM Peak Hour Trips: 111 (70 Enter / 41 Exit)
Time Period to Evaluate: Weekday: 7:00 AM - 9:00 AM; 4:00 PM - 6:00 PM
Horizon Year: 2022
Background Growth: 2%¹
Pipeline Projects: Brown's Corner
Left Turn Warrant: Will be analyzed where applicable

Intersections to Study:

1. Auburn Way S & 32nd Street SE
2. Auburn Way S & Academy Dr SE
3. Auburn Way S & Project Entrance

Preliminary Trip Distribution:

See attached figure. May modify based on field counts.

Additional Comments:

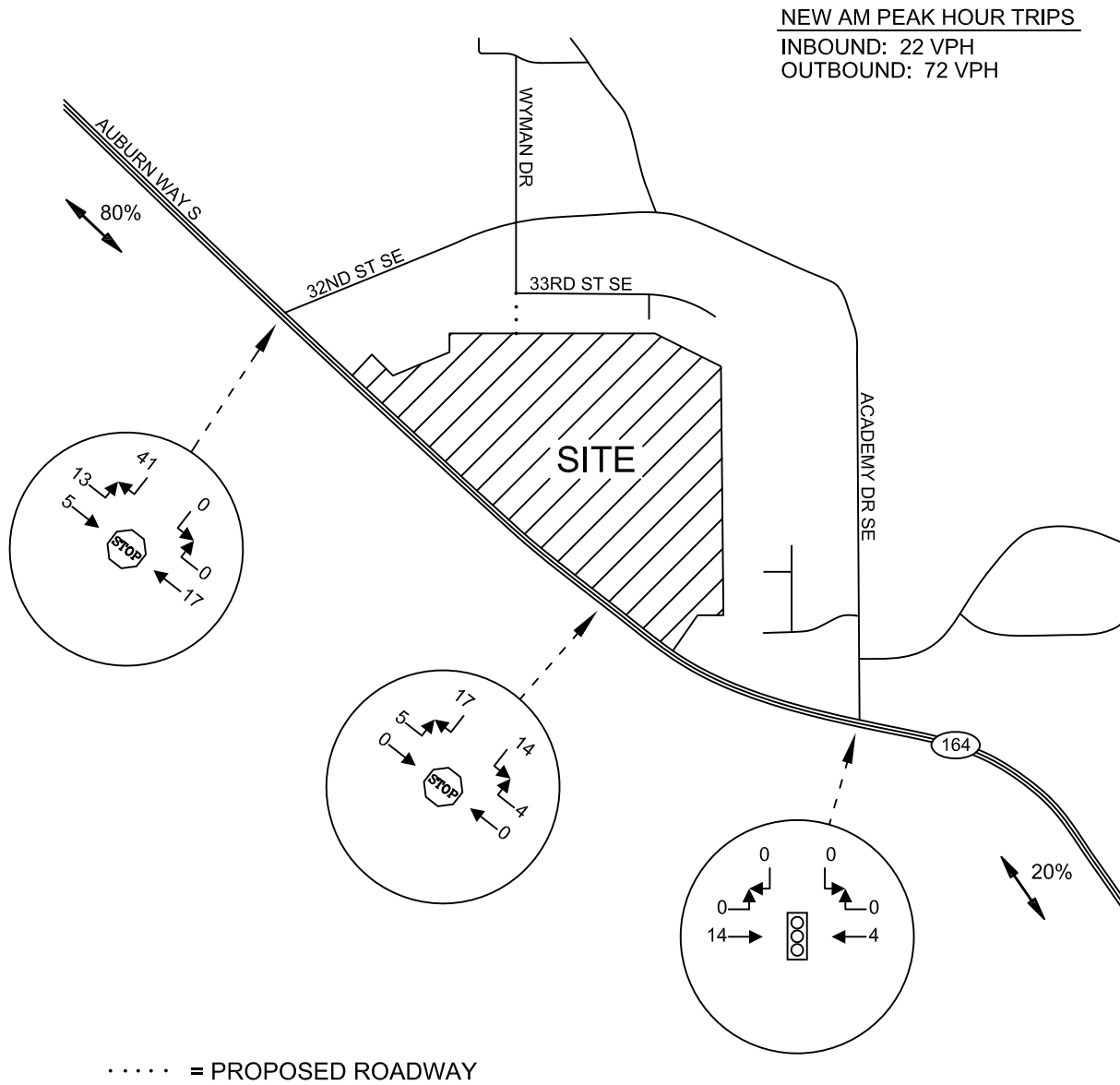
1. The TIA will only analyze Phase I of the proposed development

¹ Growth rate derived from historical 2016 and 2018 city of Auburn turning movement counts taken at the nearby intersections of Auburn Way S & 32nd Street SE and Auburn Way S & Academy Drive SE



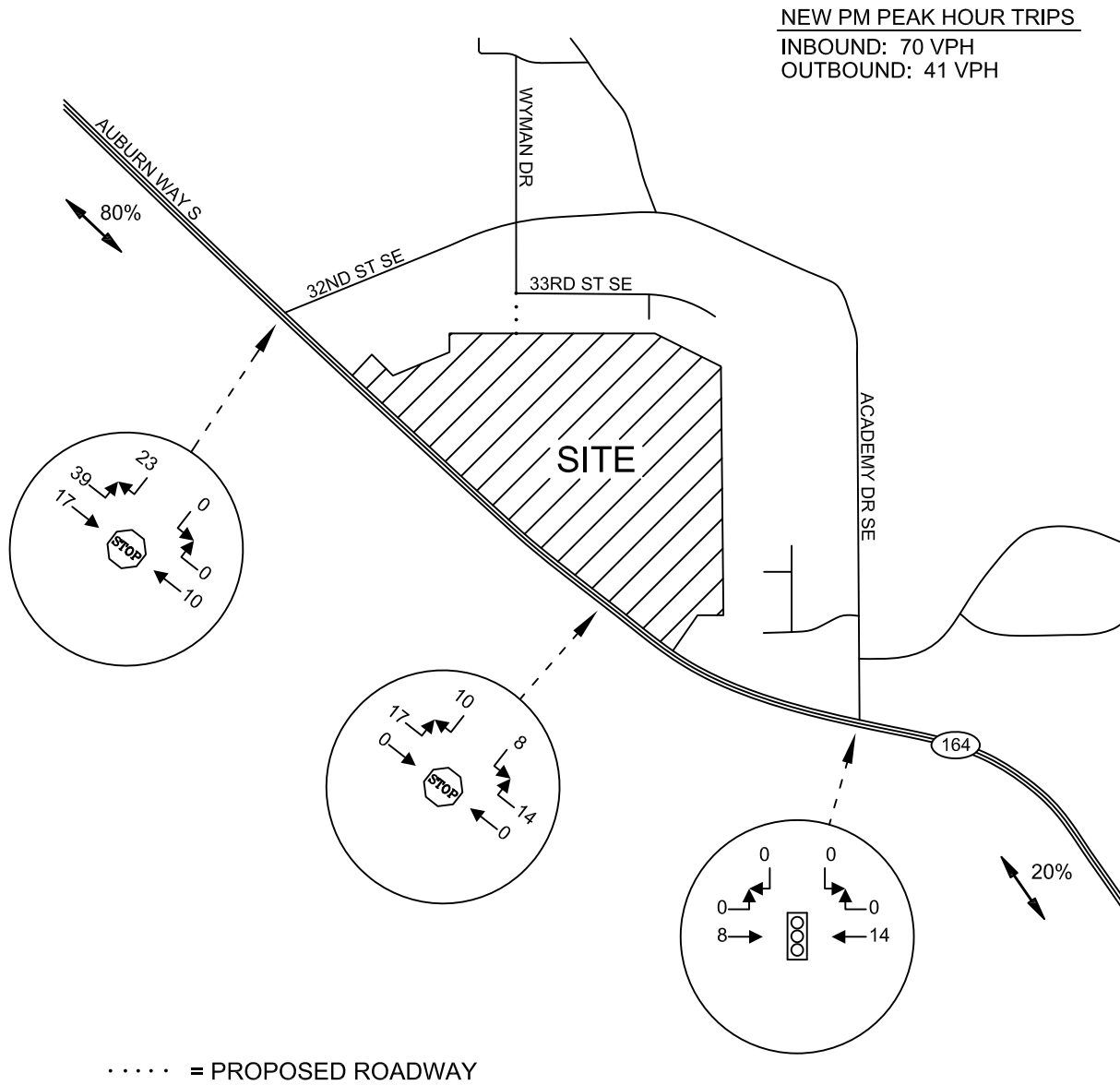
HEATH & ASSOCIATES
TRAFFIC AND CIVIL ENGINEERING

AUBURN SITE G
SITE PLAN
FIGURE 1



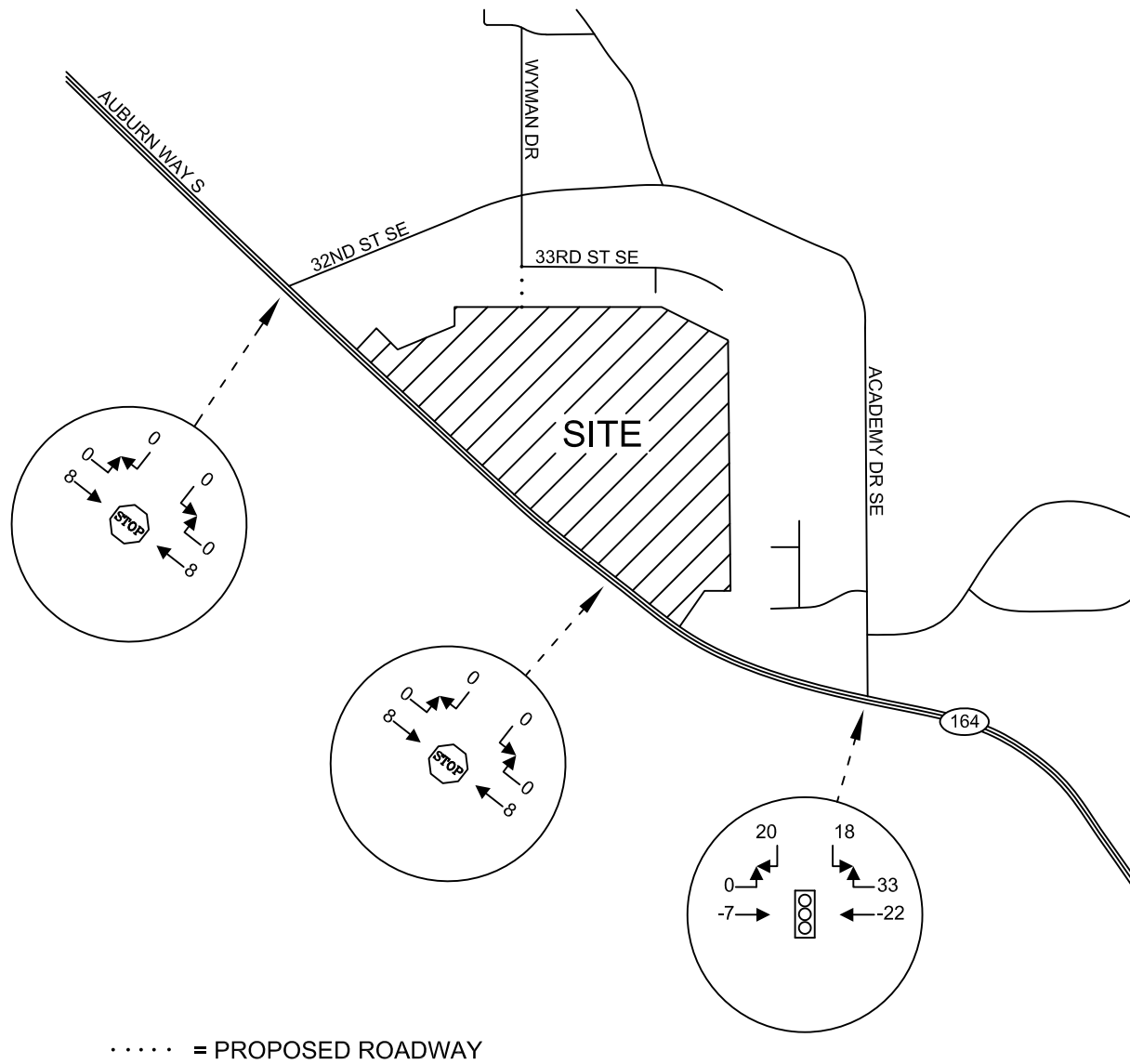
HEATH & ASSOCIATES
TRAFFIC AND CIVIL ENGINEERING

AUBURN SITE G
AM PEAK HOUR TRIP DISTRIBUTION & ASSIGNMENT
FIGURE 2



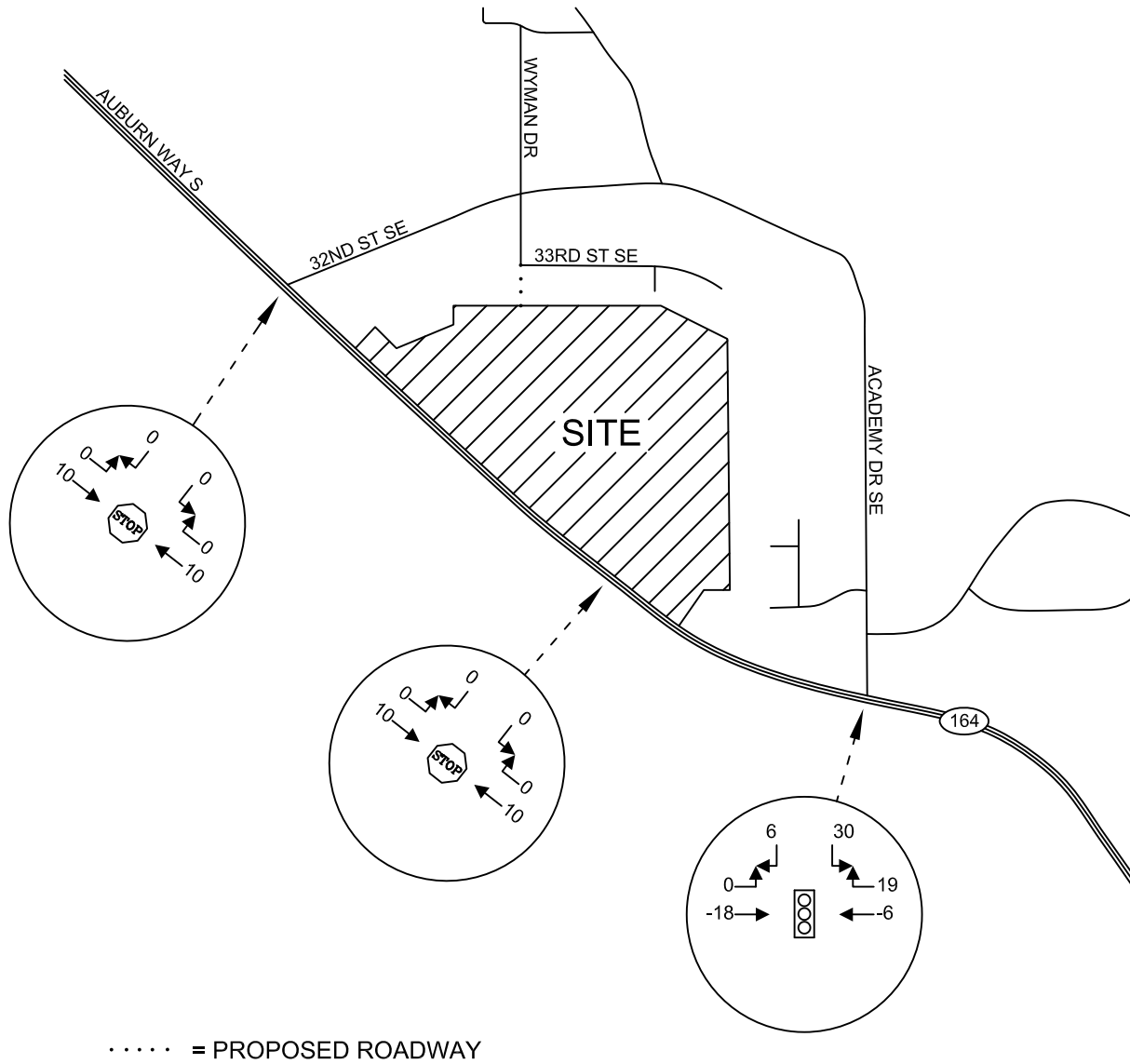
HEATH & ASSOCIATES
TRAFFIC AND CIVIL ENGINEERING

AUBURN SITE G
PM PEAK HOUR TRIP DISTRIBUTION & ASSIGNMENT
FIGURE 3



HEATH & ASSOCIATES
TRAFFIC AND CIVIL ENGINEERING

AUBURN SITE G
AM PEAK HOUR PIPELINE VOLUMES
FIGURE 4



HEATH & ASSOCIATES
TRAFFIC AND CIVIL ENGINEERING

AUBURN SITE G
PM PEAK HOUR PIPELINE VOLUMES
FIGURE 5

Multifamily Housing (Low-Rise) (220)

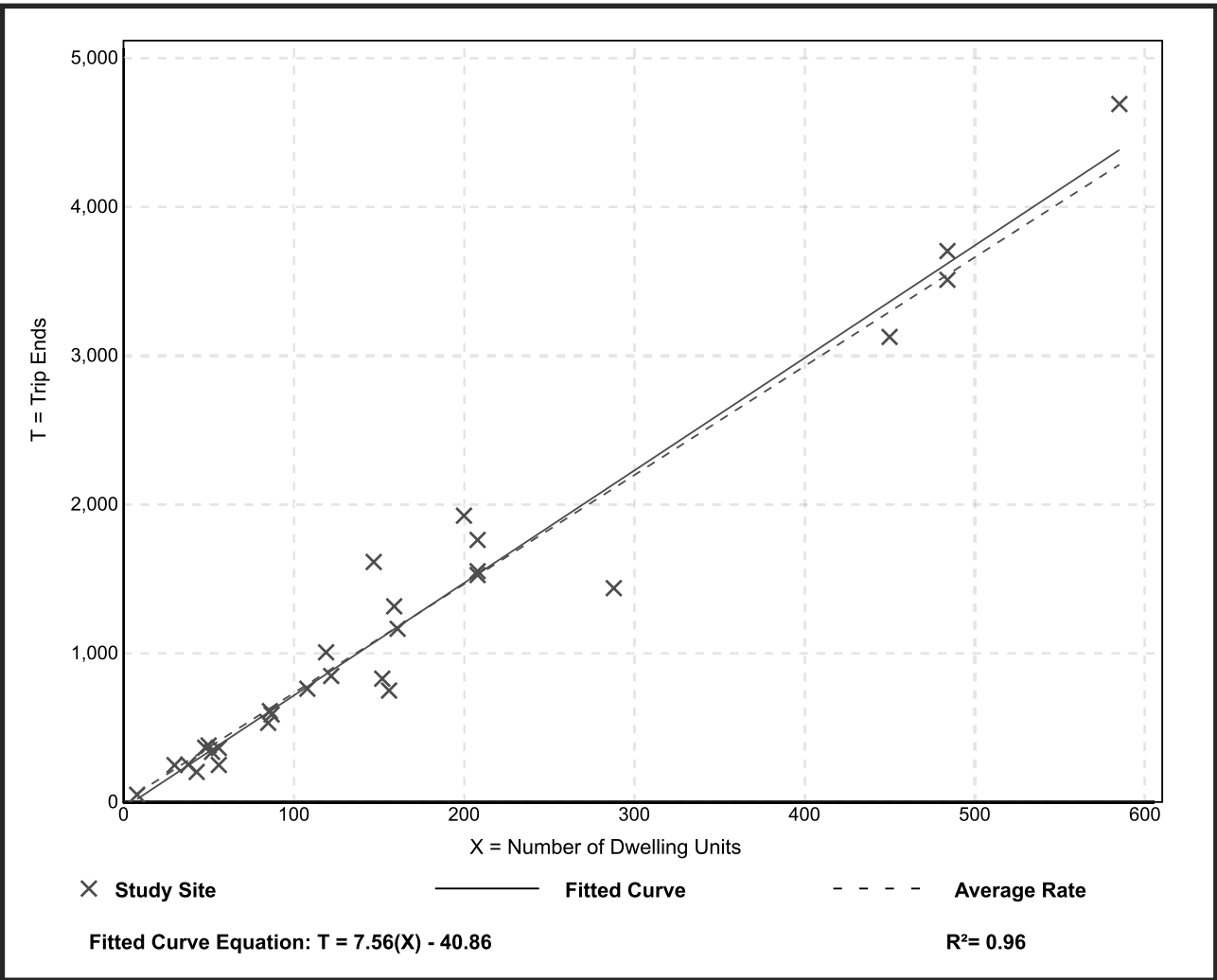
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 29
Avg. Num. of Dwelling Units: 168
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
7.32	4.45 - 10.97	1.31

Data Plot and Equation



Trip Generation Manual, 10th Edition • Institute of Transportation Engineers

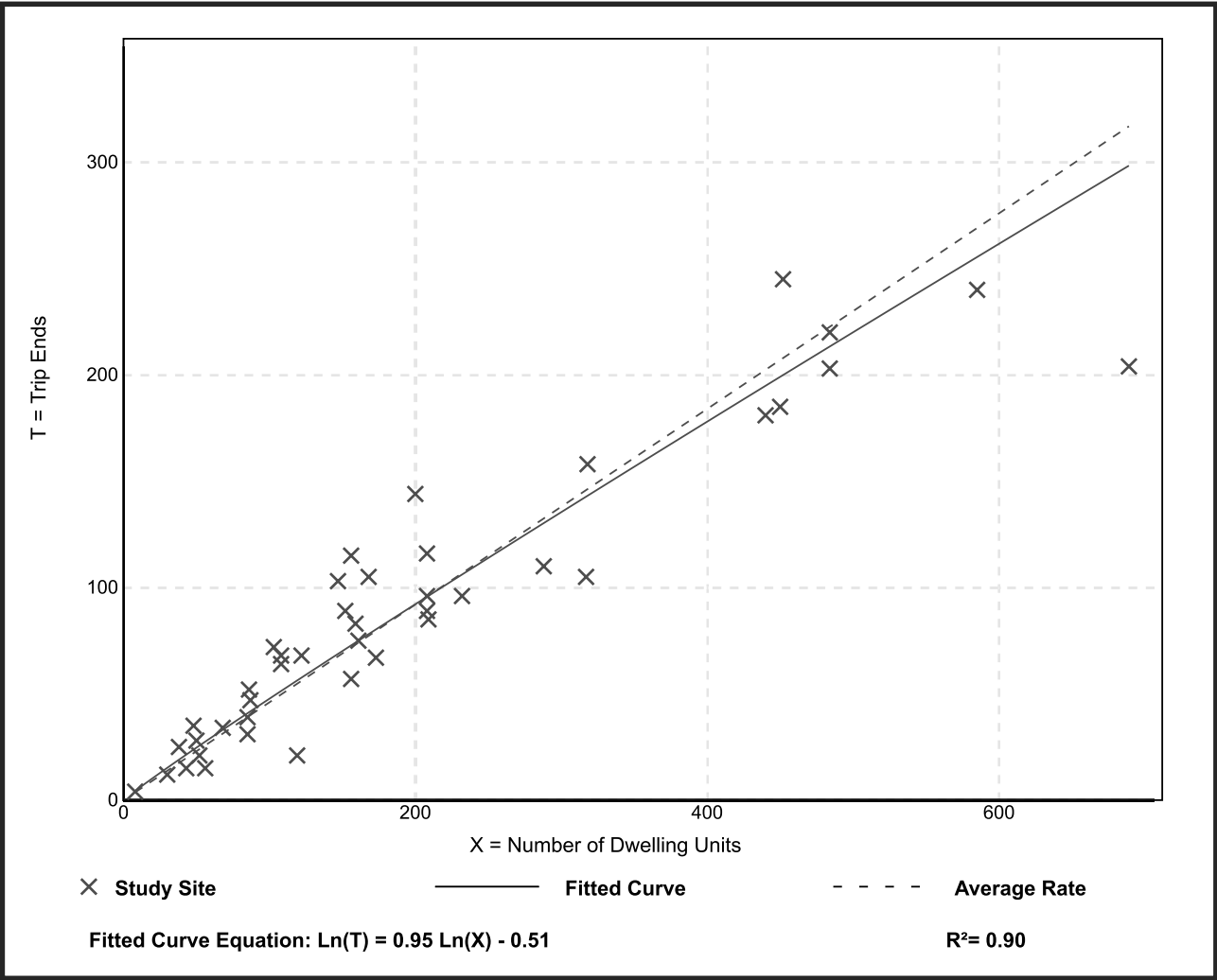
Multifamily Housing (Low-Rise) (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 42
Avg. Num. of Dwelling Units: 199
Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.46	0.18 - 0.74	0.12

Data Plot and Equation



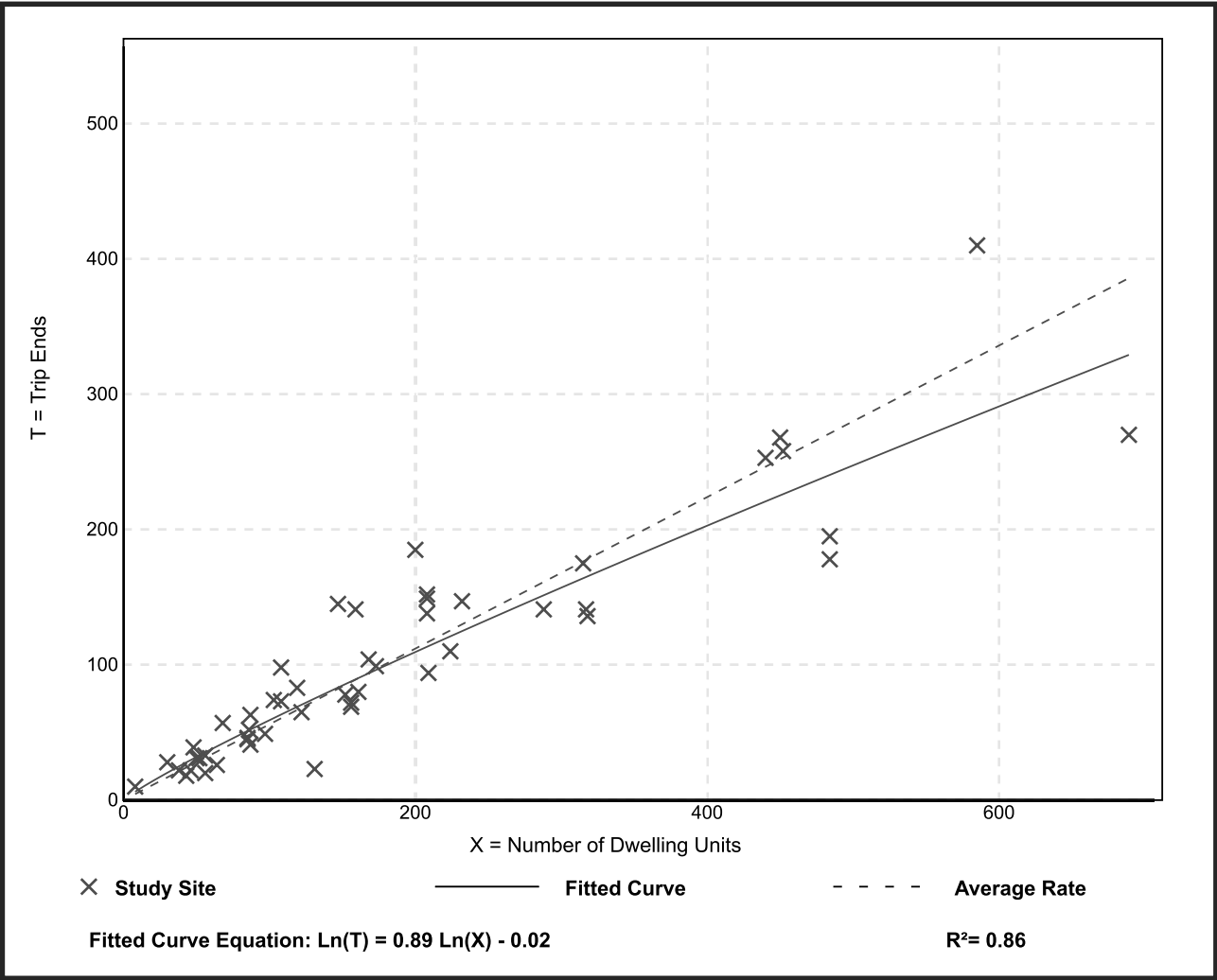
Multifamily Housing (Low-Rise) (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 50
Avg. Num. of Dwelling Units: 187
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.56	0.18 - 1.25	0.16

Data Plot and Equation





Prepared for: **City of Auburn**
Traffic Count Consultants, Inc.

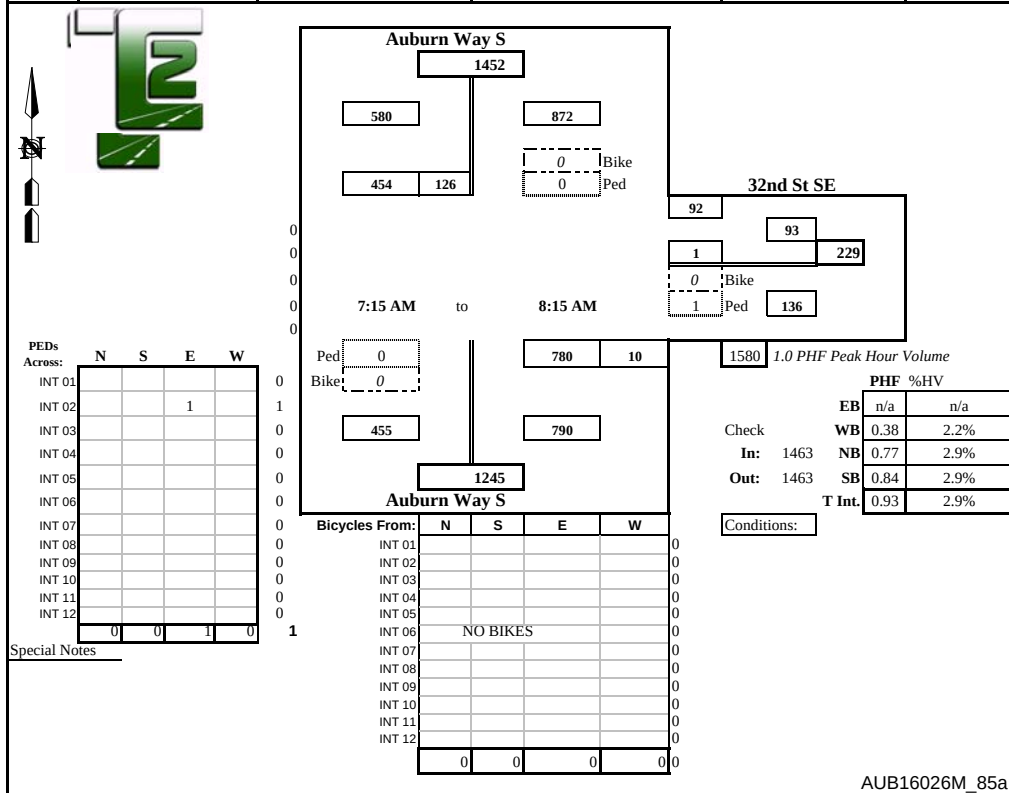
Phone: (253) 926-6009 FAX: (253) 922-7211 E-Mail: Team@TC2inc.com

WBE/DBE

Intersection: Auburn Way S & 32nd St SE
Location: Auburn, Washington

Date of Count: Wed 4/06/2016
Checked By: Jess

Time Interval	From North on (SB) Auburn Way S				From South on (NB) Auburn Way S				From East on (WB) 32nd St SE				From West on (EB) 0				Interval Total
Ending at	T	L	S	R	T	L	S	R	T	L	S	R	T	L	S	R	
7:15 A	5	15	73	0	9	0	198	1	4	0	0	8	0	0	0	0	295
7:30 A	6	19	90	0	12	0	254	3	1	0	0	14	0	0	0	0	380
7:45 A	2	29	128	0	2	0	222	5	0	0	0	11	0	0	0	0	395
8:00 A	4	28	144	0	3	0	157	1	0	0	0	6	0	0	0	0	336
8:15 A	5	50	92	0	6	0	147	1	1	1	0	61	0	0	0	0	352
8:30 A	12	12	89	0	6	0	163	0	0	0	0	16	0	0	0	0	280
8:45 A	12	17	89	0	6	0	142	2	3	1	0	15	0	0	0	0	266
9:00 A	5	9	97	0	7	0	150	2	2	0	0	9	0	0	0	0	267
9:15 A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	51	179	802	0	51	0	1433	15	11	2	0	140	0	0	0	0	2571
Peak Hour: 7:15 AM to 8:15 AM																	
Total	17	126	454	0	23	0	780	10	2	1	0	92	0	0	0	0	1463
Approach	580				790				93				0				1463
%HV	2.9%				2.9%				2.2%				n/a				2.9%
PHF	0.84				0.77				0.38				n/a				0.93





Prepared for: **City of Auburn**
Traffic Count Consultants, Inc.

Phone: (253) 770-1407 FAX: (253) 770-1411 E-Mail: Team@TC2inc.com

WBE/DBE

Intersection: Auburn Way S & 32nd St SE

Date of Count: Wed 2/28/2018

Location: Auburn, Washington

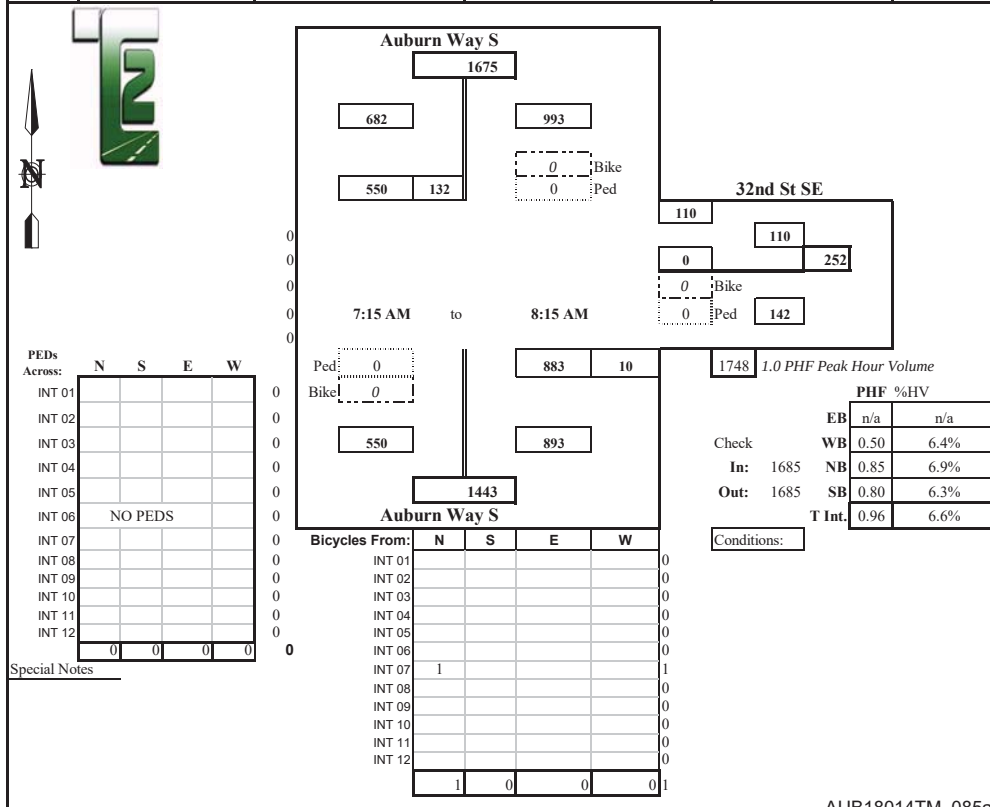
Checked By: Jess

Time Interval	From North on (SB) Auburn Way S				From South on (NB) Auburn Way S				From East on (WB) 32nd St SE				From West on (EB) 0				Interval Total
Ending at	T	L	S	R	T	L	S	R	T	L	S	R	T	L	S	R	
7:15 A	13	13	107	0	14	0	183	1	3	0	0	5	0	0	0	0	309
7:30 A	8	14	103	0	16	0	261	2	2	0	0	9	0	0	0	0	389
7:45 A	9	36	134	0	15	0	233	7	1	0	0	26	0	0	0	0	436
8:00 A	13	38	176	0	15	0	202	1	0	0	0	20	0	0	0	0	437
8:15 A	13	44	137	0	16	0	187	0	4	0	0	55	0	0	0	0	423
8:30 A	19	11	116	0	11	0	185	1	3	0	0	19	0	0	0	0	332
8:45 A	21	9	149	0	14	0	174	0	1	0	0	8	0	0	0	0	340
9:00 A	17	4	99	0	23	0	187	3	3	0	0	9	0	0	0	0	302
9:15 A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total Survey	113	169	1021	0	124	0	1612	15	17	0	0	151	0	0	0	0	2968
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Peak Hour: 7:15 AM to 8:15 AM

Total	43	132	550	0	62	0	883	10	7	0	0	110	0	0	0	0	1685
Approach	682				893				110				0				1685
%HV	6.3%				6.9%				6.4%				n/a				6.6%
PHF	0.80				0.85				0.50				n/a				0.96





Prepared for: **City of Auburn**
Traffic Count Consultants, Inc.

Phone: (253) 926-6009 FAX: (253) 922-7211 E-Mail: Team@TC2inc.com

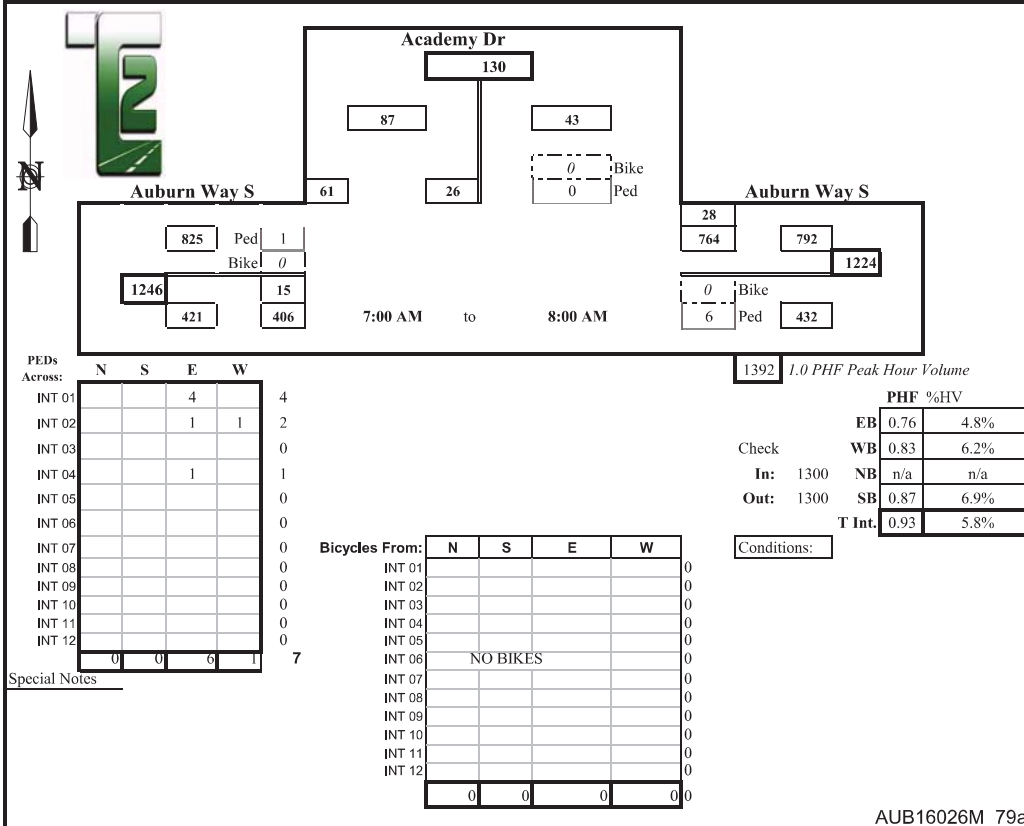
WBE/DBE

Intersection: Academy Dr & Auburn Way S
Location: Auburn, Washington

Date of Count: Wed 4/06/2016
Checked By: Jess

Time Interval Ending at	From North on (SB) Academy Dr				From South on (NB) 0				From East on (WB) Auburn Way S				From West on (EB) Auburn Way S				Interval Total
	T	L	S	R	T	L	S	R	T	L	S	R	T	L	S	R	
7:15 A	2	4	0	13	0	0	0	0	12	0	181	8	4	2	70	0	278
7:30 A	1	3	0	18	0	0	0	0	18	0	228	10	7	4	85	0	348
7:45 A	1	6	0	19	0	0	0	0	10	0	193	3	4	6	116	0	343
8:00 A	2	13	0	11	0	0	0	0	9	0	162	7	5	3	135	0	331
8:15 A	1	10	0	6	0	0	0	0	14	0	125	16	6	3	88	0	248
8:30 A	2	5	0	9	0	0	0	0	15	0	158	1	13	1	83	0	257
8:45 A	2	7	0	11	0	0	0	0	8	0	136	6	13	2	66	0	228
9:00 A	3	8	0	10	0	0	0	0	7	0	131	4	8	5	102	0	260
9:15 A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total Survey	14	56	0	97	0	0	0	0	93	0	1314	55	60	26	745	0	2293
Peak Hour: 7:00 AM to 8:00 AM																	
Total	6	26	0	61	0	0	0	0	49	0	764	28	20	15	406	0	1300
Approach	87				0				792				421				1300
%HV	6.9%				n/a				6.2%				4.8%				5.8%
PHF	0.87				n/a				0.83				0.76				0.93





Prepared for: **City of Auburn**
Traffic Count Consultants, Inc.

Phone: (253) 926-6009 FAX: (253) 922-7211 E-Mail: Team@TC2inc.com

WBE/DBE

Intersection: Academy Dr & Auburn Way S
Location: Auburn, Washington

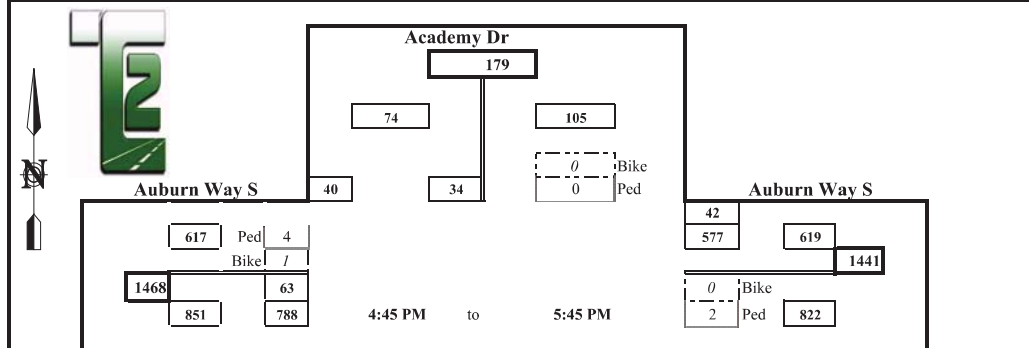
Date of Count: Wed 4/06/2016
Checked By: Jess

Time Interval Ending at	From North on (SB) Academy Dr				From South on (NB) 0				From East on (WB) Auburn Way S				From West on (EB) Auburn Way S				Interval Total
	T	L	S	R	T	L	S	R	T	L	S	R	T	L	S	R	
4:15 P	2	6	0	15	0	0	0	0	7	0	136	14	4	15	184	0	370
4:30 P	1	6	0	3	0	0	0	0	5	0	123	7	10	11	209	0	359
4:45 P	0	11	0	7	0	0	0	0	17	0	133	6	7	14	185	0	356
5:00 P	1	7	0	7	0	0	0	0	2	0	120	11	8	17	220	0	382
5:15 P	1	4	0	14	0	0	0	0	2	0	177	12	3	14	178	0	399
5:30 P	2	9	0	9	0	0	0	0	7	0	151	10	10	19	192	0	390
5:45 P	0	14	0	10	0	0	0	0	9	0	129	9	6	13	198	0	373
6:00 P	1	12	0	8	0	0	0	0	1	0	115	9	4	19	168	0	331
6:15 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total Survey	8	69	0	73	0	0	0	0	50	0	1084	78	52	122	1534	0	2960
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Peak Hour: 4:45 PM to 5:45 PM

Total	4	34	0	40	0	0	0	0	20	0	577	42	27	63	788	0	1544
Approach	74				0				619				851				1544
%HV	5.4%				n/a				3.2%				3.2%				3.3%
PHF	0.77				n/a				0.82				0.90				0.97



PEDs Across:

	N	S	E	W	
INT 01					0
INT 02			1	1	2
INT 03			1	1	2
INT 04		1	1	2	4
INT 05		2	1		3
INT 06		1		1	2
INT 07		1		1	2
INT 08					0
INT 09					0
INT 10					0
INT 11					0
INT 12					0
	0	5	4	6	15

Bicycles From:

	N	S	E	W	
INT 01					0
INT 02					0
INT 03					0
INT 04				1	1
INT 05					0
INT 06					0
INT 07					0
INT 08					0
INT 09					0
INT 10					0
INT 11					0
INT 12					0
	0	0	0	1	1

1596 1.0 PHF Peak Hour Volume

	PHF	%HV
EB	0.90	3.2%
WB	0.82	3.2%
In: 1544	n/a	n/a
Out: 1544	0.77	5.4%
T Int.	0.97	3.3%

Conditions:

Special Notes

AUB16026M_79p



Prepared for: **City of Auburn**
Traffic Count Consultants, Inc.

Phone: (253) 770-1407 FAX: (253) 770-1411 E-Mail: Team@TC2inc.com

WBE/DBE

Intersection: Academy Dr SE & Auburn Way S

Date of Count: Wed 2/28/2018

Location: Auburn, Washington

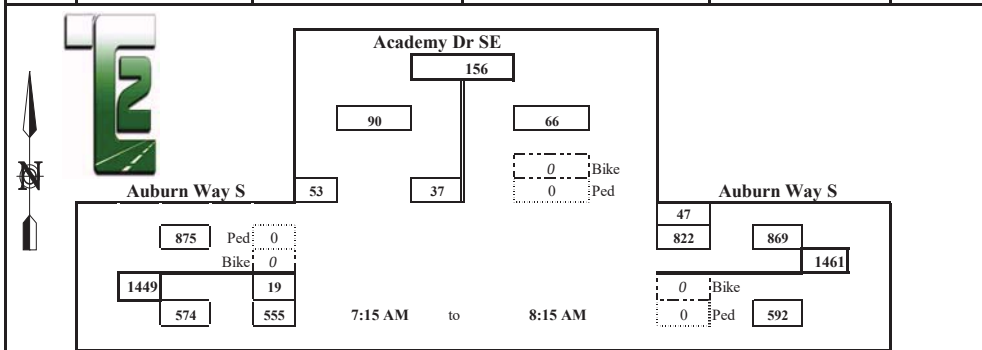
Checked By: Jess

Time Interval	From North on (SB) Academy Dr SE				From South on (NB) 0				From East on (WB) Auburn Way S				From West on (EB) Auburn Way S				Interval Total
Ending at	T	L	S	R	T	L	S	R	T	L	S	R	T	L	S	R	
7:15 A	2	2	0	10	0	0	0	0	12	0	181	7	12	5	101	0	306
7:30 A	0	2	0	13	0	0	0	0	14	0	250	7	10	2	100	0	374
7:45 A	1	6	0	17	0	0	0	0	11	0	216	9	7	4	141	0	393
8:00 A	1	16	0	10	0	0	0	0	19	0	191	8	10	5	187	0	417
8:15 A	0	13	0	13	0	0	0	0	11	0	165	23	13	8	127	0	349
8:30 A	2	11	0	14	0	0	0	0	13	0	181	8	14	2	98	0	314
8:45 A	2	6	0	17	0	0	0	0	12	0	141	9	17	7	135	0	315
9:00 A	3	8	0	9	0	0	0	0	18	0	178	13	14	5	104	0	317
9:15 A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total Survey	11	64	0	103	0	0	0	0	110	0	1503	84	97	38	993	0	2785
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Peak Hour: 7:15 AM to 8:15 AM

Total	2	37	0	53	0	0	0	0	55	0	822	47	40	19	555	0	1533
Approach	90				0				869				574				1533
%HV	2.2%				n/a				6.3%				7.0%				6.3%
PHF	0.87				n/a				0.85				0.75				0.92



PEDs Across:

	N	S	E	W	
INT 01					0
INT 02					0
INT 03					0
INT 04					0
INT 05					0
INT 06	NO PEDS				0
INT 07					0
INT 08					0
INT 09					0
INT 10					0
INT 11					0
INT 12					0
	0	0	0	0	0

Bicycles From:

	N	S	E	W	
INT 01					0
INT 02					0
INT 03					0
INT 04					0
INT 05					0
INT 06	NO BIKES				0
INT 07					0
INT 08					0
INT 09					0
INT 10					0
INT 11					0
INT 12					0
	0	0	0	0	0

1668 1.0 PHF Peak Hour Volume

PHF %HV			
Check	EB	0.75	7.0%
	WB	0.85	6.3%
In: 1533	NB	n/a	n/a
Out: 1533	SB	0.87	2.2%
T Int:		0.92	6.3%

Conditions:

Special Notes

AUB18014TM_079a

LU-135 Adventist Academy - Adopted under Resolution No. 2254 on November 14, 1991. The Auburn Adventist Academy ~~is primarily a secondary school~~ Special Planning Area (Adopted Area) is a multi-use campus operated by the Western Washington Conference of Seventh-Day Adventists. The Campus plays a large role in the Western Washington Conference of Seventh-Day Adventists' private elementary and secondary education system in Washington and hosts many community events as well as an annual regional camp meeting for Adventists from Washington and around the world. The Campus previously housed Harris Pine Mill, a furniture manufacturer, for many years. The Mill provided financial benefit to the Academy's budget and provided employment opportunities, learning experiences, and vocational education for Academy students. Since the school is sited on a larger complex that formerly housed a mill, tThe Academy continues ~~has also sought~~ to include in its plan industrial uses that support the mission of the school financially. The industrial uses provide employment opportunities, learning experiences, and vocational education for students of the Academy. The reuse of existing mill buildings and redevelopment of buildings lost to a fire in 1989 are the focal points of the current 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 and associated aircraft hangars for student aviation and flight training. A single family subdivision is located to the south of the airstrip. In addition to these uses, the Academy wishes to allow development of uses such a multi-family and senior housing and assisted living and memory care which will generate perpetual revenue through a long-term land lease on a portion of the Campus lying generally north of Auburn Way South and south of 32nd Street S.E. that will directly aid its mission. The financial benefit from these uses will allow funding an endowment, subsidize student tuition, provide financial aid for students needing tuition assistance, for new educational programs, for additional faculty, facility maintenance and upgrades, and other needs. The plan focuses on providing predictability to planning, zoning, subdivision, and development decisions within the Special Planning Area (Adopted Area) made by the City.

ATTACHMENT F

Proposed amendments to AUBURN ADVENTIST ACADEMY PLAN

I. PLAN FRAMEWORK

A PURPOSE OF THE PLAN

The Comprehensive Plan for the City of Auburn was adopted in August 1986 and provides the overall vision and policy framework for the City. The Comprehensive Plan provides a mechanism, called Special Planning Areas, for detailed planning of large areas under single or coordinated management within the Community Serving Area of the City. Each Special Planning Area is to have a specific plan developed for it based on the goals, objectives and policies contained in the Comprehensive Plan.

The Auburn Adventist Academy was designated as a Special Planning Area in that a number of unique uses occur at the Academy other than the school. The Auburn Adventist Academy is a ~~private secondary school~~ multi-use campus owned and operated by the Western Washington Conference of Seventh-Day Adventists. The Campus plays a large role in the Western Washington Conference of Seventh-Day Adventists' private elementary and secondary education system in Washington and hosts many community events as well as an annual regional camp meeting for Adventists from Washington and around the world. The Campus previously housed Harris Pine Mill, a furniture manufacturer, for many years. The Mill provided financial benefit to the Academy's budget and provided employment opportunities, learning experiences, and vocational education for Academy students. ~~While this has historically been the main cause of the property, the Church also desires to utilize its property to sever other needs of the Church membership in a manner compatible with the school. One need is the development of an "Industrial Park" to utilize the buildings which remained after the closure of Harris Pine Mills and to replace those buildings~~ The Academy continues to include in its plan industrial uses that support the mission of the school financially. The reuse of existing mill buildings and redevelopment of buildings destroyed by the fire in 1989 are the focal points of the current industrial development. ~~The Academy will also be giving more focus to active agricultural uses of land with possibilities of growing Christmas trees, corn, hay and a variety of consumable products.~~

~~These ancillary activities of the Academy provide employment opportunities for its students. Whenever possible these employment opportunities also provide real life learning experiences and vocational education. Since the school is a boarding school, opportunities for the students to earn their support is particularly important. The Academy is interested in increasing the range of employment opportunities it now provides in order to diversify the student's educational opportunities and to provide more employment to more students. Thus, the versatility in the use of land for school/industry programs is vital to the Academy needs.~~

~~The Academy also provides a unique educational experience in aviation training through its~~ In addition to institutional and industrial uses, the Academy also operates ~~on of a private landing strip on their~~ its property and associated aircraft hangers for student aviation and flight training. A single family subdivision is located to the south of the airstrip. In addition to these uses, the Academy wishes to allow development of uses such a multi-family and senior housing, assisted living, and memory care which will generate a perpetual revenue that will directly aid its

mission through a long-term land lease on a portion of the Campus. The financial benefit from these uses will allow funding an endowment, subsidize student tuition, provide financial aid for students needing tuition assistance, for new educational programs, for additional faculty, and facility maintenance and upgrades, and other needs not funded by student tuition.

III. PLAN POLICIES

A. LAND USE POLICIES

- A.1.2 Secondary uses shall be related to the Plan Purpose which is based on the Academy's "Mission statement". ~~Excerpts of the Mission Statement, applicable to this Plan, are found within the "Auburn Academy Special Planning Area, Background Report," prepared by the City of Auburn Planning Department in 1991.~~
- A.1.8 The area lying generally north of Auburn Way South and south of 32nd Street S.E. shall either be used for academic, including administrative offices; church, multi-family and senior housing, assisted living and memory care which will generate a perpetual revenue that will directly aid the Academy's mission; ~~residential to include nursing and retirement homes,~~ recreational campground or agricultural and associated uses, excluding livestock.

Other uses may involve retail sales and service, but on a limited basis.

	SEPA ENVIRONMENTAL CHECKLIST	Date Received:
--	--	----------------

Physical Address: Auburn City Hall Annex, 2 nd Floor 1 E Main St	Mailing Address: 25 W Main St Auburn, WA 98001	Webpage & Application Submittal: www.auburnwa.gov applications@auburnwa.gov	Phone and Email: 253-931-3090 permitcenter@auburnwa.gov
--	---	---	---

Project Name:	Comprehensive Plan Text amendment to LU-135 and related amendments to Auburn Adventist Academy Special Planning Area (AAASPA)
---------------	---

Parcel Number(s):	2721059042 and surrounding area encompassing 68 parcels and 250 +/- Ac. See "I" Institutional Use District and AAASPA
-------------------	---

A. Background [\[help\]](#)

1. Name of proposed project, if applicable:	Comprehensive Plan text amendment to LU-135 and related amendments to Auburn Adventist
2. Name of Applicant:	HT Industrial Properties, LLC Academy Special Planning Area (AAASPA)
Name of Agent (if applicable):	Alison Moss
3. Address and phone number of Applicant: 14020 SE Johnson Rd., Suite 102 Milwaukie, OR 97267; (503) 908-0563	
Address and phone number of Agent (if applicable): 700 Washington St., Suite 701 Vancouver, WA 98660; (206) 407-1563	
4. Date Checklist prepared:	06/03/20
Date(s) Checklist Revised:	
5. Agency requesting checklist:	City of Auburn
6. Proposed timing or schedule (including phasing, if applicable). To process the update to the Comprehensive Plan in the 2020 amendment cycle. Development that is allowed per the updated plan would follow under separate permits and SEPA review.	
7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain. Continued use of the AAA Special Planning Area is anticipated. The described AAASPA uses will continue to be active and vibrant to financially support the Academy's mission.	
8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. Critical Areas Assessment by Habitat Technologies dated July 9, 2019; Traffic Impact Analysis Scoping by Heath & Associates, Inc.	
9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain. None known	
10. List any government approvals or permits that will be needed for your proposal, if known. City Council Approval of Comprehensive Plan text amendment. SEPA determination. No construction is proposed with this application. Future development will be permitted separately.	
11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. Comprehensive Plan text amendment to Land Use Policy LU-135 and related text amendments to the Auburn Academy Special Planning Area adopted under Resolution 2254 and to clarify that uses providing perpetual revenue to the Western Conference of the Seventh Day Adventists supporting its educational mission are allowed.	

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

Auburn Adventist Academy campus is located generally north and east of Auburn Way South/ SR 164, via 32nd St SE and Academy Drive SE. The Academy address is 5000 Auburn Way South. The site is within portions of the NW, SW, NE and SE quarters of section 27 township 21 range 05.

B. Environmental Elements [\[help\]](#)

1. Earth [\[help\]](#)

a. General description of the site: ☒ flat, ☐ rolling, ☐ hilly, ☒ steep slopes, ☐ mountainous, ☐ other

b. What is the steepest slope on the site (approximate percent slope)? NE portions of the AASPA are near 40-50%

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

According to NRCS soil map inventory the AAASPA is primarily Buckley gravelly silt loam (BU), the northern slope area is identified as Alderwood and Kitsap Soils (AkF), the southern area near Auburn Way is identified as Alderwood gravelly sandy loam (AgC).

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

There are no surface indications or known history of unstable soils in the immediate vicinity.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

There is no development proposed with this Comprehensive Plan text amendment proposal. Future development will be required to obtain City permits, including applicable SEPA reviews.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

N/A

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

N/A

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

N/A. There is no development proposed with this Comprehensive Plan text amendment proposal. Future development will be required to obtain City permits, including applicable erosion and sediment control plans utilizing best management practices.

2. Air [\[help\]](#)

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

This Comprehensive Plan text amendment will not result in any emissions to the air.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

None known.

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

N/A. There is no development proposed with this Comprehensive Plan text amendment proposal.

3. Water [help]
a. Surface Water. [help]
1. Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into. Yes, the AAASPA is generally located between the White and Green rivers with a highway and approx 300' of elevation change, respectively, separating the site from those waterbodies. Habitat Technologies has identified a category IV wetland on site, see report.
2. Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans. No work is proposed with this Comprehensive Plan text amendment.
3. Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material. N/A
4. Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known. N/A
5. Does the proposal lie within a 100-year floodplain? If so, note location on the site plan. No, see FEMA Panels 53033C1266F and 53033C1267F
6. Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge. N/A
b. Ground Water. [help]
1. Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known. N/A, no development is proposed with this Comprehensive Plan text amendment.
2. Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve. N/A, no development is proposed with this Comprehensive Plan text amendment.
c. Water runoff (including stormwater).
1. Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe. N/A, no development is proposed with this Comprehensive Plan text amendment.
2. Could waste materials enter ground or surface waters? If so, generally describe. N/A, no development is proposed with this Comprehensive Plan text amendment.
3. Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe. N/A, no development is proposed with this Comprehensive Plan text amendment.

4. Plants [\[help\]](#)

a. Check the types of vegetation found on the site:

- ☒ deciduous tree: ☒ alder, ☐ maple, ☐ aspen, ☒ other
- ☒ evergreen tree: ☐ fir, ☐ cedar, ☒ pine, ☐ other
- ☒ shrubs
- ☒ grass
- ☐ pasture
- ☒ crop or grain
- ☐ orchards, vineyards or other permanent crops
- ☒ wet soil plants: ☐ cattail, ☒ buttercup, ☐ bullrush, ☐ skunk cabbage, ☐ other
- ☐ water plants: ☐ water lily, ☐ eelgrass, ☐ milfoil, ☐ other
- ☐ other types of vegetation

b. What kind and amount of vegetation will be removed or altered?

None.

c. List threatened and endangered species known to be on or near the site.

None Known

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

N/A, no development is proposed with this Comprehensive Plan text amendment.

e. List all noxious weeds and invasive species known to be on or near the site.

None Known

5. Animals [\[help\]](#)

a. Check any birds and other animals which have been observed on or near the site or are known to be on or near the site.

- ☒ Birds: ☒ hawk, ☐ heron, ☐ eagle, ☐ songbirds, ☒ geese, ☐ ducks, ☒ crows, ☒ other
- ☒ Mammals: ☐ deer, ☐ bear, ☐ elk, ☐ beaver, ☒ other
- ☐ Fish: ☐ bass, ☐ salmon, ☐ trout, ☐ herring, ☐ shellfish, ☐ other

b. List any threatened and endangered species known to be on or near the site.

None Known

c. Is the site part of a migration route? If so, explain. See the Habitat Technologies report that cites wildlife movement corridors across the site and as all of Western Washington is part of the Pacific Flyway, those migratory birds are in the general area.

d. Proposed measures to preserve or enhance wildlife, if any:

N/A, no development is proposed with this Comprehensive Plan text amendment.

e. List any invasive animal species known to be on or near the site.

None Known.

6. Energy and Natural Resources [\[help\]](#)

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

N/A, no development is proposed with this Comprehensive Plan text amendment.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

No the proposed Comprehensive Plan text amendment will not affect the potential use of solar energy by adjacent properties.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

N/A, no development is proposed with this Comprehensive Plan text amendment.

7. Environmental Health [\[help\]](#)

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

N/A, no development is proposed with this Comprehensive Plan text amendment.

1. Describe any known or possible contamination at the site from present or past uses.

None Known

2. Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

N/A, no development is proposed with this Comprehensive Plan text amendment.

3. Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

None Known

4. Describe special emergency services that might be required.

N/A, no development is proposed with this Comprehensive Plan text amendment.

5. Proposed measures to reduce or control environmental health hazards, if any:

N/A, no development is proposed with this Comprehensive Plan text amendment.

b. Noise.

1. What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

The AAASPA has frontage along Auburn Way South/SR 164 although noise from this road has not affected the Academy.

2. What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

N/A, no development is proposed with this Comprehensive Plan text amendment.

3. Proposed measures to reduce or control noise impacts, if any:

N/A, no development is proposed with this Comprehensive Plan text amendment.

8. Land and Shoreline Use [\[help\]](#)

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

The AAASPA is a multi use campus with educational, religious, industrial, residential and recreational uses. The Comprehensive Plan text amendment clarifies how those uses can operate and generate income for the Academy but does not change the types of uses allowed. The adjacent land uses, residential and residential transitional, are expected to remain unaffected by the AAASPA.

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

Yes, agricultural uses associated with the Academy student programs has and will continue to occur on portions of the AAASPA.

There are no resource lands of long-term commercial significance and no property within the farmland or forest tax land status that will be converted.

1. Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:

N/A, no development is proposed with this Comprehensive Plan text amendment.

c. Describe any structures on the site. See the overall Academy site plan. There are many structures on the 250 +/- ac special planning area. This includes RV sites, 3 dorms, auditorium, green houses, 23 SF homes, church, retail store, swimming pool, elementary school, food and banquet facility, etc
d. Will any structures be demolished? If so, what? No
e. What is the current zoning classification of the site? "I" Institutional
f. What is the current Comprehensive Plan designation of the site? Academy adopted area
g. If applicable, what is the current Shoreline Master Program designation of the site? N/A
h. Has any part of the site been classified as a critical area? If so, specify. Yes, see the Critical Areas Assessment by Habitat Technologies.
i. Approximately how many people would reside or work in the completed project? N/A, no development is proposed with this Comprehensive Plan text amendment.
j. Approximately how many people would the completed project displace? N/A, no development is proposed with this Comprehensive Plan text amendment.
k. Proposed measures to avoid or reduce displacement impacts, if any: N/A, no development is proposed with this Comprehensive Plan text amendment.
l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any: N/A, no development is proposed with this Comprehensive Plan text amendment. Future development will be permitted separately and will need to comply with City development and design standards as well as zoning and building codes.
m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any: N/A, no development is proposed with this Comprehensive Plan text amendment. The AAASPA will continue agricultural uses.
9. Housing [help]
a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing. N/A, no development is proposed with this Comprehensive Plan text amendment. It is likely that once approved future development will propose housing units for high to middle income and a senior community.
b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing. N/A, no development is proposed with this Comprehensive Plan text amendment.
c. Proposed measures to reduce or control housing impacts, if any: N/A, no development is proposed with this Comprehensive Plan text amendment. The ability for future development proposals on the AAASPA would allow the City to provide more housing to help meet the housing needs of residents and seniors.
10. Aesthetics [help]
a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed? N/A, no development is proposed with this Comprehensive Plan text amendment.
b. What views in the immediate vicinity would be altered or obstructed? N/A
c. Proposed measures to reduce or control aesthetic impacts, if any: N/A, no development is proposed with this Comprehensive Plan text amendment.
11. Light and Glare [help]
a. What type of light or glare will the proposal produce? What time of day would it mainly occur? N/A, no development is proposed with this Comprehensive Plan text amendment.

b. Could light or glare from the finished project be a safety hazard or interfere with views? N/A, no development is proposed with this Comprehensive Plan text amendment.
c. What existing off-site sources of light or glare may affect your proposal? None Known.
d. Proposed measures to reduce or control light and glare impacts, if any: N/A, no development is proposed with this Comprehensive Plan text amendment.
12. Recreation [help]
a. What designated and informal recreational opportunities are in the immediate vicinity? Cameron park is located adjacent to the AAASPA. The Academy has recreational opportunities within its campus for students and these are also open to the public.
b. Would the proposed project displace any existing recreational uses? If so, describe. No.
c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any: N/A, no development is proposed with this Comprehensive Plan text amendment.
13. Historic and Cultural Preservation [help]
a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers ? If so, specifically describe. No registered structures. The house at 5435 Auburn Way South was built in 1926, the inventory shows the eligible status as "not determined". Barn at 3709 Academy and the house at 5540 Auburn Way South were inventoried as "not eligible".
b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources. No. There is a Native education center at 5602 Auburn Way South, just south of the AAASPA.
c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the Department of Archeology and Historic Preservation (DAHP), archaeological surveys, historic maps, GIS data, etc. DAHP provides an online search for registered and inventoried properties, known as WISAARD. WISAARD was reviewed for this checklist.
d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required. N/A, no development is proposed with this Comprehensive Plan text amendment.
14. Transportation [help]
a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any. The AAASPA is served by Auburn Way South/SR 164. Internal access is from a network of public roads including 32nd St SE, Academy Dr SE, Wyman Dr, Maple Drive. See the Overall academy site plan.
b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop? Yes, there is a King County Metro bus stop on both sides of Auburn Way South at the intersection of 32nd St SE.

c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

N/A, no development is proposed with this Comprehensive Plan text amendment.

d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

N/A, no development is proposed with this Comprehensive Plan text amendment. Future development will evaluate if any new improvements are necessary.

e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

N/A, no development is proposed with this Comprehensive Plan text amendment.

f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?

N/A, no development is proposed with this Comprehensive Plan text amendment. See the Traffic Impact Analysis Scoping Information by Heath and Associates which quantifies trips associated with a future potential multi-family project.

g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

N/A, no development is proposed with this Comprehensive Plan text amendment.

h. Proposed measures to reduce or control transportation impacts, if any:

N/A, no development is proposed with this Comprehensive Plan text amendment. Any future development will need to mitigate for adverse transportation impacts as part of a separate City permitting process including a SEPA determination.

15. Public Services [\[help\]](#)

a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

N/A, no development is proposed with this Comprehensive Plan text amendment. This amendment allows the long term viability of the Academy.

b. Proposed measures to reduce or control direct impacts on public services, if any.

N/A, no development is proposed with this Comprehensive Plan text amendment. Future development will add to the tax base of the City which funds public services.

16. Utilities [\[help\]](#)

a. Check utilities currently available at the site: ☒ electricity, ☒ natural gas, ☒ water, ☒ refuse service, ☒ telephone, ☒ sanitary sewer, ☐ septic system, ☐ other

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

N/A, no development is proposed with this Comprehensive Plan text amendment. The AAASPA is currently served by urban utilities. Future development will add to those services and through separate permitting availability and capacity of services will be verified.

C. Signature [\[help\]](#)

Signature: 

Name of Signee: Cheryl Ebsworth

Position and Agency/Organization: Senior Planner

Apex Engineering, LLC

Date Submitted: 06/05/2020

D. Supplemental sheet for nonproject actions [\[HELP\]](#)

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

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

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

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

The AAASPA is a multi use campus with many allowed uses. This Comprehensive Plan text amendment clarifies how those uses can operate and generate income for the Academy which helps them come to fruition, but it does not change the types of uses occurring or allowed to occur. Any new development has a potential for erosion and storm water runoff, emissions to air from construction equipment and fireplace heating and increased background noise.

Proposed measures to avoid or reduce such increases are:

Future development would be reviewed as part of a separate permitting process to ensure that City and State requirements for any emissions, toxic or hazardous substances and noise are not exceeded. Common mitigation includes best management practices during construction, designed storm water systems, critical area buffer management, enhanced landscaping, air filters on industrial process buildings, maintenance of facilities, buildings which meet energy codes and businesses and residential communities that adhere to the City noise ordinances. Appropriate measures would be applied to future development permit approvals.

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

The Comprehensive Plan text amendment does not propose any impact to plants, animals, fish or marine life.

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

Future development applications would be required to address the environmental concerns and meet the City of Auburn Title 16 to ensure potential negative impacts to plants, animals, fish or marine life are minimized.

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

The Comprehensive Plan text amendment does not propose any development so does not deplete energy or natural resources.

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

Future development will adhere to the State of Washington and the City of Auburn energy codes for building.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains or prime farmlands?

The Comprehensive Plan text amendment has identified an on site category IV wetland. There is no use or affect to environmentally sensitive areas or areas designated for governmental protection associated with the text amendment.

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

Future development applications would be required to address the environmental concerns and meet the City of Auburn Title 16 to ensure potential negative impacts to sensitive areas or areas designated for governmental protection are avoided or minimized.

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

The proposed Comprehensive Plan text amendment does not alter the Academy land use designation or the "I" Institutional zoning designation. This improves the AAASPA's long term viability, by allowing funding sources to keep pace with industry norms maintaining the existing land uses of the AAASPA.

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

Future development applications would be required to comply with City development and design standards as well as zoning and building codes. The City of Auburn code addresses land use compatibility through design standards.

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

The Comprehensive Plan text amendment does not increase demand on transportation services or utilities. AAASPA is in an urban designation with long known development potential.

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

Future development proposals are required to assess impacts on transportation and ensure utilities have capacity for the development proposed. Increased tax base and payment of impact fees from development supports public services. During permit review deficiencies, if any, would be identified and required improvements would be provided to gain permit approvals.

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

There is no known conflict with local, state, or federal laws or requirements for the protection of the environment.

HABITAT TECHNOLOGIES

CRITICAL AREAS ASSESSMENT

**Parcel 2721059117
Auburn Adventist Academy
City of Auburn, King County, Washington**

prepared for

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1.0 INTRODUCTION

This document presents the culmination of activities and onsite evaluations undertaken to complete a *Critical Areas Assessment Report* (wetlands, surface water drainage corridors, fish and wildlife critical habitats) - within and immediately adjacent to **Parcel 2721059117 (project site)**. The project site was located within the City of Auburn “Academy Special Planning Area” and defined within the City of Auburn Comprehensive Plan (Resolution No. 1702 dated August 18, 1986) and was associated within the existing Auburn Adventist Academy Facility located at 4987 Auburn Way South (SR164), within the City of Auburn, King County, Washington (Figure 1). The onsite assessment and characterization of specific critical areas was completed followed the methods and procedures defined in the *Corps of Engineers Wetland Delineation Manual* (1987 Manual) with the 2010 *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Western Mountains, Valleys, and Coast Region* (2010 Supplement); *Washington State Wetlands Rating System* (2014 update); the State of Washington Department of Natural Resources (WDNR) Forest Practice Rules (WAC 222-16-030); and the City of Auburn Chapter 16.10 – *Critical Areas*.

The evaluation and characterization of onsite and adjacent specific critical areas is a vital element in land use planning. The goal of this approach is to ensure that present and future proposed planned site development does not result in adverse environmental impacts to identified critical areas, their associated protective buffers, or local water quality. This document was designed to accommodate site planning and potential regulatory actions, and has been prepared for submittal to the City of Auburn and potentially other resource permitting agencies for critical areas verification and permitting actions. **Please Note:** this assessment did not include an evaluation of potential floodplain elevations, septic suitability, erosion potential, stormwater, or geotechnically hazardous critical areas.

1.1 PROJECT SITE DESCRIPTION

The primary project site - **Parcel 2721059117** - was irregular in shape, generally flat, and approximately 22.6-acres in size. This project site had been regularly used and managed for the production of agricultural crops for several decades. This utilization and management had included routine plowing, discing, annual crop planting and harvesting, and cover crop seeding. In addition, this agricultural utilization and management had included the creation and management of a pattern of drainage ditches to allow for the undertaking of spring crop management actions.

The project site was located within the Auburn Adventist Academy Facility, generally surrounded by existing development of church facilities and a mixture of single-family homesites, and was well served by public and private services. The southern boundary of the project site was dominated by the Auburn Way South (SR164) roadway corridor.

Directions to Project Site: From the City of Auburn continue generally southeasterly on Auburn Way South (SR164). From Auburn Way South turn northeasterly onto 32nd Street SE. The project site is to the east of the Auburn Adventist Academy Facility immediately to the east of the intersection of Auburn Way South and 32nd Street SE.

2.0 BACKGROUND INFORMATION

2.1 NATIONAL WETLAND INVENTORY

The *National Wetland Inventory (NWI) Mapping* completed by the U.S. Fish and Wildlife Service was reviewed as a part of this assessment (Figure 2). This mapping resource did not identify any wetlands or drainage corridors within the project site. This mapping resource did identify the White River offsite generally to the south and a number of surface water drainage ditches offsite to the north and northeast that lead to the Green River Corridor offsite generally to the north.

2.2 STATE OF WASHINGTON PRIORITY HABITATS AND SPECIES

The State of Washington *Priority Habitats and Species (PHS) Mapping* was reviewed as a part of this assessment (Figure 3). This mapping resource did not identify any priority habitats or species within the project site. This mapping resource did identify the White River offsite generally to the south and a number of surface water drainage ditches offsite to the north and northeast that lead to the Green River Corridor offsite generally to the north similar to the NWI Mapping noted above. Both the White River and the Green River were also identified to provide habitats for state listed species.

2.3 STATE OF WASHINGTON DEPARTMENT OF FISH AND WILDLIFE

The State of Washington Department of Fish and Wildlife (WDFW) *SalmonScape Mapping* was reviewed as a part of this assessment (Figure 4). This mapping resource did not identify any drainage corridors or water bodies within the project site.

2.4 STATE OF WASHINGTON DEPARTMENT OF NATURAL RESOURCES

The State of Washington Department of Natural Resources (WDNR) *Water Type Mapping* was reviewed as a part of this assessment (Figure 5). This mapping resource did not identify any drainage corridors or water bodies within the project site.

2.5 CITY OF AUBURN INVENTORY MAPPING

The *City of Auburn Inventory Mapping* (1990) was reviewed as a part of this assessment. This mapping resource identified that the project site may contain possible wetland areas based on other existing resource mapping.

2.6 KING COUNTY MAPPING

The *King County Mapping* was reviewed as a part of this assessment (Figure 6). This mapping resource did not identify any wetlands or streams within the project site. This mapping resource did identify the White River offsite generally to the south and a number of surface water drainage ditches offsite to the north and northeast that lead to the Green River Corridor offsite generally to the north similar to the NWI Mapping noted above.

2.7 SOILS MAPPING

The *Soil Mapping Inventory* completed by the Natural Resources Conservation Service was reviewed as a part of this assessment (Figure 7). This mapping resource identified the soil throughout the majority of the project site as Buckley gravelly silt loam (Bu). The Buckley soils series is defined as poorly drained, as formed in the Osceola mudflow, and as listed as “hydric.”

This mapping resource also identified the soil along the southern boundary of the project site – along Auburn Way South – as Alderwood gravelly sandy loam (AgC). The Alderwood soil series is defined as moderately well drained, as formed in glacial till, and to exhibit inclusion of hydric soil.

3.0 ONSITE ANALYSIS

3.1 CRITERIA FOR CRITICAL AREA IDENTIFICATION

For the purpose of this assessment the critical areas reviewed included wetlands, surface water drainage corridors (streams), and fish and wildlife habitats which may be located within or immediately adjacent to the project site. This assessment did not include an evaluation of potential floodplain elevations, septic suitability, erosion potential, stormwater, or geotechnically hazardous critical areas.

Wetlands: Wetlands are transitional areas between aquatic and upland habitats. In general terms, wetlands are lands where the extent and duration of saturation with water is the primary factor determining the nature of soil development and the types of plant and animal communities living in the soil and on its surface (Cowardin, et al.,

1979). Wetlands are generally defined within land use regulations as "areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions" (United States Army Corps of Engineers, 1987).

Wetlands exhibit three essential characteristics, all of which must be present for an area to meet the established criteria (United States Army Corps of Engineers, 1987 and United States Army Corps of Engineers, 2010). These essential characteristics are:

1. **Hydrophytic Vegetation:** The assemblage of macrophytes that occurs in areas where inundation or soil saturation is either permanent or of sufficient frequency and duration to influence plant occurrence. Hydrophytic vegetation is present when the plant community is dominated by species that require or can tolerate prolonged inundation or soil saturation during the growing season.
2. **Hydric Soil:** A soil that formed under conditions of saturation, flooding, or ponding long enough during the growing season to develop anaerobic conditions in the upper parts. Most hydric soils exhibit characteristic morphologies that result from repeated periods of saturation or inundation. These processes result in distinctive characteristics that persist in the soil during both wet and dry periods.
3. **Wetland Hydrology:** Permanent or periodic inundation, or surface soil saturation, at least seasonally. Wetland hydrology indicators are used in combination with indicators of hydric soil and hydrophytic vegetation to define the area. Wetland hydrology indications provide evidence that the site has a continuing wetland hydrology regime. Where hydrology has not been altered vegetation and soils provide strong evidence that wetland hydrology is present.

The City of Auburn defines "wetlands" as those areas where water covers or saturates the soil; frequently this water is only visible or apparent during the spring and may be dry during other seasons. Wetlands are commonly referred to as swamps, marshes, and bogs and may occur near streams, in depressions, or simply isolated from other critical areas. Wetlands are classified into four types, based on a combination of habitat, water quality, and flood-flow-reduction functions.

1. "Category I wetlands" include wetlands which: represent unique or rare wetland types, are more sensitive to disturbance than most wetlands, are relatively undisturbed and contain ecological attributes that are impossible to replace within a human lifetime, or provide a high level of functions, as indicated by a rating system score of 23 points or more on the classification system referenced (Ecology Publication No. 14-06-029, or as revised and approved by Ecology).

2. "Category II wetlands" provide high levels of some functions, being difficult, though not impossible to replace, and have a moderately high level of functions, scoring between 20 and 22 points.
3. "Category III wetlands" have a score between 16 and 19 points, generally have been disturbed in some way and are often less diverse or more isolated from other natural resources in the landscape than Category II wetlands.
4. "Category IV wetlands" have the lowest levels of functions, scoring fewer than 16 points and are often heavily disturbed. These are wetlands that should be able to be replaced, or in some cases be improved. However, experience has shown that replacement cannot be guaranteed in any specific case. These wetlands may provide some important functions, and should be protected to some degree.
5. "Artificially created wetlands" are purposefully created landscape features, ponds and storm water detention or retention facilities. Artificially created wetlands do not include wetlands created as mitigation, and wetlands modified for approved land use activities. Purposeful creation must be demonstrated to the director through documentation, photographs, statements and/or other evidence. Artificial wetlands intentionally created from nonwetland sites are excluded from regulation under this section.

Surface Water Drainages (Streams): The City of Auburn defines "streams" as those natural channels where water flows at least part of the year. Streams are classified into four types, based on their flow and capacity to support fish. Artificial channels (e.g., ditches) are generally not protected by the City of Auburn, unless they are fish-bearing or convey a stream that previously occurred naturally in that location.

1. "Type S streams" are those natural streams identified as "shorelines of the state" under Chapter 90.58 RCW and the city of Auburn shoreline master program.
2. "Type F streams" are those natural streams that are not Class I streams and are either perennial or intermittent and have one of the following characteristics:
 - a. Contain fish habitat; or
 - b. Has significant recreational value, as determined by the director.
3. "Type Np streams" are those natural streams with perennial (year-round) or intermittent flow and do not contain fish habitat.
4. "Type Ns streams" are those natural streams and drainage swales with channel width less than two feet taken at the ordinary high water mark, that do not contain fish habitat.

5. "Intentionally created streams" are those manmade streams defined as such in these regulations, and do not include streams created as mitigation. Purposeful creation must be demonstrated through documentation, photographs, statements and/or other evidence. Intentionally created streams may include irrigation and drainage ditches, grass-lined swales and canals. Intentionally created streams are excluded from regulation under this section, except manmade streams that provide "critical habitat," as designated by federal or state agencies, for salmonids.

Fish and Wildlife Habitat Areas: Fish and wildlife habitat conservation are defined by the City of Auburn as those areas that provide food, water, nesting and rearing areas, cover, and movement opportunities for fish and wildlife. These areas are often located in conjunction with other critical areas such as wetlands and streams. Wetland habitat areas are classified into three types, based on the amount of support they provide.

Habitat areas shall be classified as critical, secondary or tertiary according to the criteria in this section:

1. "Critical habitat" are those habitat areas which meet any of the following criteria:
 - a. The documented presence of species or habitat listed by federal or state agencies as "endangered," "threatened," or "sensitive"; or
 - b. The presence of unusual nesting or resting sites such as heron rookeries;
 - c. Category I wetlands, as defined in these regulations; or
 - d. Type S streams, as defined in these regulations.
2. "Secondary habitat" is habitat which is valuable to fish and wildlife and supports a wide variety of species due to its undisturbed nature, a diversity of plant species and structure, presence of water, or the area's size, location, or seasonal importance.
3. "Tertiary habitat" is habitat which is not classified as critical or secondary. It is habitat which, while supporting some wildlife and performing other valuable functions, does not currently possess essential characteristics necessary to support diverse wildlife communities. Tertiary habitat also includes habitat which has been created purposefully by human actions to serve other or multiple purposes, such as open space areas, landscape amenities, and detention facilities.

3.2 STUDY METHODS

Habitat Technologies initially completed a series of onsite assessment beginning in the fall of 2018. However, because the project site was generally flat and regularly managed for the production of agricultural crops the project team conclude that an assessment of early growing seasonal hydrology patters would be required to provide a

more accurate depiction of potential project site features. As outlined below, onsite assessment completed during the spring of 2019 allowed for an evaluation and characterization of early growing season hydrology patterns as a way to more fully understand whether or not the wetland criteria are being met within the project site.

3.2.a Soils

As noted throughout the project site the surface soil had been modified by prior and ongoing land use actions generally associated with agricultural production. Such ongoing actions have included a combination of once to twice a year surface plowing/discing generally to a depth between eight (8) to ten (10) inches and somewhat regular (at least very few years) plowing generally to a depth of 20 inches. As such, the majority of the soil across the site (as defined at the established soil test holes - with the exception of C2 and D2 - created to monitor spring hydrology patterns) exhibited a typical soil profile dominated by the following characteristics. These characteristics were identified as not meeting the hydric soils criteria.

SOIL DEPTH	SOIL MATRIX COLOR	REDOX FEATURES	COMMENTS
0-9"	10YR 3/2	none	Mixed loam with small gravels. Area of surface plowing.
9-22"	10YR 4/3	1% to 2% 10YR 4/6 mottles in matrix	Mixed gravelly loam. Area of surface plowing.

The soil characteristics document as hydrology test holes C2 and D2 exhibited the following. These characteristics were identified as meeting the hydric soils criteria and located within a shallow depression.

SOIL DEPTH	SOIL MATRIX COLOR	REDOX FEATURES	COMMENTS
0-12"	10YR 2/2	none	Mixed loam with small gravels. Area of surface plowing.
12-22"	10YR 4/2	2% to 10% 10YR 4/6 mottles in matrix	Mixed gravelly loam. Area of surface plowing.

3.2.b Hydrology

Onsite hydrology patterns across the project site were monitored at 18 established test plots between the last week of February 2019 and the end of April 2019 (Appendix A). Using a hand-held GPS a new test hole was dug at each monitoring location during each site visit. Because of the onsite agricultural actions shallow monitoring tubes (slotted 2-inch PVC) were not used. Upon the excavation of each test hole the level of free water and the level of soil saturation were documented following a period of a minimum of 30 minutes with the test hole open.

Those test holes that exhibited soil saturation within 12-inches of the surface for a consecutive period of greater than 14 days were considered to meet the establish wetland hydrology criteria.

As noted through the monitoring program, with the exception of the test holes defined to meet the wetland hydrology criteria, early spring growing season appeared to follow seasonal rainfall events and the majority of the test holes were identified to drain following seasonal rainfall events. However, the test holes defined to meet the wetland hydrology criteria (C2 and D2) appeared to remain saturated at or near the surface even during periods of limited rainfall.

The project site was also well served by a pattern of generally excavated perimeter ditches. The ditch along the northern boundary of the project site directed seasonal rainfall generally to the west and then to the southwest to enter the ditch along the edge of the Auburn Way South roadway. These two ditches met at the very western point of the project site and conveyed seasonal surface water runoff generally to the west to either enter a culvert associated with Auburn Way South or to continue northwesterly along Auburn Way South. An excavated perimeter ditch was also noted along the eastern boundary of the project site. This ditch conveyed stormwater runoff from the residential community to the east, from Auburn Way South, and from the project site to the north. This eastern ditch appeared to eventually continue offsite to the northeast through a series of ditches.

3.2.c Vegetation

The project site was actively managed for the production of agricultural crops which included plowing, discing, seeding, harvesting, and cover crop establishment. As such, the vegetation throughout the majority of the project site varied between the winter cover crop and the summer production crop.

The plant community generally along the outer perimeter ditches was also somewhat managed through mowing and included Himalayan blackberry (*Rubus procerus*), Scots broom (*Cytisus scoparius*), evergreen blackberry (*Rubus laciniatus*), sapling red alder (*Alnus rubra*), domestic apple (*Pyrus* spp.), willow (*Salix* spp.), Douglas spiraea (*Spiraea douglasii*), and rose (*Rosa* spp.), orchard grass (*Dactylis glomerata*), bluegrass (*Poa* spp.), quackgrass (*Agropyron repens*), colonial bentgrass (*Agrostis tenuis*), meadow foxtail (*Alopecurus pratensis*), brome (*Bromus* spp.), fescue (*Festuca* spp.), velvet grass (*Holcus lanatus*), ryegrass (*Lolium* spp.), bracken fern (*Pteridium aquilium*), Canadian thistle (*Cirsium arvensis*), bull thistle (*Cirsium vulgare*), plantain (*Plantago major*), sheep sorrel (*Rumex acetosella*), common dandelion (*Taraxacum officinale*), daisy (*Bellis perennis*), buttercup (*Ranunculus repens*), clover (*Trifolium* spp.), scouring rush (*Equisetum hymale*), reed canarygrass (*Phalaris arundinacea*), and cats ear (*Hypochaeris glabra*).

The plant community within the shallow topographic depressions included bluegrass, quackgrass, colonial bentgrass, redtop bentgrass (*Agrostis alba*), meadow foxtail, fescue, velvet grass, Canadian thistle, plantain, buttercup (*Ranunculus repens*), softtrush (*Juncus effusus*), toad rush (*Juncus bufonius*), curled dock (*Rumex crispus*), and reed canarygrass (*Phalaris arundinacea*). These areas also had starts of red alder (*Alnus rubra*), black cottonwood (*Populus trichocarpa*), willow (*Salix* spp.), Douglas spiraea (*Spiraea douglasii*), and rose (*Rosa* spp.). This plant community was identified as hydrophytic in character (i.e. typical of wetlands).

Onsite site management had retained a single, large Oregon white oak (*Quercus garryana*) tree generally within the middle of the project site. The understory appeared managed through mowing and was dominated by a variety of grasses, herbs, and shrubs starts.

3.2.d Wildlife Observations

Wildlife species observed directly and indirectly within the project site, along with those species previously observed within the area, and those species that would reasonably be expected to use the habitats provided within and immediately adjacent to the project site included red tailed hawk (*Buteo jamaicensis*), common raven (*Corvus corax*), American crow (*Corvus brachynchos*), American robin (*Turdus migratorius*), dark eyed junco (*Junco hyemalis*), Steller's jay (*Cyanocitta stelleri*), Northern flicker (*Colaptes auratus*), mourning dove (*Zenaida macroura*), black capped chickadee (*Parus atricapillus*), chestnut backed chickadee (*Parus rufescens*), black-capped chickadee (*Parus atricapillus*), golden crowned sparrow (*Zonotrichia atricapilla*), purple finch (*Carpodacus purpureus*), Canada goose (*Branta canadensis*), song sparrow (*Melospiza melodia*), white crowned sparrow (*Zonotrichia leucophrys*), rufous hummingbird (*Selasphorus rufus*), Anna's hummingbird (*Calypte anna*), coyote (*Canis latrans*), raccoon (*Procyon lotor*), eastern cottontail (*Sylvilagus floridanus*), striped skunk (*Mephitis mephitis*), opossum (*Didelphis virginianus*), deer mouse (*Peromyscus maniculatus*), shrew (*Sorex* spp.), mole (*Scapanus* spp.), bats (*Myotis* spp.), Norway rat (*Rattus norvegicus*), eastern gray squirrel (*Sciurus carolinensis*), deer mouse (*Peromyscus maniculatus*), shrew (*Sorex* spp.), and common garter snake (*Thamnophis sirtalis*).

The project site was not identified and has not been documented to provide suitable spawning/juvenile rearing habitats for amphibians or direct habitats for salmonid fish species.

Wildlife Movement Corridors: The project site was surrounded by urban development that included a mixture of church facility, residential developments, and public roadways. As identified by onsite wildlife trails, small and medium sized mammals appeared to be moving throughout the project site and into adjacent urbanized areas. The project site is also within the general area of the migratory movement of passerine birds.

3.2.e State Priority Species

Several species identified by the State of Washington as “Priority Species” were observed onsite or potentially may utilize the habitats provided by the project site. Priority species require protective measures for their survival because of population status, sensitivity to habitat alteration, and/or recreational, commercial, or tribal importance.

Game Species: “Game species” are regulated by the State of Washington through recreational hunting bag limits, harvest seasons, and harvest area restrictions. Observed or documented “game species” within and adjacent to the project site included mourning dove and Canada goose.

State Monitored: State Monitored species are native to Washington but require habitat that has limited availability, are indicators of environmental quality, require further assessment, have unresolved taxonomy, may be competing with other species of concern, or have significant popular appeal. No State Monitored species were identified or documented within or adjacent to the project site.

State Candidate: State Candidate species are presently under review by the State of Washington Department of Fish and Wildlife (WDFW) for possible listing as endangered, threatened, or sensitive. No State Candidate species were identified or documented within or adjacent to the project site.

State Sensitive: State Sensitive species are native to Washington and is vulnerable to declining and is likely to become endangered or threatened throughout a significant portion of its range without cooperative management or removal of threats. No State Sensitive species were identified or documented within or adjacent to the project site.

State Threatened: State Threatened species means any wildlife species native to the state of Washington that is likely to become an endangered species within the foreseeable future throughout a significant portion of its range within the state without cooperative management or removal of threats. The project site did not appear to provide direct critical habitats for State Threatened species.

State Endangered: State endangered species means any species native to the state of Washington that is seriously threatened with extinction throughout all or a significant portion of its range within the state. The project site did not appear to provide direct critical habitats for State Endangered species.

3.2.f Federally Listed Species

No federally listed endangered, threatened, or sensitive species were observed or have been documented to utilize the habitats provided within the project site. Both the White River offsite to the south and the Green River offsite to the north have been documented to provide habitats for:

SPECIES	FEDERAL STATUS
Puget Sound Chinook salmon (<i>Oncorhynchus tshawytscha</i>)	Threatened
Puget Sound Steelhead (<i>Oncorhynchus mykiss</i>)	Threatened
Native char - bull trout (<i>Salvelinus confluentus</i>)	Threatened
Coho salmon (<i>Oncorhynchus kisutch</i>)	Species of concern
Bald eagle (<i>Haliaeetus leucocephalus</i>)	Species of concern

4.0 ASSESSMENT CONCLUSIONS

4.1 IDENTIFIED CRITICAL AREAS

Critical Areas determination was based on specific criteria in accordance with the *Corps of Engineers Wetland Delineation Manual* (1987 Manual) with the 2010 *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Western Mountains, Valleys, and Coast Region* (2010 Supplement); the *Washington State Wetlands Rating System* (WDOE 2014 version); the State of Washington Department of Natural Resources (WDNR) Forest Practice Rules (WAC 222-16-030); and the City of Auburn Chapter 16.10 – *Critical Areas*. Based on these methods – in particular the early growing season hydrology patterns - one (1) area within the project site was identified to exhibit all three of the established wetland criteria (Figure 8). This assessment did not identify any regulated streams or fish and wildlife habitat areas within or immediately adjacent to the project site.

4.1.a Wetlands

Wetland A was identified within a shallow depression in the southeastern portion of the project site. Wetland A was actively managed as a part of the ongoing agricultural production throughout the project site to include regular plowing/discing, seeded, harvest, and cover crop rotation. Wetland A was identified as approximately 0.25 acres in total size and as meeting the U.S. Fish and Wildlife Service (USFWS) criteria for classification as palustrine, emergent, seasonally saturated, farmed (PEMEf). Wetland A was also identified to meet the criteria for designation as a City of Auburn Category IV Wetland. Wetland A achieved a total functions score of **13 points** utilizing

the 2014 Washington State Department of Ecology (WDOE) *Wetland Rating Form for Western Washington* (Hruby 2014) (Appendix B).

The standard City of Auburn protective buffer for a Category IV Wetland is 40 feet in width with the implementation of the potential impact minimization measures outlined in ACC 16.10.090(E)(1)(a)(ii) or 50 feet in width without the minimization measures (below).

Disturbance	Required Measures to Minimize Impacts
Lights	– Direct lights away from wetland
Noise	– Locate activity that generates noise away from wetland – If warranted, enhance existing buffer with native vegetation plantings adjacent to noise source – For activities that generate relatively continuous, potentially disruptive noise, such as certain heavy industry or mining, establish an additional 10-foot heavily vegetated buffer strip immediately adjacent to the activity
Toxic runoff	– Route all new, untreated runoff away from wetland while ensuring wetland is not dewatered – Establish covenants limiting use of pesticides within 150 feet of wetland – Apply integrated pest management
Storm water runoff	– Retrofit storm water detention and treatment for roads and existing adjacent development – Prevent channelized flow from lawns that directly enters the buffer – Use Low Intensity Development techniques
Change in water regime	– Infiltrate or treat, detain, and disperse into buffer new runoff from impervious surfaces and new lawns
Pets and human disturbance	– Use privacy fencing or plant dense vegetation to delineate buffer edge and to discourage disturbance using vegetation appropriate for the ecoregion – Place wetland and its buffer in a separate tract or protect with a long-term conservation easement
Dust	– Use best management practices to control dust

4.1.b Field Ditches (streams)

As noted above, the project was well served by a pattern of generally excavated and maintained perimeter ditches. The ditch along the northern boundary of the project site directed seasonal rainfall generally to the west and then to the southwest to enter the

ditch along the edge of the Auburn Way South roadway. These two ditches met at the very western point of the project site and conveyed seasonal surface water runoff generally to the west to either enter a culvert associated with Auburn Way South or to continue northwesterly along Auburn Way South. An excavated perimeter ditch was also noted along the eastern boundary of the project site. This ditch conveyed stormwater runoff from the residential community to the east, from Auburn Way South, and from the project site to the north. This eastern ditch appeared to eventually continue offsite to the northeast through a series of ditches.

This pattern of field ditches appeared best defined based on historical aerial photos and onsite assessment as “intentionally created” and routinely managed as a part of the ongoing agricultural production activities throughout the project site. In addition, these field ditches were not observed and have not been documented to provide “critical habitat” - as designated by federal or state agencies - for salmonids (genus *Oncorhynchus*). As defined by the City of Auburn such intentionally created ditches (streams) are excluded from regulation under the provisions of the City of Auburn Chapter 16.10 – *Critical Areas*.

4.1.c Fish and Wildlife Conservation Areas

The City of Auburn has defined *Fish and Wildlife Conservation Areas* as either critical, secondary, or tertiary. The project site was not identified as “critical habitat” because the project site has not been documented to provide habitats for species listed by federal or state agencies as endangered, threatened, or sensitive; as not providing unusual nesting or resting sites; and as not containing Category 1 Wetlands or Type S Streams. The project site was also not identified a “secondary habitat” because the project site does not provide valuable habitats for wide variety of species generally associated with undisturbed areas, a diversity of plant species and structure, the presence of water, the site location, and seasonal importance.

The project site was identified to provide – while limited - “tertiary habitat.” The project site does not currently possess essential characteristics necessary to support diverse wildlife communities.

5.0 SITE PLANNING

A potential future *Selected Site Development Action* has not been formulated for **Parcel 2721059117**. Pending such site planning activities the project site shall continue to be managed for the production of agricultural crops.

6.0 STANDARD OF CARE

This document has been completed by Habitat Technologies for use by the **Auburn Adventist Academy**. Prior to extensive site planning the defined critical habitats should be reviewed and verified by the City of Auburn personnel and potentially other resource and permitting agencies. Habitat Technologies has provided professional services that are in accordance with the degree of care and skill generally accepted in the nature of the work accomplished. No other warranties are expressed or implied. Habitat Technologies is not responsible for design costs incurred before this document is approved by the appropriate resource and permitting agencies.

Bryan W. Peck

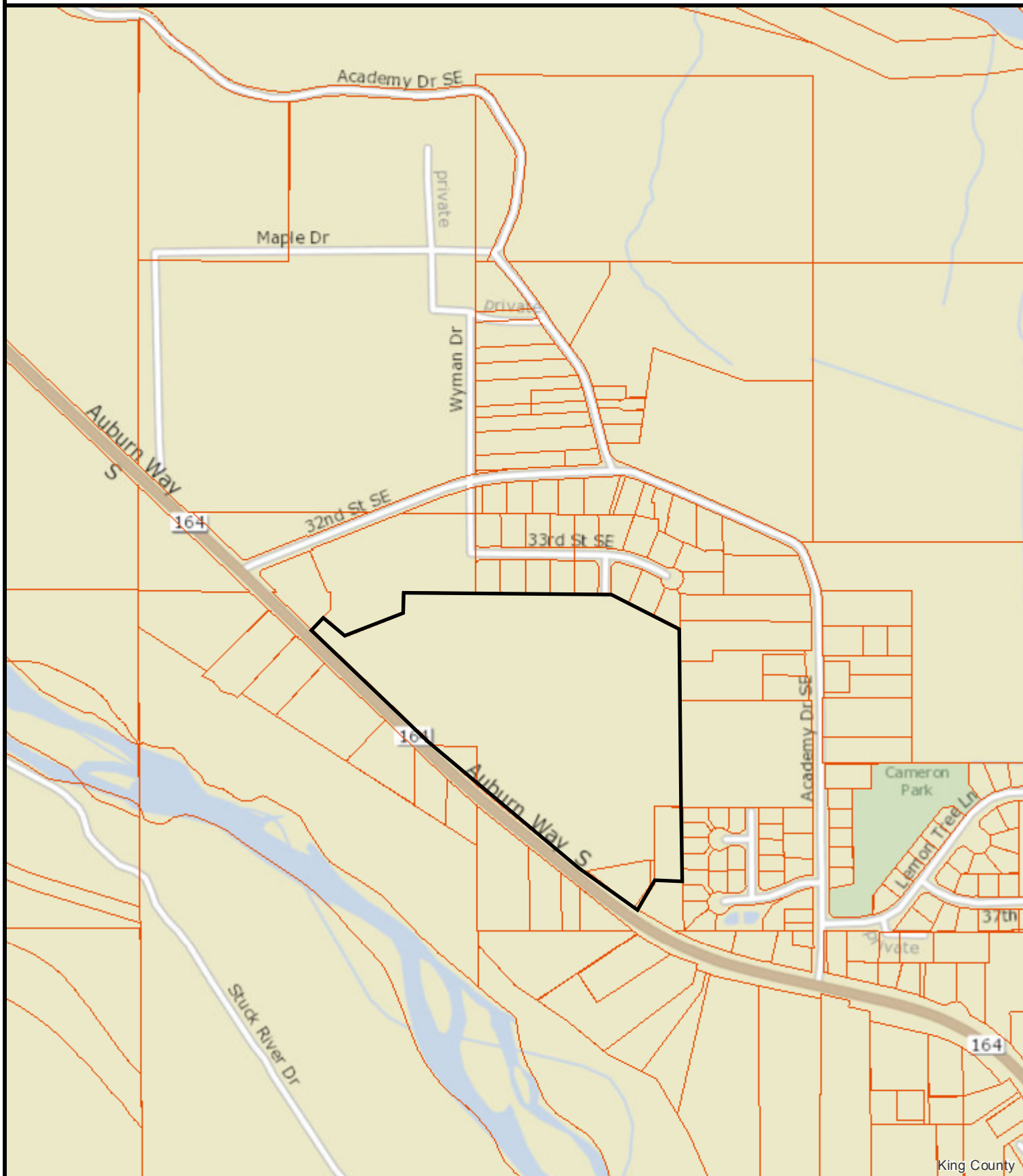
Bryan W. Peck
Wetland Biologist

Thomas D. Deming

Thomas D. Deming, PWS
Habitat Technologies

7.0 FIGURES

Figure 1 Site Vicinity



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Date: 3/23/2020

Notes:

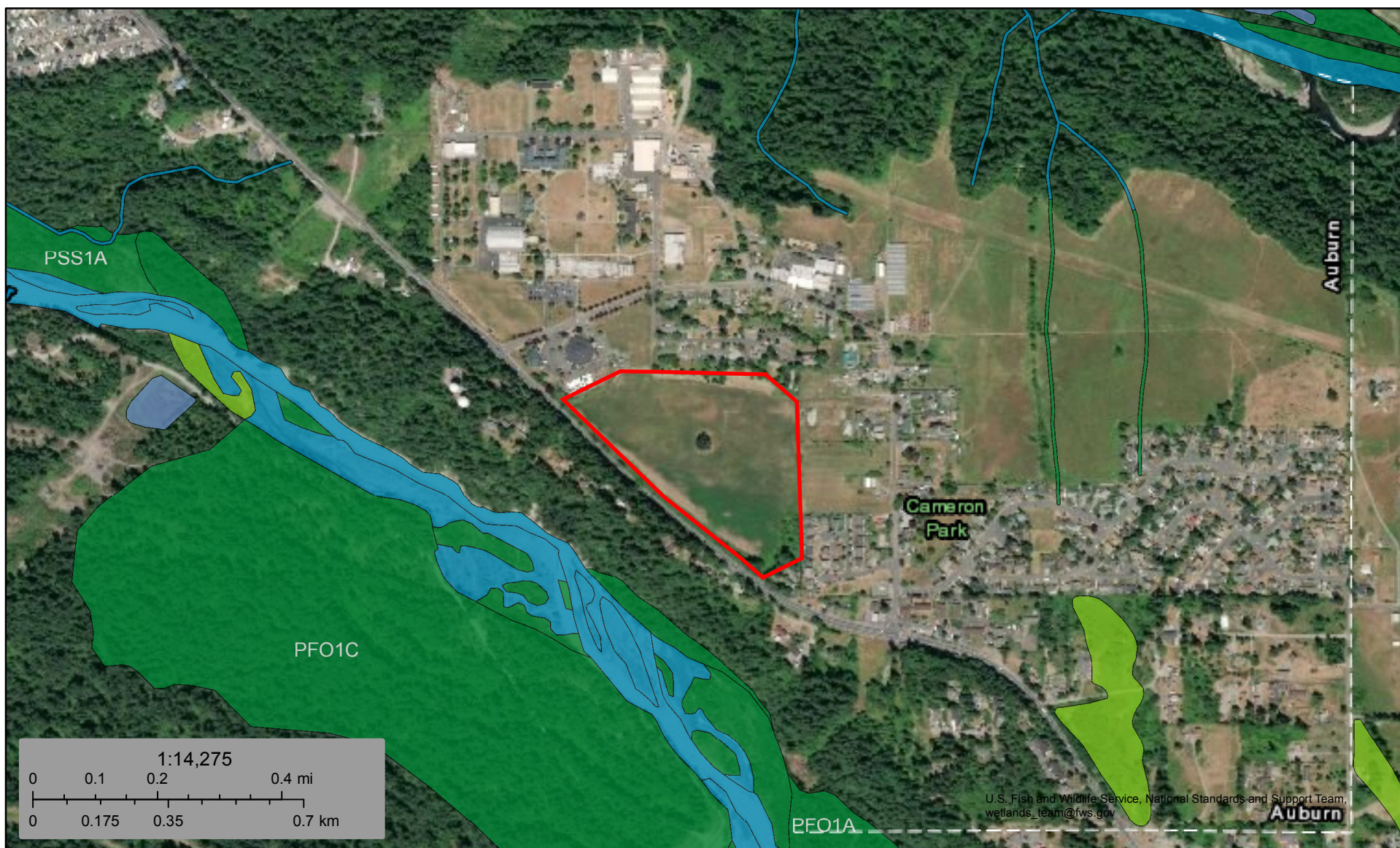




U.S. Fish and Wildlife Service

National Wetlands Inventory

Figure 2 NWI Mapping



March 23, 2020

Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland

- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond

- Lake
- Other
- Riverine Page 441 of 1871

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.



WASHINGTON DEPARTMENT OF FISH AND WILDLIFE PRIORITY HABITATS AND SPECIES REPORT

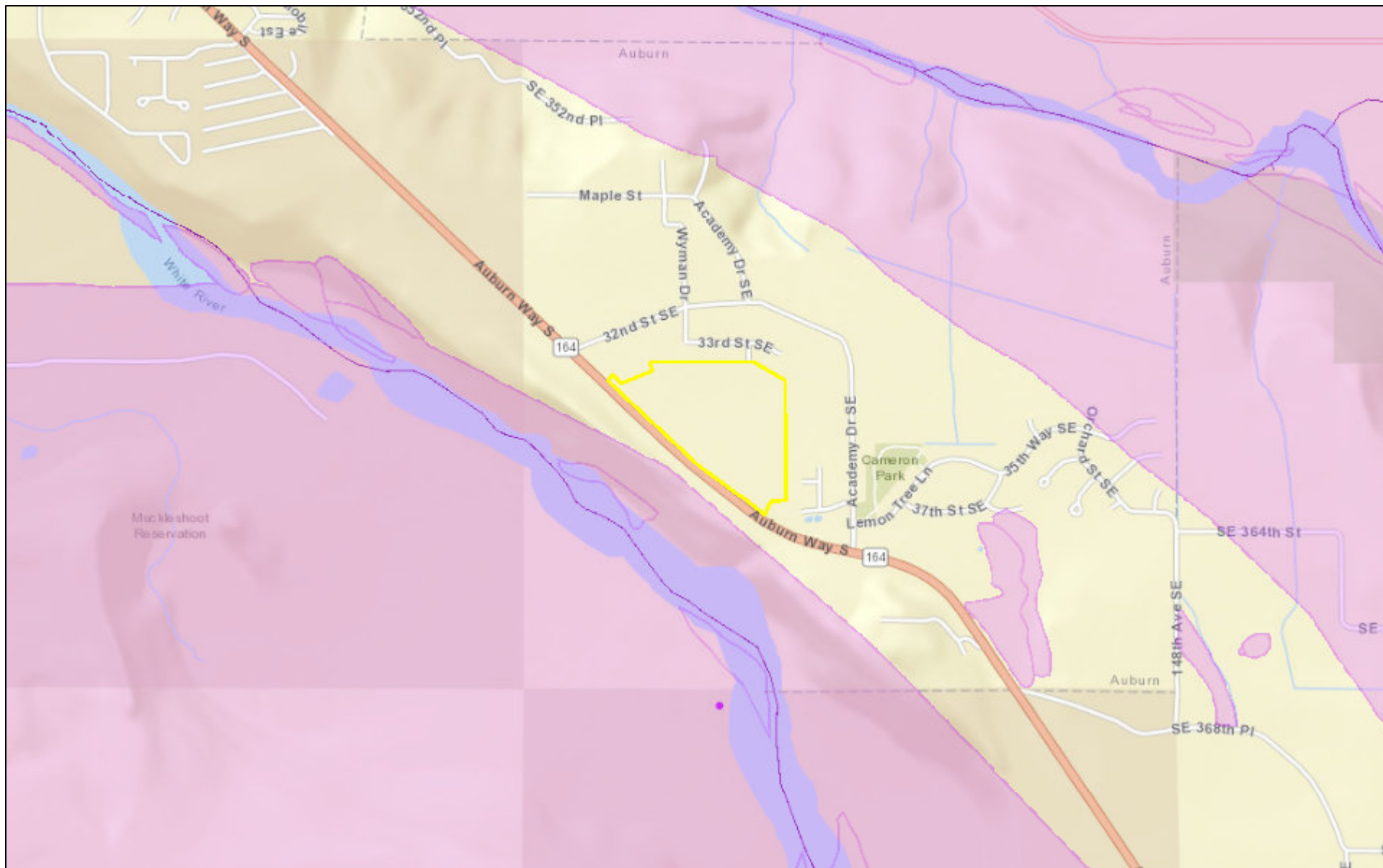
Figure 3

SOURCE DATASET: PHSPublic
REPORT DATE: 03/25/2020 10.19

Query ID: P200325101841

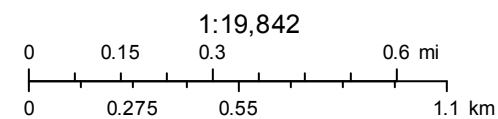
Common Name	Site Name	Priority Area	Accuracy	Federal Status	Sensitive Data	Source Entity
Scientific Name	Source Dataset	Occurrence Type		State Status	Resolution	Geometry Type
Notes	Source Record	More Information (URL)		PHS Listing Status		
	Source Date	Mgmt Recommendations				

DISCLAIMER. This report includes information that the Washington Department of Fish and Wildlife (WDFW) maintains in a central computer database. It is not an attempt to provide you with an official agency response as to the impacts of your project on fish and wildlife. This information only documents the location of fish and wildlife resources to the best of our knowledge. It is not a complete inventory and it is important to note that fish and wildlife resources may occur in areas not currently known to WDFW biologists, or in areas for which comprehensive surveys have not been conducted. Site specific surveys are frequently necessary to rule out the presence of priority resources. Locations of fish and wildlife resources are subject to variation caused by disturbance, changes in season and weather, and other factors. WDFW does not recommend using reports more than six months old.



March 25, 2020

- | | | | | |
|---|----------------------|--|--|----------|
| | PHS Report Clip Area | POLY | | QTR-TWP |
| • | PT | | | TOWNSHIP |
| — | LN | | | SECTION |



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand),

Figure 4 WDFW Salmonscape Mapping



March 23, 2020

1:9,028

— All SalmonScape Species

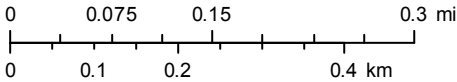
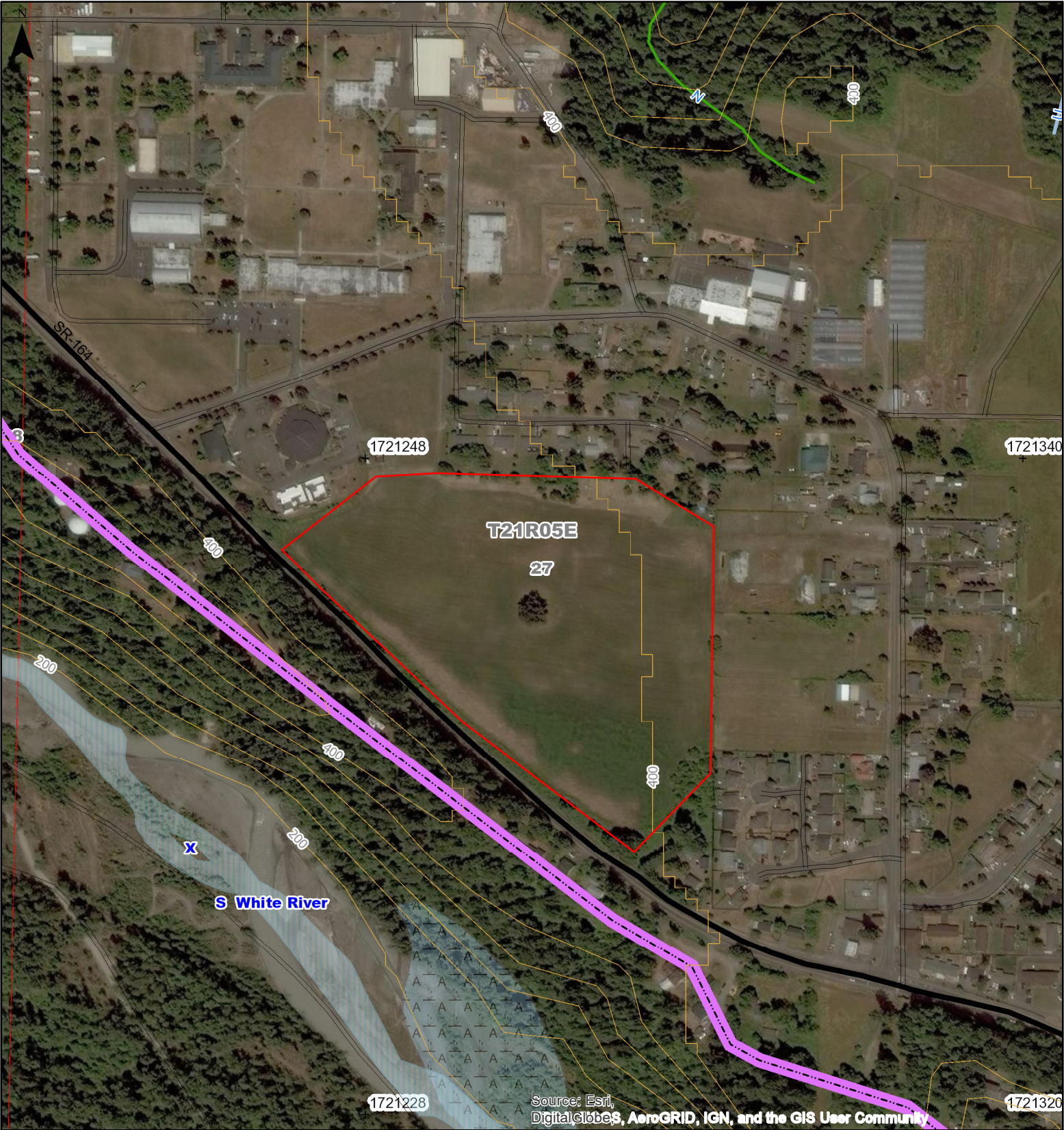
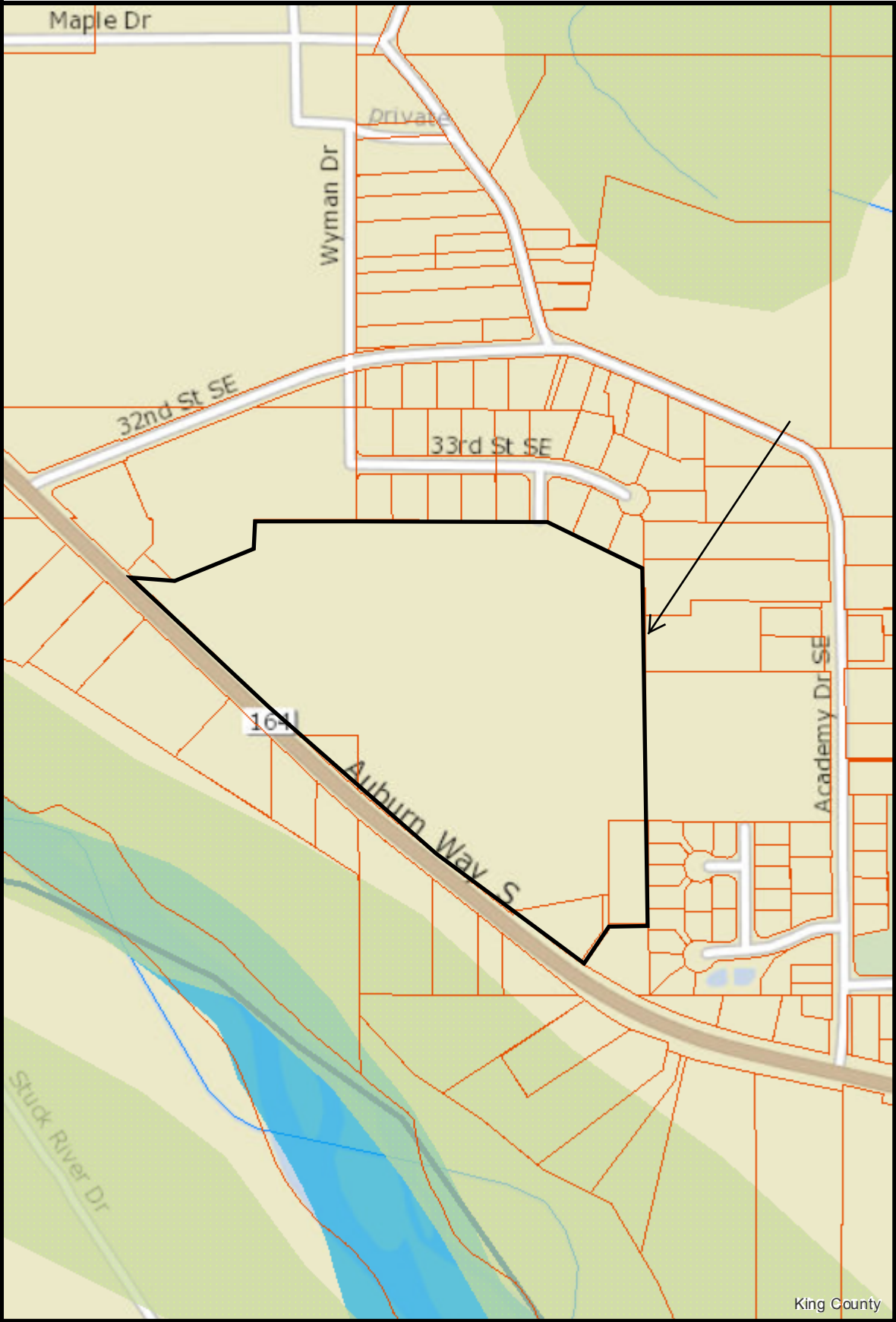


Figure 5 Forest Practices Water Type Map



Map Symbols	Additional Information	Legal Description
 New Stream  Proposed Water Type  Stream Removal  Break between water types  Start and End Point of Surveyed Reach  Natural Fish Barrier  Manmade Barrier  End of Fish or Last Fish	Extreme care was used during the compilation of this map to ensure its accuracy. However, due to changes in data and the need to rely on outside information, the Department of Natural Resources cannot accept responsibility for errors or omissions, and therefore, there are no warranties that accompany this material.	S28 T21.0N R05.0E, S27 T21.0N R05.0E
 WASHINGTON STATE DEPARTMENT OF NATURAL RESOURCES		0 0.1 Miles Date: 3/23/2020 Page 445 of 1871 Time: 12:53:59 PM

Figure 6 King County Mapping



Legend

- Parcels
- Potential landslide hazard areas (2016, see explanation-->)
- Erosion hazard (1990 SAO)
- Seismic hazard (1990 SAO)
- Coal mine hazard (1990 SAO)

Stream (1990 SAO)

- class 1
- class 2 perennial
- class 2 salmonid
- class 3
- unclassified
- Wetland (1990 SAO)
- Sensitive area notice on title
- FEMA preliminary floodway
- FEMA preliminary 100-year floodplain
- Streams

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Date: 3/23/2020

Notes:

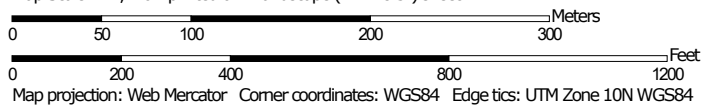


King County

Soil Map—King County Area, Washington
(Figure 7 Soils Mapping)



Map Scale: 1:4,220 if printed on A landscape (11" x 8.5") sheet.



MAP LEGEND

Area of Interest (AOI)

 Area of Interest (AOI)

Soils

 Soil Map Unit Polygons

 Soil Map Unit Lines

 Soil Map Unit Points

Special Point Features



Blowout



Borrow Pit



Clay Spot



Closed Depression



Gravel Pit



Gravelly Spot



Landfill



Lava Flow



Marsh or swamp



Mine or Quarry



Miscellaneous Water



Perennial Water



Rock Outcrop



Saline Spot



Sandy Spot



Severely Eroded Spot



Sinkhole



Slide or Slip



Sodic Spot



Spoil Area



Stony Spot



Very Stony Spot



Wet Spot



Other



Special Line Features

Water Features



Streams and Canals

Transportation



Rails



Interstate Highways



US Routes



Major Roads



Local Roads

Background



Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service

Web Soil Survey URL:

Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: King County Area, Washington

Survey Area Data: Version 15, Sep 16, 2019

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jul 29, 2018—Jul 22, 2019

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
AgC	Alderwood gravelly sandy loam, 8 to 15 percent slopes	4.9	17.1%
Bu	Buckley gravelly silt loam, 0 to 3 percent slopes	23.9	82.9%
Totals for Area of Interest		28.8	100.0%



8.0 REFERENCE AND BACKGROUND LIST

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Washington State Department of Natural Resources FPARS Mapping System, 2016 (for stream typing): <http://fortess.wa.gov/dnr/app1/fpars/viewer.htm>

9.0 APPENDIX A – HYDROLOGY MONITORING DATA

Hydrology Test Holes



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Date: 3/25/2020

Notes:



King County

Parcel 2721059117 – Spring 2019 Hydrology Monitoring

Measurement of soil saturation from surface. Dry = no saturation to 24 inches of depth. Field plowed for spring seeding April 2, 2019.
FREE = level of free water in test hole.

PLOT	2/22/19	2/25/19	3/1/19	3/6/19	3/9/19	3/12/19	3/15/19	3/19/19	3/22/19
A1	dry	dry	-18.0	-12.0	-14.0	Sat -4.0 Free -11.0	Sat -11.0 Free -16.0	-14.5	-14.0
A2	dry	dry	dry	-13.0	-16.0	Sat -6.5 Free -12.0	-13.0	-16.0	-15.0
A3	-19.0	dry	dry	-14.0	-15.5	Sat -5.5 Free -10.0	-12.5	-16.0	-17.0
A4	-17.5	-18.5	-18.5	-14.5	-14.5	Sat -8.5 Free -13.0	-11.5	-13.5	-13.0
A5	-18.0	-17.5	-16.5	-12.5	-15.5	Sat -11.5 Free -17.0	-13.5	-13.5	-14.5
B1	-15.5	-16.5	-17.5	-14.5	-15.0	Sat -11.0 Free -16.0	Sat -12.0 Free -16.0	-16.0	-15.0
B2	-16.0	-15.0	-14.0	-13.5	-14.0	Sat -9.0 Free -15.0	-13.5	-15.0	-15.5
B3	dry	dry	-17.0	-16.5	-16.5	Sat -11.5 Free -14.0	-14.5	-15.5	-14.5
B4	-17.0	dry	-16.0	-14.0	-14.0	Sat -7.0 Free -10.5	-15.0	-16.0	-17.0
B5	-17.5	-16.5	-15.5	-13.0	-14.0	Sat -11.0 Free -14.0	-15.5	-17.0	-16.5
C1	-16.0	-15.0	-13.5	Sat -11.5 Free -17.0	Sat -12.0 Free -14.0	Sat -9.0 Free -14.0	-13.0	-14.0	-14.5
C2	-14.5	-14.0	-12.0	Sat -6.0 Free -10.0	Sat -7.5 Free -10.0	Sat 0.0 Free -1.0	Sat -3.5 Free -7.0	Sat -6.5 Free -9.0	Sat -8.5 Free -13.0
C3	-17.0	-16.0	-17.0	-13.0	-14.5	Sat -7.5 Free -12.0	Sat -11.5 Free -15.0	-14.5	-15.5
C4	-14.5	-15.5	-16.5	-14.5	-14.5	Sat -8.5 Free -12.0	-15.5	-15.5	-14.5
D1	-15.0	-15.0	-14.0	-13.0	-14.0	Sat -6.0 Free -11.5	-16.0	-17.0	-16.0
D2	Sat -12.0 Free -18.0	Sat -9.0 Free -13.0	Sat -7.5 Free -12.0	Sat -4.5 Free -8.0	Sat -7.5 Free -14.0	Sat 0.0 Free -3.0	Sat -5.5 Free -11.0	Sat -5.5 Free -12.0	Sat -5.0 Free -12.0
D3	-16.0	-14.0	-13.0	Sat -11.0 Free -17.0	-13.0	Sat -4.0 Free -7.0	-14.5	-15.0	-15.5
E1	-15.5	-14.5	-15.5	-12.5	-14.5	Sat -4.5 Free -11.0	-14.5	-15.0	-14.0

PLOT	3/26/19	3/29/19	4/2/19	4/5/19	4/8/19	4/12/19	4/16/19	4/19/19	4/22/19
A1	-13.5	-15.5	-15.5	Sat -11.0 Free -16.0	Sat -4.0 Free -11.0	Sat -2.0 Free -10.0	Sat -9.0 Free -14.0	-14.0	-16.0
A2	-13.0	-14.0	-14.0	Sat -8.0 Free -16.0	Sat -2.0 Free -6.0	Sat -1.0 Free -6.0	Sat -11.0 Free -17.0	-14.0	-16.0
A3	-15.0	-15.0	-15.0	Sat -11.5 Free -18.0	Sat -4.5 Free -9.0	Sat -1.5 Free -5.0	Sat -11.5 Free -17.0	-14.5	-17.5
A4	-13.0	-16.0	-16.0	Sat -8.0 Free -18.0	Sat -3.0 Free -9.0	Sat -0.5 Free -3.0	-12.5	-13.5	-18.0
A5	-15.5	-16.5	-16.5	Sat -8.5 Free -16.0	Sat -5.5 Free -14.0	Sat -2.5 Free -7.0	-13.5	-15.5	-18.5
B1	-14.0	-14.0	-14.0	Sat -6.5 Free -11.0	Sat -4.5 Free -11.0	Sat -2.5 Free -10.0	Sat -7.5 Free -14.0	-13.5	-16.0
B2	-13.5	-14.5	-14.5	Sat -11.5 Free -17.0	Sat -8.5 Free -15.0	Sat -3.5 Free -10.0	Sat -7.5 Free -14.0	-15.5	-17.5
B3	-18.5	dry	dry	-14.5	Sat -9.5 Free -18.0	Sat -6.5 Free -14.0	-16.5	-18.5	dry
B4	-16.0	-18.0	-18.0	Sat -10.0 Free -19.0	Sat -10.0 Free -17.0	Sat -5.0 Free -14.0	Sat -12.0 Free -20.0	-14.0	-16.0
B5	-16.5	-17.5	-17.5	Sat -8.5 Free -19.0	Sat -8.5 Free -14.0	Sat -3.5 Free -9.0	-13.5	-14.5	-17.5
C1	-13.0	-15.0	-15.0	Sat -7.0 Free -16.0	Sat -7.0 Free -11.0	Sat -3.0 Free -8.0	Sat -11.0 Free -17.0	-14.0	-15.0
C2	Sat -9.0 Free -14.0	Sat -10.0 Free -14.0	Sat -10.0 Free -13.0	Sat -0.0 Free -4.0	Sat -0.0 Free -3.0	Sat -0.0 Free -3.0	Sat -0.0 Free -3.0	Sat -7.0 Free -14.0	Sat -12.0 Free -18.0
C3	-14.5	-15.5	-15.5	Sat -9.5 Free -17.0	Sat -5.5 Free -13.0	Sat -2.5 Free -5.0	Sat -9.5 Free -15.0	-13.5	-17.5
C4	-14.0	-14.5	-14.5	Sat -6.5 Free -17.0	Sat -3.5 Free -11.0	Sat -2.5 Free -2.5	Sat -11.5 Free -16.0	-15.5	-18.5
D1	-15.0	-15.5	-15.5	Sat -5.5 Free -17.0	Sat -2.5 Free -13.0	Sat -2.0 Free -8.0	-13.0	-13.0	-18.0
D2	Sat -4.0 Free -11.0	Sat -5.5 Free -11.0	Sat -5.5 Free -9.0	Sat -0.0 Free -4.0	Sat -0.0 Free -3.5	Sat -0.0 Free -1.0	Sat -0.0 Free -1.0	Sat -6.0 Free -12.0	Sat -11.0 Free -17.0
D3	-14.5	-15.5	-15.5	Sat -6.5 Free -19.0	Sat -4.5 Free -11.0	Sat -2.4 Free -7.0	-14.5	-15.5	dry
E1	-16.0	-15.0	-15.0	Sat -7.0 Free -16.0	Sat -4.0 Free -15.0	Sat -3.0 Free -15.0	-14.0	-16.0	dry

10.0 APPENDIX B – WETLAND RATING WORKSHEET

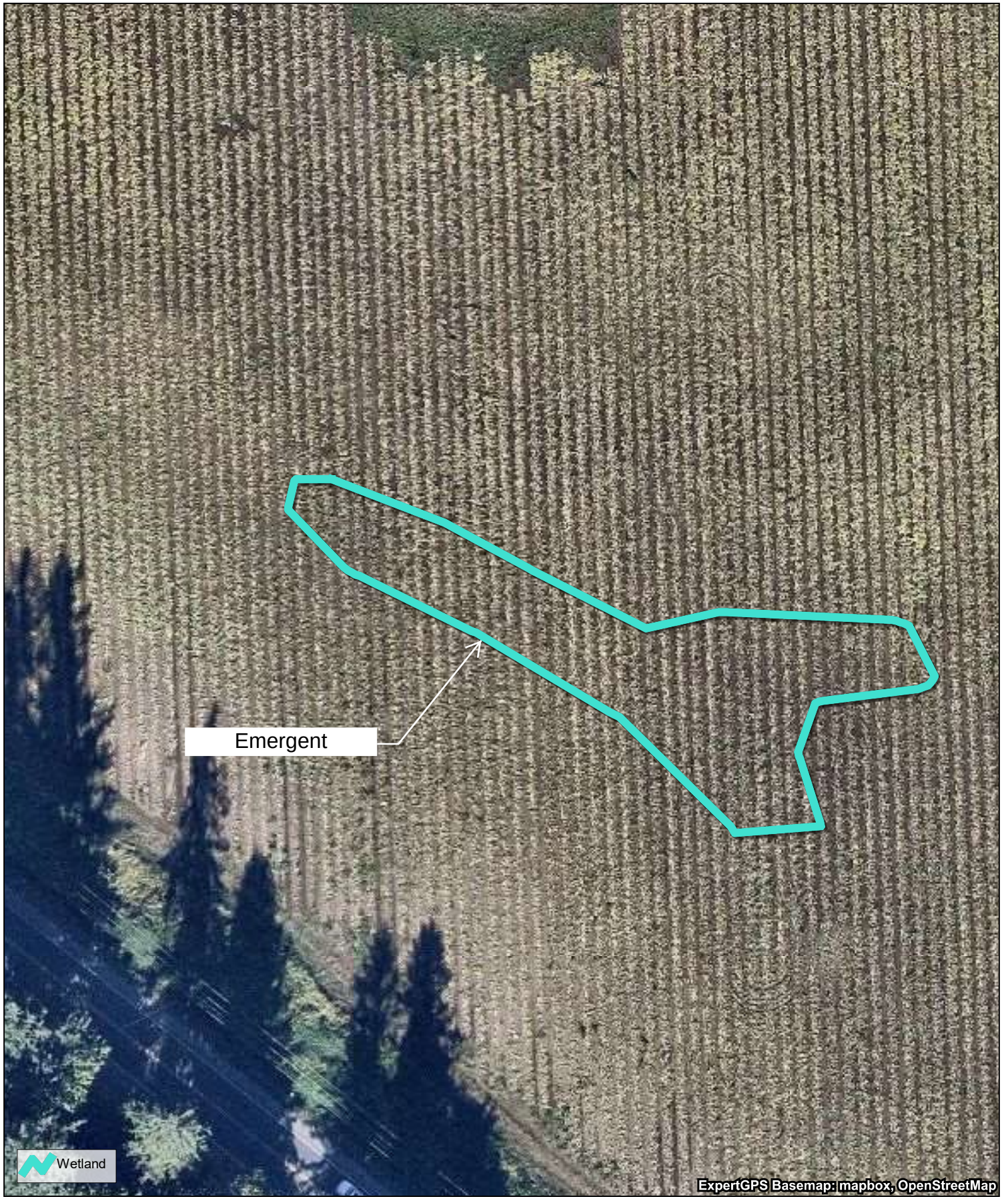
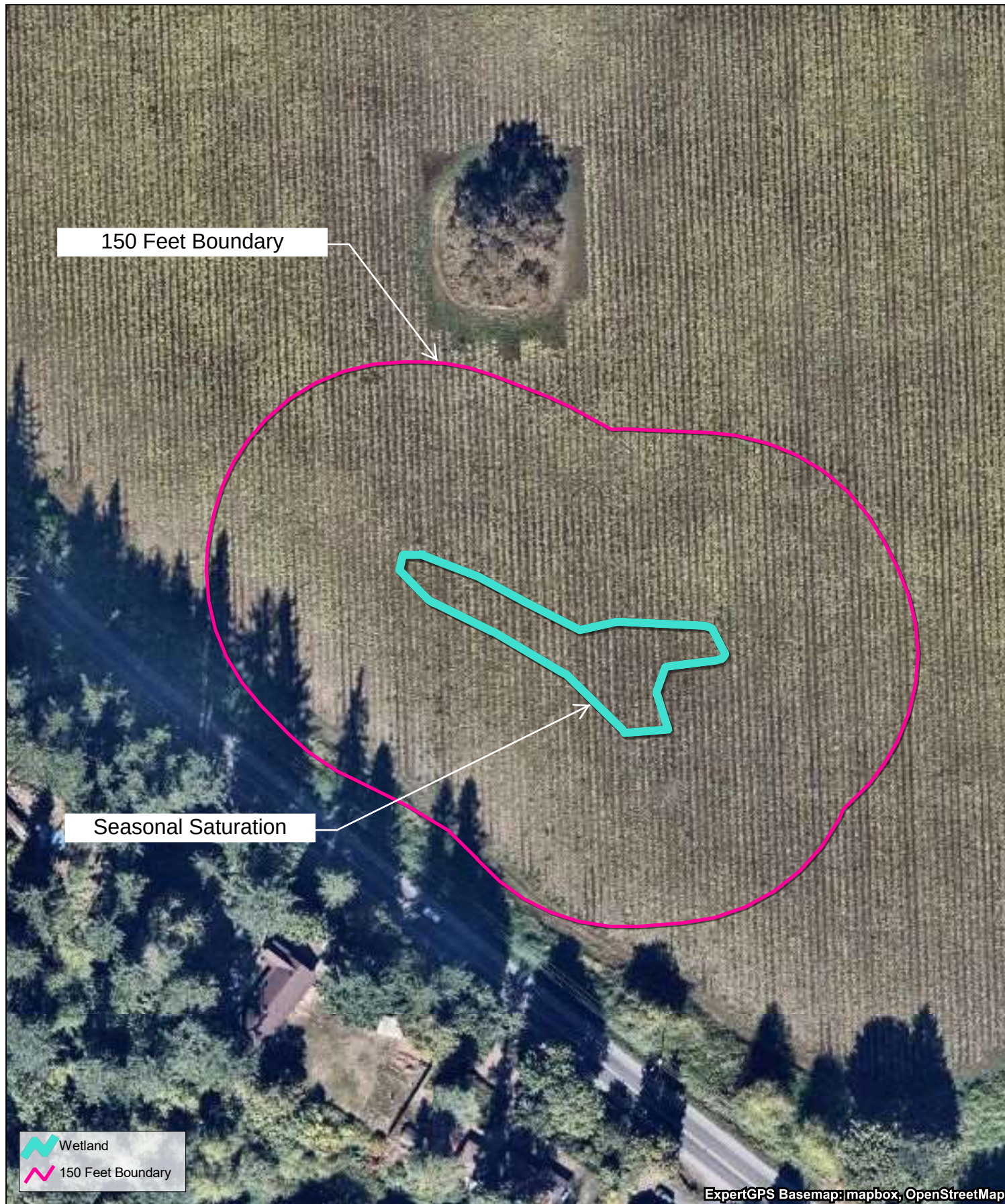


Figure A1

25 ft





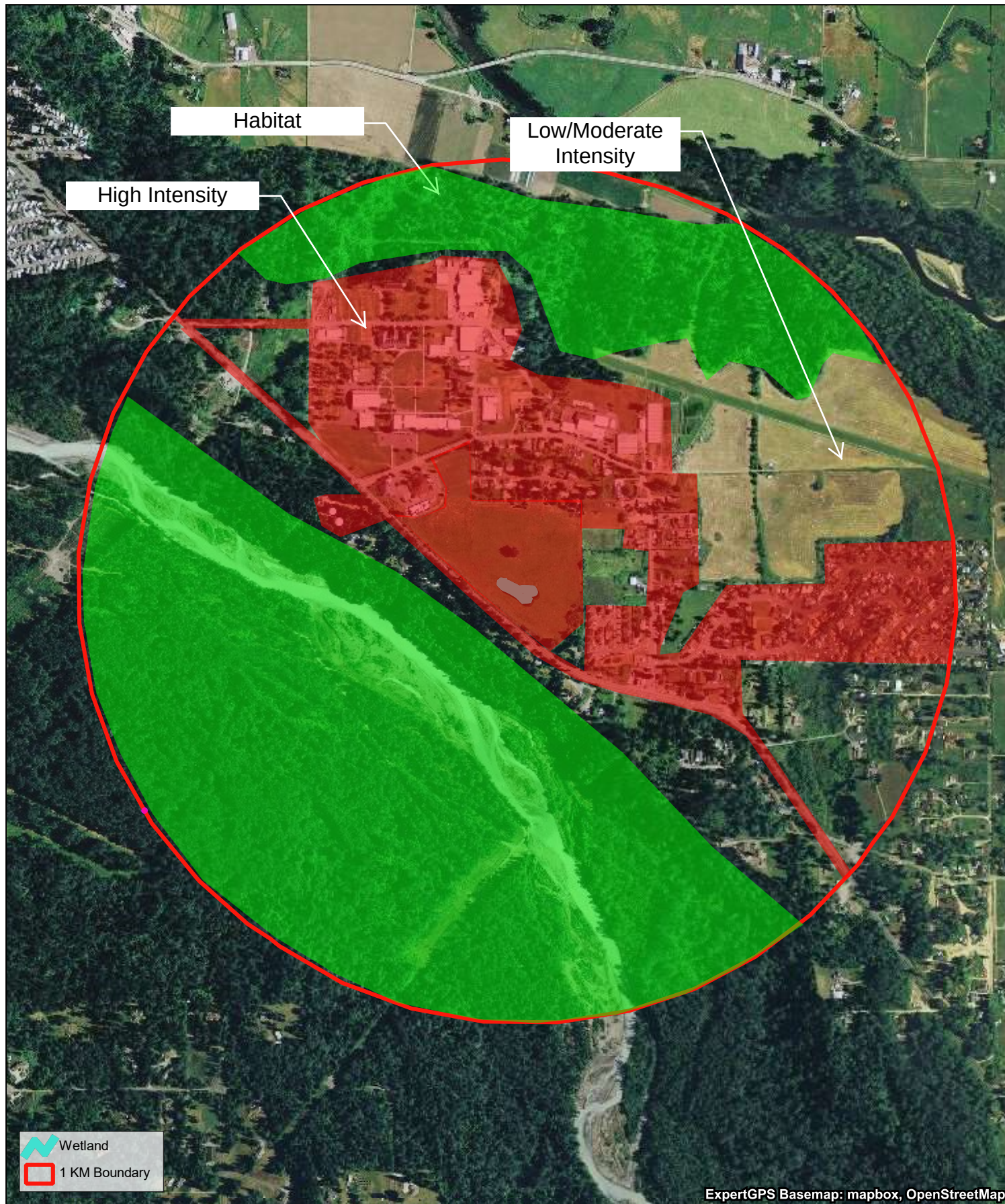
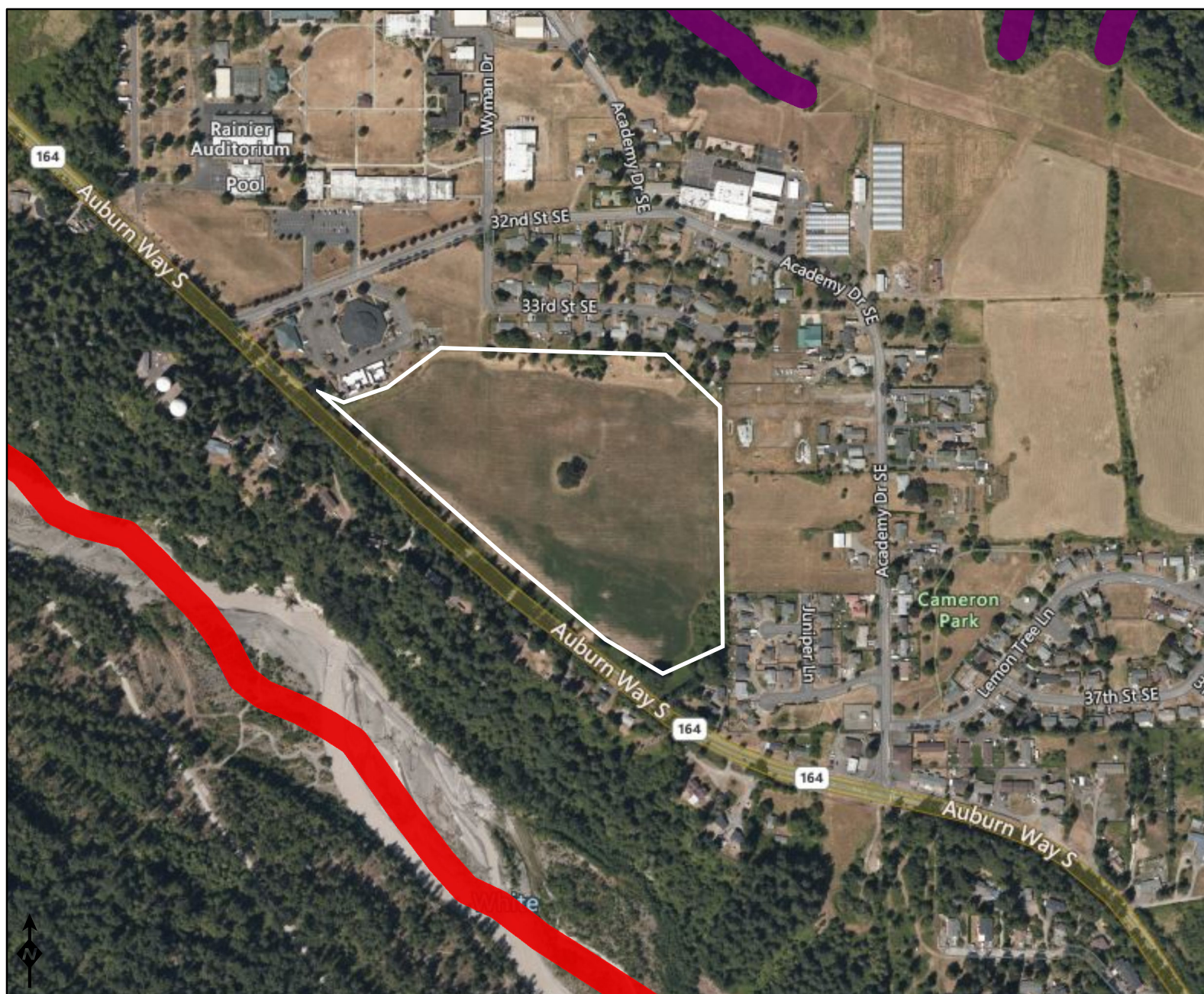


Figure A5



Assessed Waters/Sediment

Water

-  Category 5 - 303d
-  Category 4C
-  Category 4B
-  Category 4A
-  Category 2
-  Category 1

Sediment

-  Category 5 - 303d
-  Category 4C
-  Category 4B
-  Category 4A
-  Category 2
-  Category 1

 WQ Standards

Figure A6



Assessed Waters/Sediment

Water

- Category 5 - 303d
- Category 4C
- Category 4B
- Category 4A
- Category 2
- Category 1

Sediment

- Category 5 - 303d
- Category 4C
- Category 4B
- Category 4A
- Category 2
- Category 1

WQ Improvement Projects

- Approved
- In Development
- WQ Standards

Wetland name or number A

RATING SUMMARY – Western Washington

Name of wetland (or ID #): Parcel 2721059117 Date of site visit: 22 APR 2019

Rated by Habitat Technologies Trained by Ecology? X Yes No Date of training 2014

HGM Class used for rating Depressional Wetland has multiple HGM classes? X Y N

NOTE: Form is not complete without the figures requested (figures can be combined).

Source of base aerial photo/map King County, City of Auburn

OVERALL WETLAND CATEGORY 4 (based on functions X or special characteristics)

1. Category of wetland based on FUNCTIONS

 Category I – Total score = 23 - 27

 Category II – Total score = 20 - 22

 Category III – Total score = 16 - 19

X Category IV – Total score = 9 - 15

FUNCTION	Improving Water Quality			Hydrologic			Habitat			
Circle the appropriate ratings										
Site Potential	H	M	☐	H	☒	L	H	M	☐	
Landscape Potential	H	☒	L	H	☒	L	H	☒	L	
Value	H	M	☐	H	M	☐	H	M	☐	
Score Based on Ratings	4			5			4			13

**Score for each
function based
on three
ratings
(order of ratings
is not
important)**

9 = H,H,H

8 = H,H,M

7 = H,H,L

7 = H,M,M

6 = H,M,L

6 = M,M,M

5 = H,L,L

5 = M,M,L

4 = M,L,L

3 = L,L,L

2. Category based on SPECIAL CHARACTERISTICS of wetland

CHARACTERISTIC	CATEGORY
Estuarine	I II
Wetland of High Conservation Value	I
Bog	I
Mature Forest	I
Old Growth Forest	I
Coastal Lagoon	I II
Interdunal	I II III IV
None of the above	X

Wetland name or number A

Maps and figures required to answer questions correctly for Western Washington

Depressional Wetlands

Map of:	To answer questions:	Figure #
Cowardin plant classes	D 1.3, H 1.1, H 1.4	A1
Hydroperiods	D 1.4, H 1.2	A2
Location of outlet (<i>can be added to map of hydroperiods</i>)	D 1.1, D 4.1	A2
Boundary of area within 150 ft of the wetland (<i>can be added to another figure</i>)	D 2.2, D 5.2	A2
Map of the contributing basin	D 4.3, D 5.3	A3
1 km Polygon: Area that extends 1 km from entire wetland edge - including polygons for accessible habitat and undisturbed habitat	H 2.1, H 2.2, H 2.3	A4
Screen capture of map of 303(d) listed waters in basin (from Ecology website)	D 3.1, D 3.2	A5
Screen capture of list of TMDLs for WRIA in which unit is found (from web)	D 3.3	A6

Riverine Wetlands

Map of:	To answer questions:	Figure #
Cowardin plant classes	H 1.1, H 1.4	↑
Hydroperiods	H 1.2	↑
Ponded depressions	R 1.1	↑
Boundary of area within 150 ft of the wetland (<i>can be added to another figure</i>)	R 2.4	↑
Plant cover of trees, shrubs, and herbaceous plants	R 1.2, R 4.2	↑
Width of unit vs. width of stream (<i>can be added to another figure</i>)	R 4.1	N/A
Map of the contributing basin	R 2.2, R 2.3, R 5.2	↑
1 km Polygon: Area that extends 1 km from entire wetland edge - including polygons for accessible habitat and undisturbed habitat	H 2.1, H 2.2, H 2.3	↑
Screen capture of map of 303(d) listed waters in basin (from Ecology website)	R 3.1	↑
Screen capture of list of TMDLs for WRIA in which unit is found (from web)	R 3.2, R 3.3	↓

Lake Fringe Wetlands

Map of:	To answer questions:	Figure #
Cowardin plant classes	L 1.1, L 4.1, H 1.1, H 1.4	↑
Plant cover of trees, shrubs, and herbaceous plants	L 1.2	↑
Boundary of area within 150 ft of the wetland (<i>can be added to another figure</i>)	L 2.2	↑
1 km Polygon: Area that extends 1 km from entire wetland edge - including polygons for accessible habitat and undisturbed habitat	H 2.1, H 2.2, H 2.3	N/A
Screen capture of map of 303(d) listed waters in basin (from Ecology website)	L 3.1, L 3.2	↑
Screen capture of list of TMDLs for WRIA in which unit is found (from web)	L 3.3	↓

Slope Wetlands

Map of:	To answer questions:	Figure #
Cowardin plant classes	H 1.1, H 1.4	↑
Hydroperiods	H 1.2	↑
Plant cover of dense trees, shrubs, and herbaceous plants	S 1.3	↑
Plant cover of dense, rigid trees, shrubs, and herbaceous plants (<i>can be added to figure above</i>)	S 4.1	N/A
Boundary of 150 ft buffer (<i>can be added to another figure</i>)	S 2.1, S 5.1	↑
1 km Polygon: Area that extends 1 km from entire wetland edge - including polygons for accessible habitat and undisturbed habitat	H 2.1, H 2.2, H 2.3	↑
Screen capture of map of 303(d) listed waters in basin (from Ecology website)	S 3.1, S 3.2	↑
Screen capture of list of TMDLs for WRIA in which unit is found (from web)	S 3.3	↓

HGM Classification of Wetlands in Western Washington

For questions 1-7, the criteria described must apply to the entire unit being rated.

If the hydrologic criteria listed in each question do not apply to the entire unit being rated, you probably have a unit with multiple HGM classes. In this case, identify which hydrologic criteria in questions 1-7 apply, and go to Question 8.

1. Are the water levels in the entire unit usually controlled by tides except during floods?

NO – go to 2

YES – the wetland class is **Tidal Fringe** – go to 1.1

- 1.1 Is the salinity of the water during periods of annual low flow below 0.5 ppt (parts per thousand)?

NO – **Saltwater Tidal Fringe (Estuarine)**

YES – **Freshwater Tidal Fringe**

*If your wetland can be classified as a Freshwater Tidal Fringe use the forms for **Riverine** wetlands. If it is Saltwater Tidal Fringe it is an **Estuarine** wetland and is not scored. This method **cannot** be used to score functions for estuarine wetlands.*

2. The entire wetland unit is flat and precipitation is the only source (>90%) of water to it. Groundwater and surface water runoff are NOT sources of water to the unit.

NO – go to 3

YES – The wetland class is **Flats**

*If your wetland can be classified as a Flats wetland, use the form for **Depressional** wetlands.*

3. Does the entire wetland unit **meet all** of the following criteria?

- ___ The vegetated part of the wetland is on the shores of a body of permanent open water (without any plants on the surface at any time of the year) at least 20 ac (8 ha) in size;
___ At least 30% of the open water area is deeper than 6.6 ft (2 m).

NO – go to 4

YES – The wetland class is **Lake Fringe** (Lacustrine Fringe)

4. Does the entire wetland unit **meet all** of the following criteria?

- ___ The wetland is on a slope (*slope can be very gradual*),
___ The water flows through the wetland in one direction (unidirectional) and usually comes from seeps. It may flow subsurface, as sheetflow, or in a swale without distinct banks,
___ The water leaves the wetland **without being impounded**.

NO – go to 5

YES – The wetland class is **Slope**

NOTE: Surface water does not pond in these type of wetlands except occasionally in very small and shallow depressions or behind hummocks (depressions are usually <3 ft diameter and less than 1 ft deep).

5. Does the entire wetland unit **meet all** of the following criteria?

- ___ The unit is in a valley, or stream channel, where it gets inundated by overbank flooding from that stream or river,
___ The overbank flooding occurs at least once every 2 years.

Wetland name or number A

NO – go to 6

YES – The wetland class is **Riverine**

NOTE: The Riverine unit can contain depressions that are filled with water when the river is not flooding

6. Is the entire wetland unit in a topographic depression in which water ponds, or is saturated to the surface, at some time during the year? *This means that any outlet, if present, is higher than the interior of the wetland.*

NO – go to 7

YES – The wetland class is **Depressional**

7. Is the entire wetland unit located in a very flat area with no obvious depression and no overbank flooding? The unit does not pond surface water more than a few inches. The unit seems to be maintained by high groundwater in the area. The wetland may be ditched, but has no obvious natural outlet.

NO – go to 8

YES – The wetland class is **Depressional**

8. Your wetland unit seems to be difficult to classify and probably contains several different HGM classes. For example, seeps at the base of a slope may grade into a riverine floodplain, or a small stream within a Depressional wetland has a zone of flooding along its sides. **GO BACK AND IDENTIFY WHICH OF THE HYDROLOGIC REGIMES DESCRIBED IN QUESTIONS 1-7 APPLY TO DIFFERENT AREAS IN THE UNIT** (make a rough sketch to help you decide). Use the following table to identify the appropriate class to use for the rating system if you have several HGM classes present within the wetland unit being scored.

NOTE: Use this table only if the class that is recommended in the second column represents 10% or more of the total area of the wetland unit being rated. If the area of the HGM class listed in column 2 is less than 10% of the unit; classify the wetland using the class that represents more than 90% of the total area.

HGM classes within the wetland unit being rated	HGM class to use in rating
Slope + Riverine	Riverine
Slope + Depressional	Depressional
Slope + Lake Fringe	Lake Fringe
Depressional + Riverine along stream within boundary of depression	Depressional
Depressional + Lake Fringe	Depressional
Riverine + Lake Fringe	Riverine
Salt Water Tidal Fringe and any other class of freshwater wetland	Treat as ESTUARINE

*If you are still unable to determine which of the above criteria apply to your wetland, or if you have **more than 2 HGM classes** within a wetland boundary, classify the wetland as Depressional for the rating.*

Wetland name or number A

DEPRESSIONAL AND FLATS WETLANDS	
Water Quality Functions - Indicators that the site functions to improve water quality	
D 1.0. Does the site have the potential to improve water quality?	
D 1.1. Characteristics of surface water outflows from the wetland: Wetland is a depression or flat depression (QUESTION 7 on key) with no surface water leaving it (no outlet). points = 3 Wetland has an intermittently flowing stream or ditch, OR highly constricted permanently flowing outlet. points = 2 Wetland has an unconstricted, or slightly constricted, surface outlet that is permanently flowing points = 1 Wetland is a flat depression (QUESTION 7 on key), whose outlet is a permanently flowing ditch. points = 1	3
D 1.2. The soil 2 in below the surface (or duff layer) is true clay or true organic (use NRCS definitions). Yes = 4 No = 0	0
D 1.3. Characteristics and distribution of persistent plants (Emergent, Scrub-shrub, and/or Forested Cowardin classes): Wetland has persistent, ungrazed, plants > 95% of area points = 5 Wetland has persistent, ungrazed, plants > ½ of area points = 3 Wetland has persistent, ungrazed plants > 1/10 of area points = 1 Wetland has persistent, ungrazed plants < 1/10 of area points = 0	0
D 1.4. Characteristics of seasonal ponding or inundation: <i>This is the area that is ponded for at least 2 months. See description in manual.</i> Area seasonally ponded is > ½ total area of wetland points = 4 Area seasonally ponded is > ¼ total area of wetland points = 2 Area seasonally ponded is < ¼ total area of wetland points = 0	0
Total for D 1	3

Rating of Site Potential If score is: 12-16 = H 6-11 = M X 0-5 = L Record the rating on the first page

D 2.0. Does the landscape have the potential to support the water quality function of the site?	
D 2.1. Does the wetland unit receive stormwater discharges?	Yes = 1 No = 0
D 2.2. Is > 10% of the area within 150 ft of the wetland in land uses that generate pollutants?	Yes = 1 No = 0
D 2.3. Are there septic systems within 250 ft of the wetland?	Yes = 1 No = 0
D 2.4. Are there other sources of pollutants coming into the wetland that are not listed in questions D 2.1-D 2.3?	Yes = 1 No = 0
Source _____	Yes = 1 No = 0
Total for D 2 wetland part of ongoing agricultural management	1

Rating of Landscape Potential If score is: 3 or 4 = H X 1 or 2 = M 0 = L Record the rating on the first page

D 3.0. Is the water quality improvement provided by the site valuable to society?	
D 3.1. Does the wetland discharge directly (i.e., within 1 mi) to a stream, river, lake, or marine water that is on the 303(d) list?	Yes = 1 No = 0
D 3.2. Is the wetland in a basin or sub-basin where an aquatic resource is on the 303(d) list?	Yes = 1 No = 0
D 3.3. Has the site been identified in a watershed or local plan as important for maintaining water quality (answer YES if there is a TMDL for the basin in which the unit is found)?	Yes = 2 No = 0
Total for D 3	0

Rating of Value If score is: 2-4 = H 1 = M X 0 = L Record the rating on the first page

Wetland name or number A

DEPRESSIONAL AND FLATS WETLANDS

Hydrologic Functions - Indicators that the site functions to reduce flooding and stream degradation

D 4.0. Does the site have the potential to reduce flooding and erosion?		
D 4.1. <u>Characteristics of surface water outflows from the wetland:</u> Wetland is a depression or flat depression with no surface water leaving it (no outlet) points = 4 Wetland has an intermittently flowing stream or ditch, OR highly constricted permanently flowing outlet points = 2 Wetland is a flat depression (QUESTION 7 on key), whose outlet is a permanently flowing ditch points = 1 Wetland has an unconstricted, or slightly constricted, surface outlet that is permanently flowing points = 0		4
D 4.2. <u>Depth of storage during wet periods:</u> <i>Estimate the height of ponding above the bottom of the outlet. For wetlands with no outlet, measure from the surface of permanent water or if dry, the deepest part.</i> Marks of ponding are 3 ft or more above the surface or bottom of outlet points = 7 Marks of ponding between 2 ft to < 3 ft from surface or bottom of outlet points = 5 Marks are at least 0.5 ft to < 2 ft from surface or bottom of outlet points = 3 The wetland is a "headwater" wetland points = 3 Wetland is flat but has small depressions on the surface that trap water points = 1 Marks of ponding less than 0.5 ft (6 in) X points = 0		0
D 4.3. <u>Contribution of the wetland to storage in the watershed:</u> <i>Estimate the ratio of the area of upstream basin contributing surface water to the wetland to the area of the wetland unit itself.</i> The area of the basin is less than 10 times the area of the unit points = 5 The area of the basin is 10 to 100 times the area of the unit points = 3 The area of the basin is more than 100 times the area of the unit points = 0 Entire wetland is in the Flats class points = 5		5
Total for D 4		9

Rating of Site Potential If score is: 12-16 = H X 6-11 = M 0-5 = L

Record the rating on the first page

D 5.0. Does the landscape have the potential to support hydrologic functions of the site?		
D 5.1. Does the wetland receive stormwater discharges? Yes = 1 No = 0		0
D 5.2. Is >10% of the area within 150 ft of the wetland in land uses that generate excess runoff? Yes = 1 No = 0		1
D 5.3. Is more than 25% of the contributing basin of the wetland covered with intensive human land uses (residential at >1 residence/ac, urban, commercial, agriculture, etc.)? Yes = 1 No = 0		1
Total for D 5 wetland part of ongoing agricultural management		2

Rating of Landscape Potential If score is: 3 = H X 1 or 2 = M 0 = L

Record the rating on the first page

D 6.0. Are the hydrologic functions provided by the site valuable to society?		
D 6.1. <u>The unit is in a landscape that has flooding problems. Choose the description that best matches conditions around the wetland unit being rated. Do not add points. Choose the highest score if more than one condition is met.</u> The wetland captures surface water that would otherwise flow down-gradient into areas where flooding has damaged human or natural resources (e.g., houses or salmon redds): • Flooding occurs in a sub-basin that is immediately down-gradient of unit. points = 2 • Surface flooding problems are in a sub-basin farther down-gradient. points = 1 Flooding from groundwater is an issue in the sub-basin. points = 1 The existing or potential outflow from the wetland is so constrained by human or natural conditions that the water stored by the wetland cannot reach areas that flood. <i>Explain why</i> _____ points = 0 There are no problems with flooding downstream of the wetland. points = 0		0
D 6.2. Has the site been identified as important for flood storage or flood conveyance in a regional flood control plan? Yes = 2 No = 0		0
Total for D 6		0

Rating of Value If score is: 2-4 = H 1 = M X 0 = L

Record the rating on the first page

Wetland name or number A

These questions apply to wetlands of all HGM classes.

HABITAT FUNCTIONS - Indicators that site functions to provide important habitat

H 1.0. Does the site have the potential to provide habitat?

H 1.1. Structure of plant community: *Indicators are Cowardin classes and strata within the Forested class. Check the Cowardin plant classes in the wetland. Up to 10 patches may be combined for each class to meet the threshold of ¼ ac or more than 10% of the unit if it is smaller than 2.5 ac. Add the number of structures checked.*

- | | | |
|---|----------------------------------|---|
| ☐ Aquatic bed | 4 structures or more: points = 4 | 0 |
| ☒ Emergent annual agricultural production crops | 3 structures: points = 2 | |
| ☐ Scrub-shrub (areas where shrubs have > 30% cover) | 2 structures: points = 1 | |
| ☐ Forested (areas where trees have > 30% cover) | 1 structure: points = 0 | |
| <i>If the unit has a Forested class, check if:</i> | | |
| ☐ The Forested class has 3 out of 5 strata (canopy, sub-canopy, shrubs, herbaceous, moss/ground-cover) that each cover 20% within the Forested polygon | | |

H 1.2. Hydroperiods

Check the types of water regimes (hydroperiods) present within the wetland. The water regime has to cover more than 10% of the wetland or ¼ ac to count (*see text for descriptions of hydroperiods*).

- | | | |
|--|-------------------------------------|----------|
| ☐ Permanently flooded or inundated | 4 or more types present: points = 3 | 1 |
| ☐ Seasonally flooded or inundated | 3 types present: points = 2 | |
| ☐ Occasionally flooded or inundated | 2 types present: points = 1 | |
| ☒ Saturated only | 1 type present: points = 0 | |
| ☐ Permanently flowing stream or river in, or adjacent to, the wetland | | |
| ☐ Seasonally flowing stream in, or adjacent to, the wetland | | |
| ☐ Lake Fringe wetland | | 2 points |
| ☐ Freshwater tidal wetland | | 2 points |

H 1.3. Richness of plant species

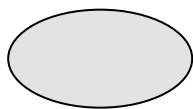
Count the number of plant species in the wetland that cover at least 10 ft².

Different patches of the same species can be combined to meet the size threshold and you do not have to name the species. Do not include Eurasian milfoil, reed canarygrass, purple loosestrife, Canadian thistle

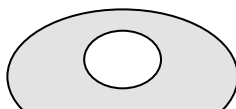
- | | | |
|------------------------------|------------|---|
| If you counted: > 19 species | points = 2 | 0 |
| 5 - 19 species | points = 1 | |
| < 5 species | points = 0 | |
- annual agricultural production crops

H 1.4. Interspersion of habitats

Decide from the diagrams below whether interspersions among Cowardin plants classes (described in H 1.1), or the classes and unvegetated areas (can include open water or mudflats) is high, moderate, low, or none. *If you have four or more plant classes or three classes and open water, the rating is always high.*



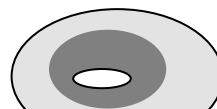
None = 0 points



Low = 1 point

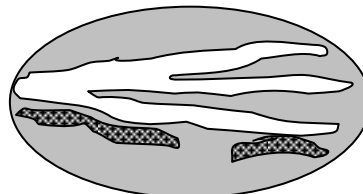
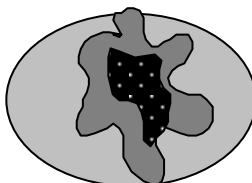
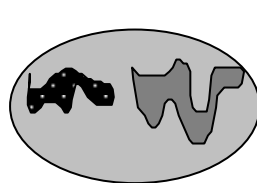


Moderate = 2 points



0

All three diagrams in this row are **HIGH** = 3points



Wetland name or number A

H 1.5. Special habitat features: Check the habitat features that are present in the wetland. <i>The number of checks is the number of points.</i> ☐ Large, downed, woody debris within the wetland (> 4 in diameter and 6 ft long). ☐ Standing snags (dbh > 4 in) within the wetland ☐ Undercut banks are present for at least 6.6 ft (2 m) and/or overhanging plants extends at least 3.3 ft (1 m) over a stream (or ditch) in, or contiguous with the wetland, for at least 33 ft (10 m) ☐ Stable steep banks of fine material that might be used by beaver or muskrat for denning (> 30 degree slope) OR signs of recent beaver activity are present (<i>cut shrubs or trees that have not yet weathered where wood is exposed</i>) ☐ At least ¼ ac of thin-stemmed persistent plants or woody branches are present in areas that are permanently or seasonally inundated (<i>structures for egg-laying by amphibians</i>) ☐ Invasive plants cover less than 25% of the wetland area in every stratum of plants (<i>see H 1.1 for list of strata</i>)		0
Total for H 1	Add the points in the boxes above	1

Rating of Site Potential If score is: 15-18 = H 7-14 = M X 0-6 = L

Record the rating on the first page

H 2.0. Does the landscape have the potential to support the habitat functions of the site?		
H 2.1. Accessible habitat (include <i>only habitat that directly abuts wetland unit</i>). <i>Calculate:</i> % undisturbed habitat <u>0</u> + [(% moderate and low intensity land uses)/2] <u>0</u> = <u>0</u> % If total accessible habitat is: > 1/3 (33.3%) of 1 km Polygon points = 3 20-33% of 1 km Polygon points = 2 10-19% of 1 km Polygon points = 1 < 10% of 1 km Polygon points = 0		0
H 2.2. Undisturbed habitat in 1 km Polygon around the wetland. <i>Calculate:</i> % undisturbed habitat <u>50</u> + [(% moderate and low intensity land uses)/2] <u>24</u> = <u>62</u> % Undisturbed habitat > 50% of Polygon points = 3 Undisturbed habitat 10-50% and in 1-3 patches points = 2 Undisturbed habitat 10-50% and > 3 patches points = 1 Undisturbed habitat < 10% of 1 km Polygon points = 0		3
H 2.3. Land use intensity in 1 km Polygon: If > 50% of 1 km Polygon is high intensity land use points = (- 2) ≤ 50% of 1 km Polygon is high intensity points = 0		0
Total for H 2	Add the points in the boxes above	3

Rating of Landscape Potential If score is: 4-6 = H X 1-3 = M < 1 = L

Record the rating on the first page

H 3.0. Is the habitat provided by the site valuable to society?		
H 3.1. Does the site provide habitat for species valued in laws, regulations, or policies? Choose <i>only the highest score that applies to the wetland being rated</i>. Site meets ANY of the following criteria: points = 2 — It has 3 or more priority habitats within 100 m (see next page) — It provides habitat for Threatened or Endangered species (any plant or animal on the state or federal lists) — It is mapped as a location for an individual WDFW priority species — It is a Wetland of High Conservation Value as determined by the Department of Natural Resources — It has been categorized as an important habitat site in a local or regional comprehensive plan, in a Shoreline Master Plan, or in a watershed plan Site has 1 or 2 priority habitats (listed on next page) within 100 m points = 1 Site does not meet any of the criteria above points = 0		0

Rating of Value If score is: 2 = H 1 = M X 0 = L

Record the rating on the first page

WDFW Priority Habitats

Priority habitats listed by WDFW (see complete descriptions of WDFW priority habitats, and the counties in which they can be found, in: Washington Department of Fish and Wildlife. 2008. Priority Habitat and Species List. Olympia, Washington. 177 pp. <http://wdfw.wa.gov/publications/00165/wdfw00165.pdf> or access the list from here: <http://wdfw.wa.gov/conservation/phs/list/>)

Count how many of the following priority habitats are within 330 ft (100 m) of the wetland unit: **NOTE:** *This question is independent of the land use between the wetland unit and the priority habitat.*

- **Aspen Stands:** Pure or mixed stands of aspen greater than 1 ac (0.4 ha).
- **Biodiversity Areas and Corridors:** Areas of habitat that are relatively important to various species of native fish and wildlife (*full descriptions in WDFW PHS report*).
- **Herbaceous Balds:** Variable size patches of grass and forbs on shallow soils over bedrock.
- **Old-growth/Mature forests:** Old-growth west of Cascade crest – Stands of at least 2 tree species, forming a multi-layered canopy with occasional small openings; with at least 8 trees/ac (20 trees/ha) > 32 in (81 cm) dbh or > 200 years of age. Mature forests – Stands with average diameters exceeding 21 in (53 cm) dbh; crown cover may be less than 100%; decay, decadence, numbers of snags, and quantity of large downed material is generally less than that found in old-growth; 80-200 years old west of the Cascade crest.
- **Oregon White Oak:** Woodland stands of pure oak or oak/conifer associations where canopy coverage of the oak component is important (*full descriptions in WDFW PHS report p. 158 – see web link above*).
- **Riparian:** The area adjacent to aquatic systems with flowing water that contains elements of both aquatic and terrestrial ecosystems which mutually influence each other.
- **Westside Prairies:** Herbaceous, non-forested plant communities that can either take the form of a dry prairie or a wet prairie (*full descriptions in WDFW PHS report p. 161 – see web link above*).
- **Instream:** The combination of physical, biological, and chemical processes and conditions that interact to provide functional life history requirements for instream fish and wildlife resources.
- **Nearshore:** Relatively undisturbed nearshore habitats. These include Coastal Nearshore, Open Coast Nearshore, and Puget Sound Nearshore. (*full descriptions of habitats and the definition of relatively undisturbed are in WDFW report – see web link on previous page*).
- **Caves:** A naturally occurring cavity, recess, void, or system of interconnected passages under the earth in soils, rock, ice, or other geological formations and is large enough to contain a human.
- **Cliffs:** Greater than 25 ft (7.6 m) high and occurring below 5000 ft elevation.
- **Talus:** Homogenous areas of rock rubble ranging in average size 0.5 - 6.5 ft (0.15 - 2.0 m), composed of basalt, andesite, and/or sedimentary rock, including riprap slides and mine tailings. May be associated with cliffs.
- **Snags and Logs:** Trees are considered snags if they are dead or dying and exhibit sufficient decay characteristics to enable cavity excavation/use by wildlife. Priority snags have a diameter at breast height of > 20 in (51 cm) in western Washington and are > 6.5 ft (2 m) in height. Priority logs are > 12 in (30 cm) in diameter at the largest end, and > 20 ft (6 m) long.

Note: All vegetated wetlands are by definition a priority habitat but are not included in this list because they are addressed elsewhere.



TRAFFIC IMPACT ANALYSIS SCOPING INFORMATION - AUGUST 25, 2020

Project Title: **Auburn Site G**
 Project Description: Residential development encompassing 396 mid-rise apartment units and 224 units of senior living
 Address: 5000 Auburn Way, Auburn, WA 98092
 Parcel(s): 272105-9117; -9055; -9079; -9086; -9090

Trip Generation:

Phase	Quantity	Land Use Code	Description	AWDT Rate	AM Peak Hour Rate	PM Peak Hour Rate	Pass-By Rate
I	252 units	221	Multi-Family Mid-Rise	5.44	0.36	0.44	0%
II	144 units	221	Multi-Family Low-Rise	5.44	0.36	0.44	0%
III	224 units	255	Continuing Care Community	2.40	0.14	0.16	0%

AWDT: Average Weekday Daily Trip

Total Daily Trips 2692
 Total AM Peak Hour Trips: 174 (58 Enter / 116 Exit)
 Total PM Peak Hour Trips: 210 (120 Enter / 90 Exit)
 Time Period to Evaluate: Weekday: 7:00 AM - 9:00 AM; 4:00 PM - 6:00 PM
 Horizon Year: 2026
 Background Growth: 2%¹
 Pipeline Projects: Brown's Corner

Left Turn Warrant: Will be analyzed at the northern access on Auburn Way S. Auburn Way S is a classified Principal Arterial and requires a total of 82' of right-of-way (typ.) and a five-lane cross section. A center lane may be required as part of frontage improvements.

¹ Growth rate derived from historical 2016 and 2018 city of Auburn turning movement counts taken at the nearby intersections of Auburn Way S & 32nd Street SE and Auburn Way S & Academy Drive SE

Access:

Access to the site is proposed via two driveways on Auburn Way S. A deviation request will need to be submitted as this is not the lowest class of available roadway access. Further, a separate deviation will be required should more than one access be proposed along Auburn Way S, if not required by VFRA

Intersections to Study:

1. Auburn Way S & North Access
(full-movement)
2. Auburn Way S & South Access
(right-in/right-out)
3. Auburn Way S & 32nd Street SE

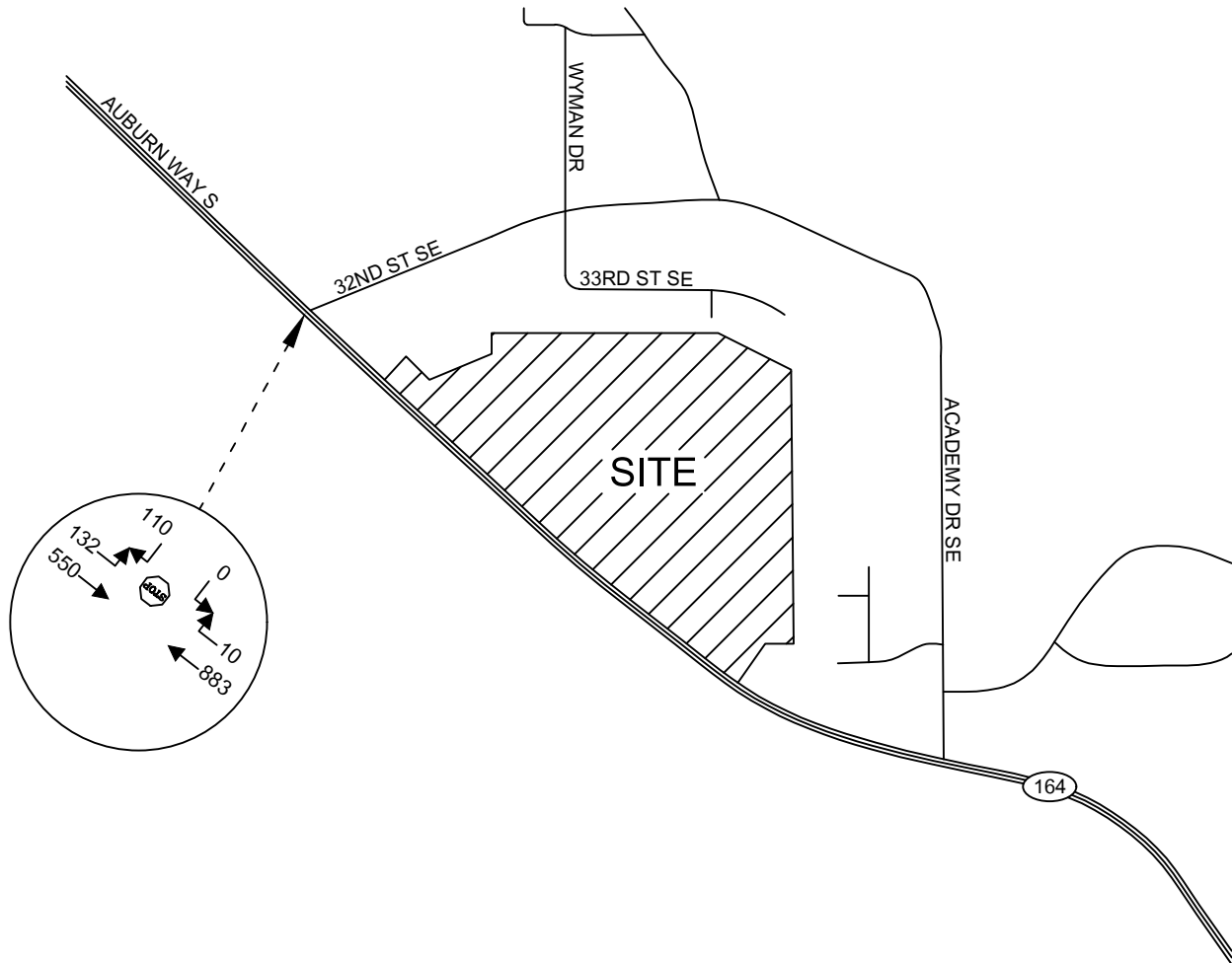
Preliminary Trip Distribution:

See attached figures. Based primarily on traffic counts and distribution patterns when looking at the aggregate turning movements from both 32nd Street SE and Academy Drive.

Additional Comments:

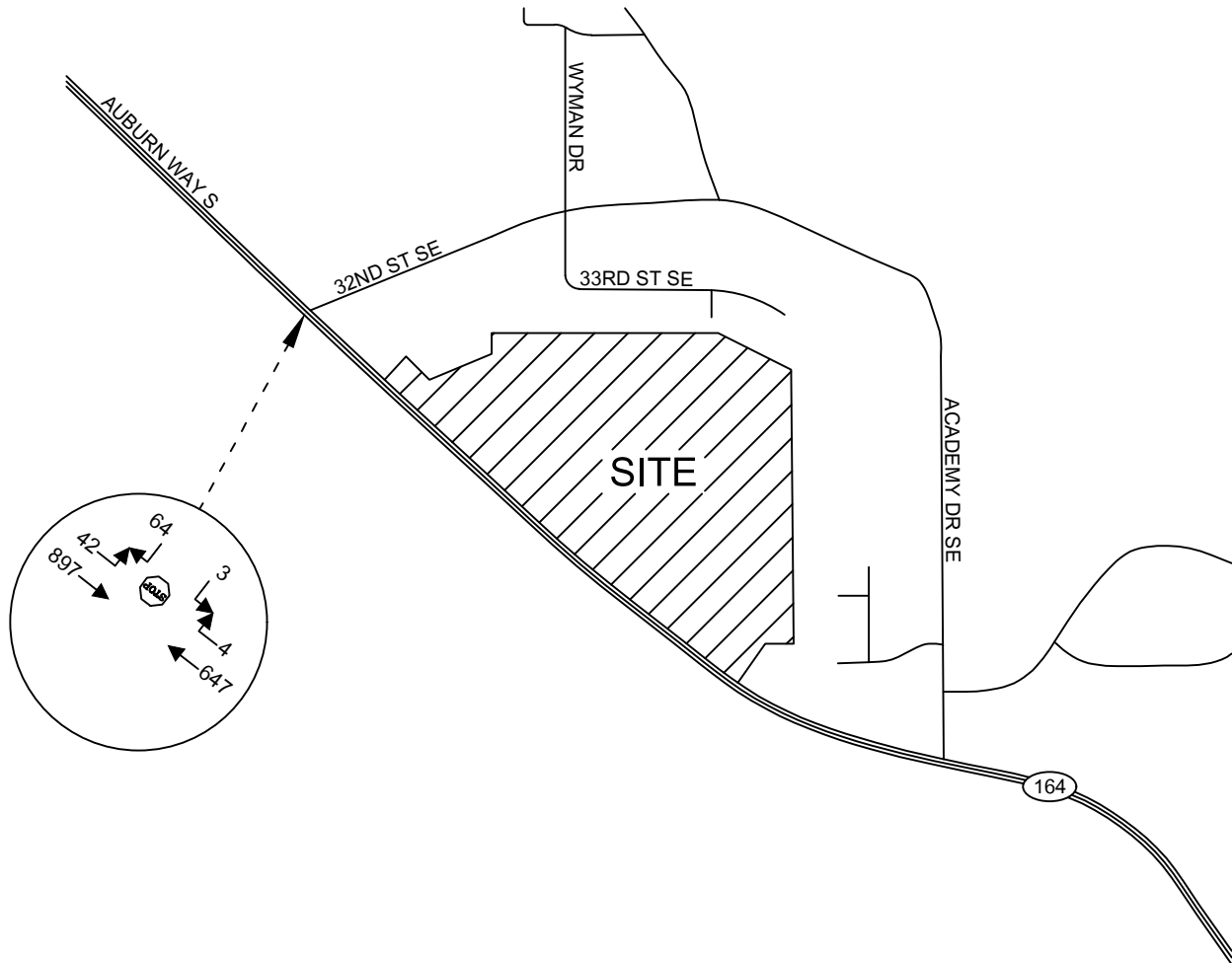
1. The TIA will analyze full-buildout of all Phases of the proposed development. This scoping package is intended to support the proposed Comprehensive Plan update and a full Traffic Impact Analysis will be required.
2. Access to the site is proposed via two driveways extending northeast from Auburn Way S. The southern access will be restricted to right-in, right-out turn movements. The northern access will provide separate outbound right and left turn-lanes. As discussed above, deviations will be required for one or more accesses via Auburn Way S
3. All Phase III senior community/memory care units are proposed to be defined under ITE Land Use Code 255 – Continuing Care Retirement Community as the land use encompasses all elements of the proposed facility (i.e., independent living, assisted living and skilled nursing care).





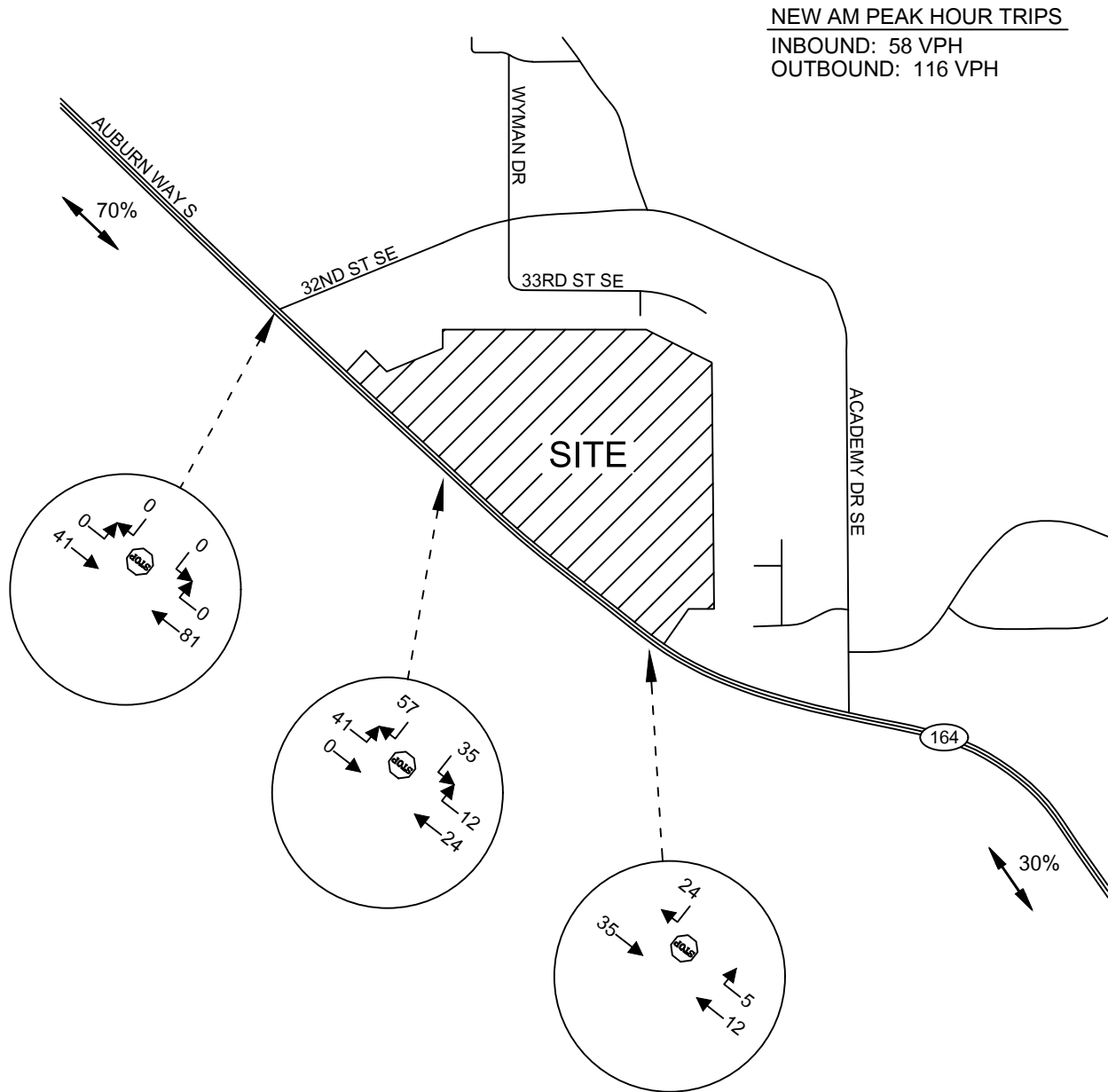
HEATH & ASSOCIATES
TRAFFIC AND CIVIL ENGINEERING

AUBURN SITE G
EXISTING AM PEAK HOUR VOLUMES
FIGURE 2



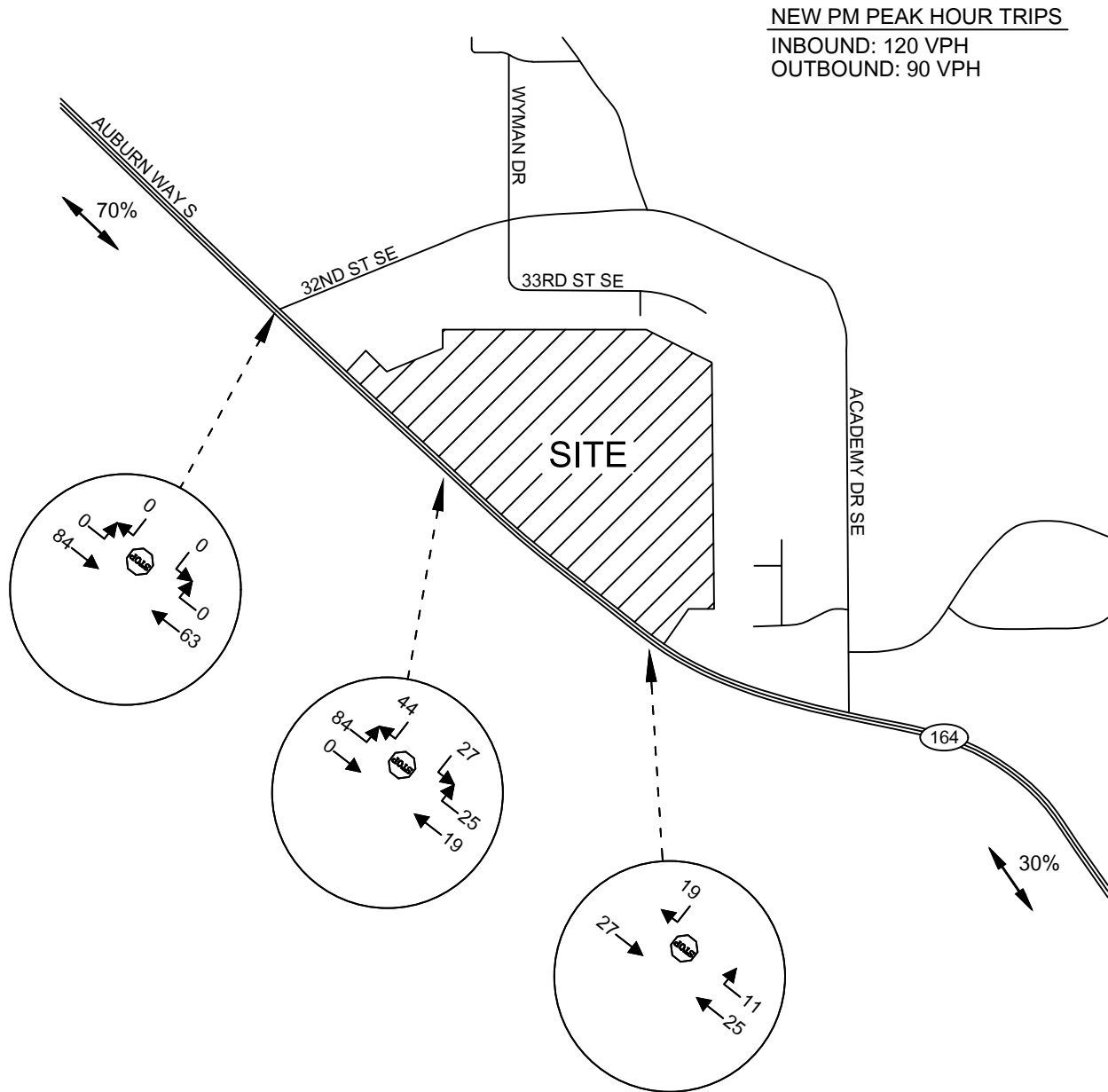
HEATH & ASSOCIATES
TRAFFIC AND CIVIL ENGINEERING

AUBURN SITE G
EXISTING PM PEAK HOUR VOLUMES
FIGURE 3



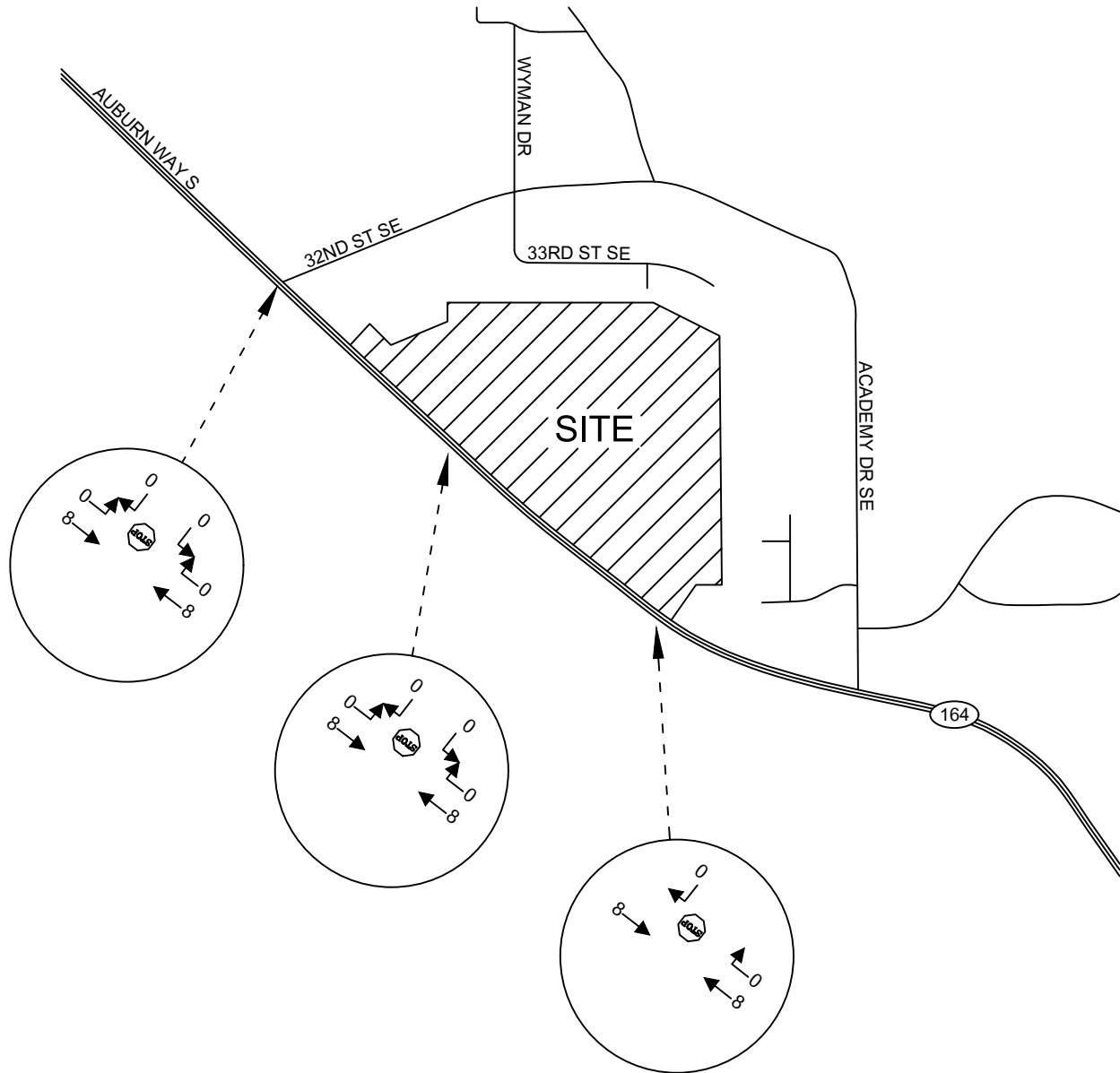
HEATH & ASSOCIATES
TRAFFIC AND CIVIL ENGINEERING

AUBURN SITE G
AM PEAK HOUR TRIP DISTRIBUTION & ASSIGNMENT
FIGURE 4



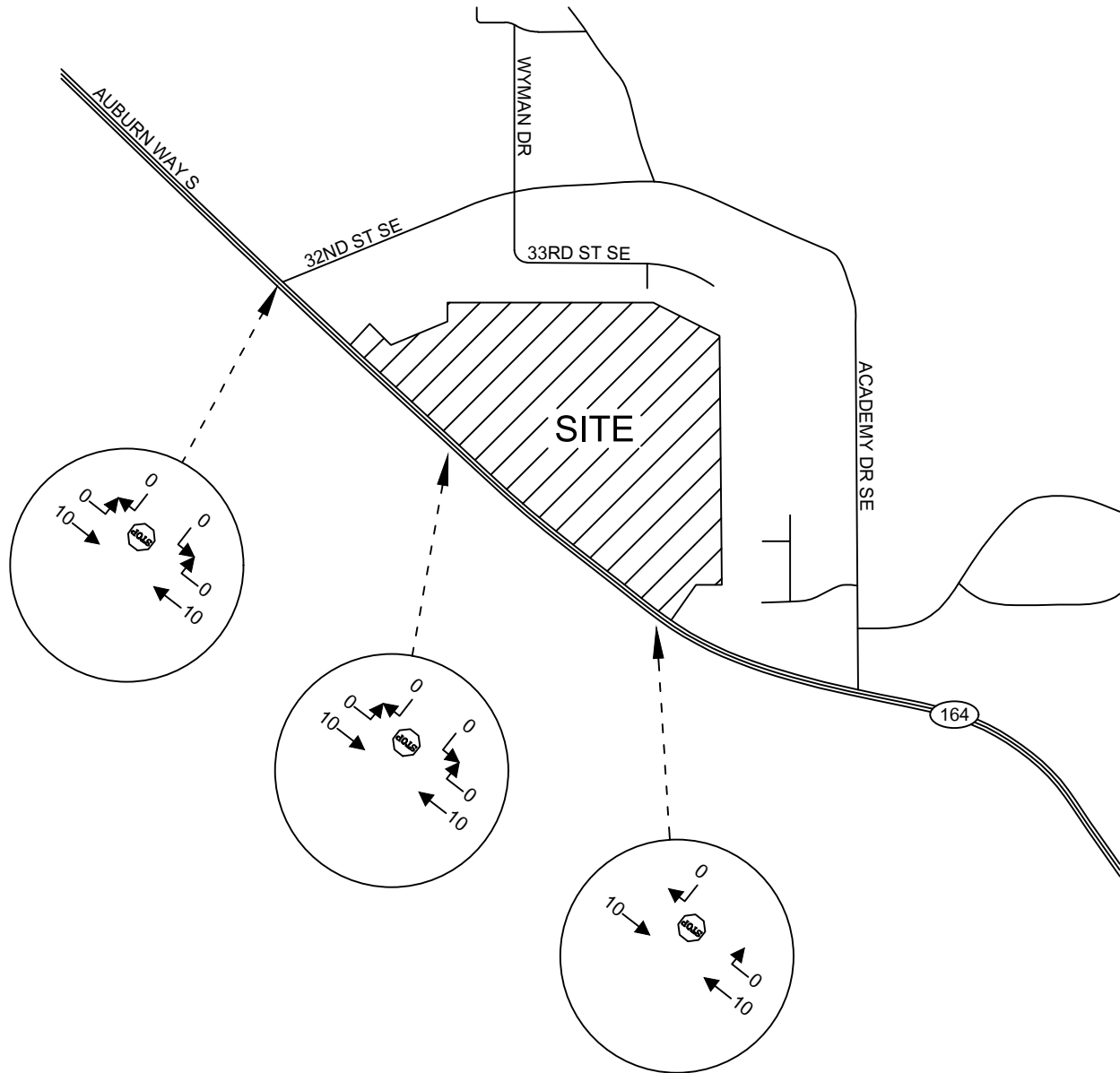
HEATH & ASSOCIATES
TRAFFIC AND CIVIL ENGINEERING

AUBURN SITE G
PM PEAK HOUR TRIP DISTRIBUTION & ASSIGNMENT
FIGURE 5



HEATH & ASSOCIATES
TRAFFIC AND CIVIL ENGINEERING

AUBURN SITE G
AM PEAK HOUR PIPELINE VOLUMES
FIGURE 6



HEATH & ASSOCIATES
TRAFFIC AND CIVIL ENGINEERING

AUBURN SITE G
PM PEAK HOUR PIPELINE VOLUMES
FIGURE 7

AUBURN SITE G
TRAFFIC IMPACT ANALYSIS SCOPING

APPENDIX

AUBURN SITE G
TRAFFIC IMPACT ANALYSIS SCOPING
ITE TRIP GENERATION REPORT

Trip Generation Summary

Alternative: Alternative 1

Phase:

Project: Auburn Site G

Open Date: 3/26/2020

Analysis Date: 3/26/2020

ITE	Land Use	Weekday Average Daily Trips				Weekday AM Peak Hour of Adjacent Street Traffic				Weekday PM Peak Hour of Adjacent Street Traffic			
		*	Enter	Exit	Total	*	Enter	Exit	Total	*	Enter	Exit	Total
221	Phase 2 - Mid-Rise Apartments		392	391	783		14	38	52		38	25	63
	144 Dwelling Units												
221	Phase 1 - Mid-Rise Apartments		686	685	1371		24	67	91		68	43	111
	252 Dwelling Units												
255	Phase 3 - Continuing Care		269	269	538		20	11	31		14	22	36
	224 Units												
Unadjusted Volume			1347	1345	2692		58	116	174		120	90	210
Internal Capture Trips			0	0	0		0	0	0		0	0	0
Pass-By Trips			0	0	0		0	0	0		0	0	0
Volume Added to Adjacent Streets			1347	1345	2692		58	116	174		120	90	210

Total Weekday Average Daily Trips Internal Capture = 0 Percent

Total Weekday AM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

Total Weekday PM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

* - Custom rate used for selected time period.

Source: Institute of Transportation Engineers, Trip Generation Manual 10th Edition

TRIP GENERATION 10, TRAFFICWARE, LLC

2214 Tacoma Road Puyallup WA 98371 (253) 770 1401 Fax (253) 770 1475 www.trafficware.com

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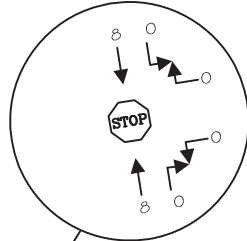
P. 1

AUBURN SITE G
TRAFFIC IMPACT ANALYSIS SCOPING
PIPELINE



Auburn Way S & 32nd St SE

PRIMARY



NEW PRIMARY AM PEAK HOUR TRIPS

INBOUND: 21 VPH
OUTBOUND: 21 VPH

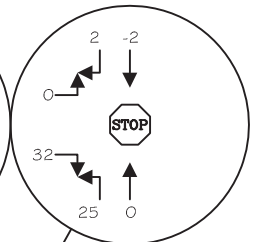
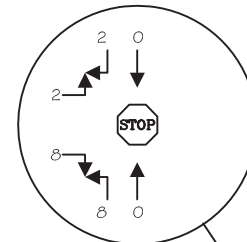
PASS-BY AM PEAK HOUR TRIPS

INBOUND: 50 VPH
OUTBOUND: 50 VPH

Academy Dr SE & Entrance

PRIMARY

(PASS-BY)



164

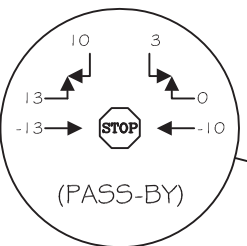
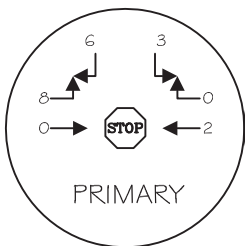
32ND STREET SE

33RD STREET SE

AUBURN WAY SOUTH

ACADEMY DRIVE SE

Auburn Way S & West Entrance



40%
(25%)

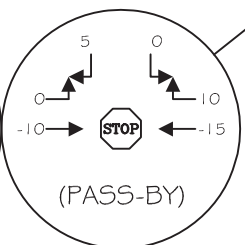
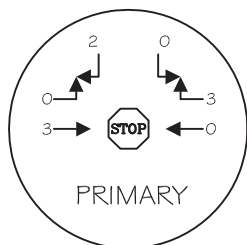
10%
(5%)

LEMON TREE LN

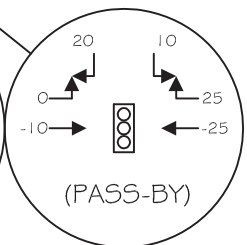
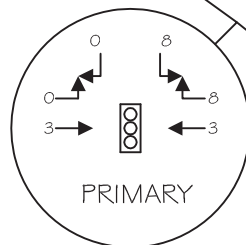


50% Auburn Way S &
(70%) Academy Drive SE

Auburn Way S & East Entrance



PRIMARY %
(PASS-BY %)



BROWN'S CORNER



HEATH & ASSOCIATES, INC
Transportation and Civil Engineering

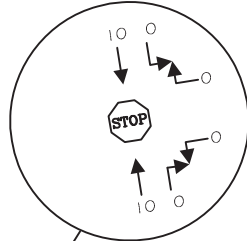
AM TRIP DISTRIBUTION & ASSIGNMENT

FIGURE 4



Auburn Way S & 32nd St SE

PRIMARY



NEW PRIMARY PM PEAK HOUR TRIPS

INBOUND: 25 VPH
OUTBOUND: 24 VPH

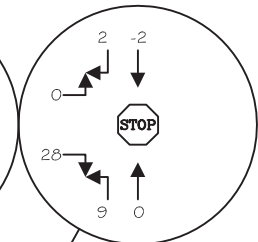
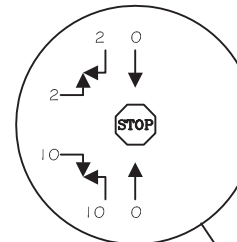
PASS-BY PM PEAK HOUR TRIPS

INBOUND: 37 VPH
OUTBOUND: 37 VPH

Academy Dr SE & Entrance

PRIMARY

(PASS-BY)



164

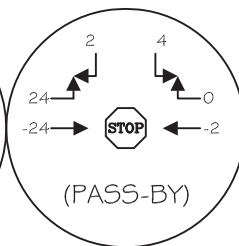
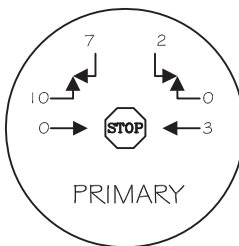
32ND STREET SE

33RD STREET SE

AUBURN WAY SOUTH

ACADEMY DRIVE SE

Auburn Way S & West Entrance



40%
(65%)

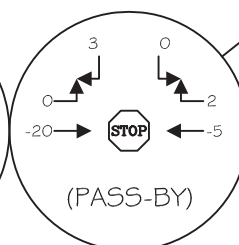
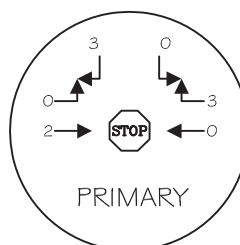
10%
(5%)

LEMON TREE LN

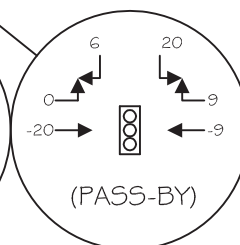
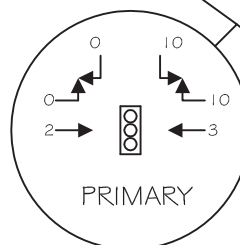


50% Auburn Way S &
(30%) Academy Drive SE

Auburn Way S & East Entrance



PRIMARY %
(PASS-BY %)



BROWN'S CORNER



HEATH & ASSOCIATES, INC
Transportation and Civil Engineering

PM TRIP DISTRIBUTION & ASSIGNMENT

FIGURE 5

AUBURN SITE G
TRAFFIC IMPACT ANALYSIS SCOPING

TRAFFIC COUNTS



Prepared for: **City of Auburn**
Traffic Count Consultants, Inc.

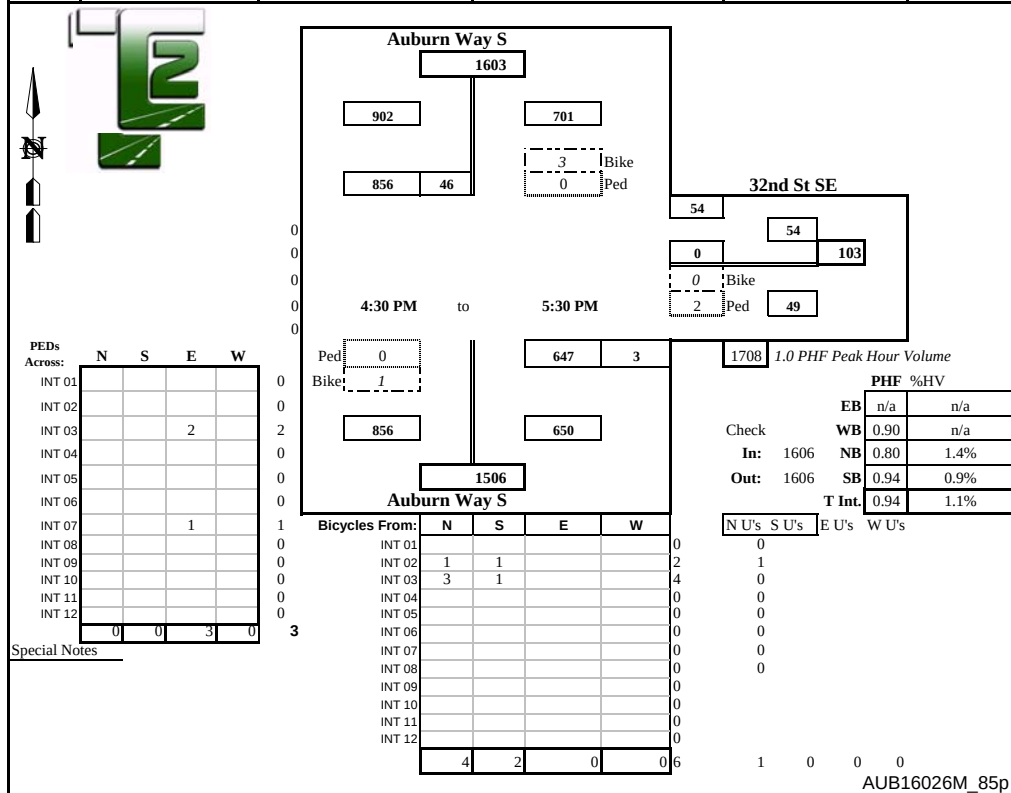
Phone: (253) 926-6009 FAX: (253) 922-7211 E-Mail: Team@TC2inc.com

WBE/DBE

Intersection: Auburn Way S & 32nd St SE
Location: Auburn, Washington

Date of Count: Wed 4/06/2016
Checked By: Jess

Time Interval	From North on (SB) Auburn Way S				From South on (NB) Auburn Way S				From East on (WB) 32nd St SE				From West on (EB) 0				Interval Total
Ending at	T	L	S	R	T	L	S	R	T	L	S	R	T	L	S	R	
4:15 P	4	15	194	0	6	0	163	3	0	2	0	11	0	0	0	0	388
4:30 P	4	17	219	0	2	0	125	0	1	0	0	10	0	0	0	0	371
4:45 P	4	11	212	0	5	0	152	3	0	0	0	15	0	0	0	0	393
5:00 P	1	10	230	0	0	0	133	0	0	0	0	15	0	0	0	0	388
5:15 P	3	8	205	0	0	0	204	0	0	0	0	10	0	0	0	0	427
5:30 P	0	17	209	0	4	0	158	0	0	0	0	14	0	0	0	0	398
5:45 P	2	7	215	0	4	0	143	3	0	0	0	20	0	0	0	0	388
6:00 P	0	7	202	0	2	0	131	5	0	0	0	12	0	0	0	0	357
6:15 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	18	92	1686	0	23	0	1209	14	1	2	0	107	0	0	0	0	3110
Peak Hour: 4:30 PM to 5:30 PM																	
Total	8	46	856	0	9	0	647	3	0	0	0	54	0	0	0	0	1606
Approach	902				650				54				0				1606
%HV	0.9%				1.4%				n/a				n/a				1.1%
PHF	0.94				0.80				0.90				n/a				0.94





Prepared for: **City of Auburn**
Traffic Count Consultants, Inc.

Phone: (253) 770-1407 FAX: (253) 770-1411 E-Mail: Team@TC2inc.com

WBE/DBE

Intersection: Auburn Way S & 32nd St SE

Date of Count: Wed 2/28/2018

Location: Auburn, Washington

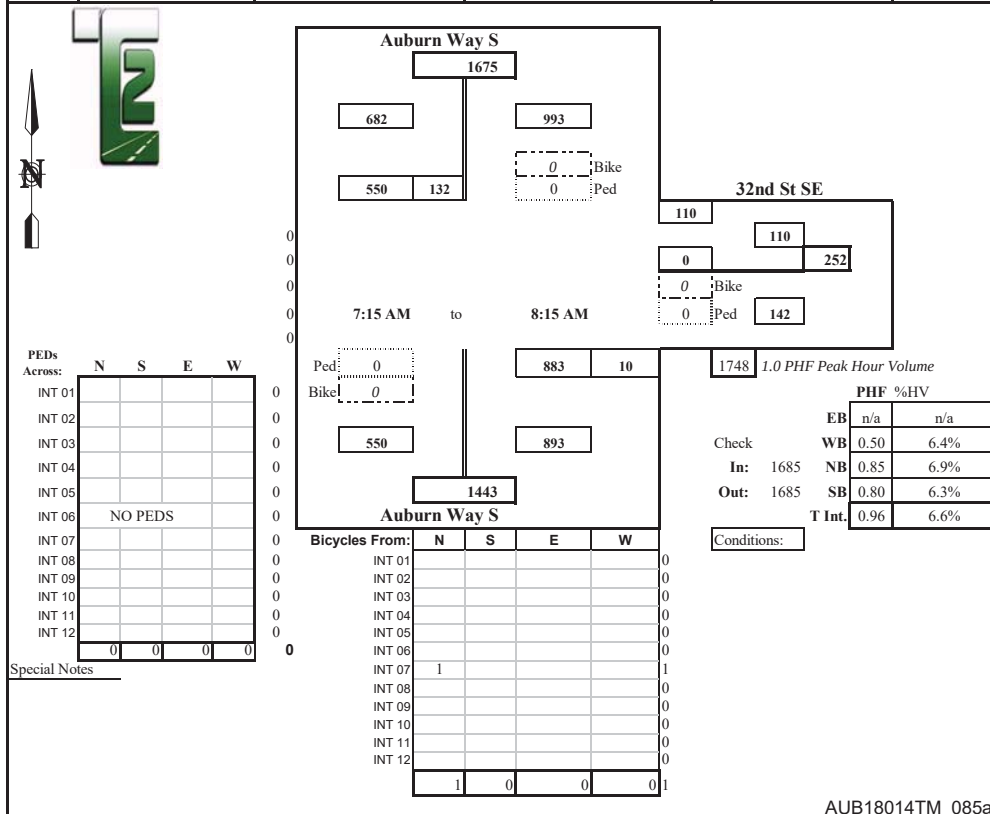
Checked By: Jess

Time Interval	From North on (SB) Auburn Way S				From South on (NB) Auburn Way S				From East on (WB) 32nd St SE				From West on (EB) 0				Interval Total
Ending at	T	L	S	R	T	L	S	R	T	L	S	R	T	L	S	R	
7:15 A	13	13	107	0	14	0	183	1	3	0	0	5	0	0	0	0	309
7:30 A	8	14	103	0	16	0	261	2	2	0	0	9	0	0	0	0	389
7:45 A	9	36	134	0	15	0	233	7	1	0	0	26	0	0	0	0	436
8:00 A	13	38	176	0	15	0	202	1	0	0	0	20	0	0	0	0	437
8:15 A	13	44	137	0	16	0	187	0	4	0	0	55	0	0	0	0	423
8:30 A	19	11	116	0	11	0	185	1	3	0	0	19	0	0	0	0	332
8:45 A	21	9	149	0	14	0	174	0	1	0	0	8	0	0	0	0	340
9:00 A	17	4	99	0	23	0	187	3	3	0	0	9	0	0	0	0	302
9:15 A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total Survey	113	169	1021	0	124	0	1612	15	17	0	0	151	0	0	0	0	2968
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Peak Hour: 7:15 AM to 8:15 AM

Total	43	132	550	0	62	0	883	10	7	0	0	110	0	0	0	0	1685
Approach	682				893				110				0				1685
%HV	6.3%				6.9%				6.4%				n/a				6.6%
PHF	0.80				0.85				0.50				n/a				0.96





Prepared for: **City of Auburn**
Traffic Count Consultants, Inc.

Phone: (253) 770-1407 FAX: (253) 770-1411 E-Mail: Team@TC2inc.com

WBE/DBE

Intersection: Auburn Way S & 32nd St SE
Location: Auburn, Washington

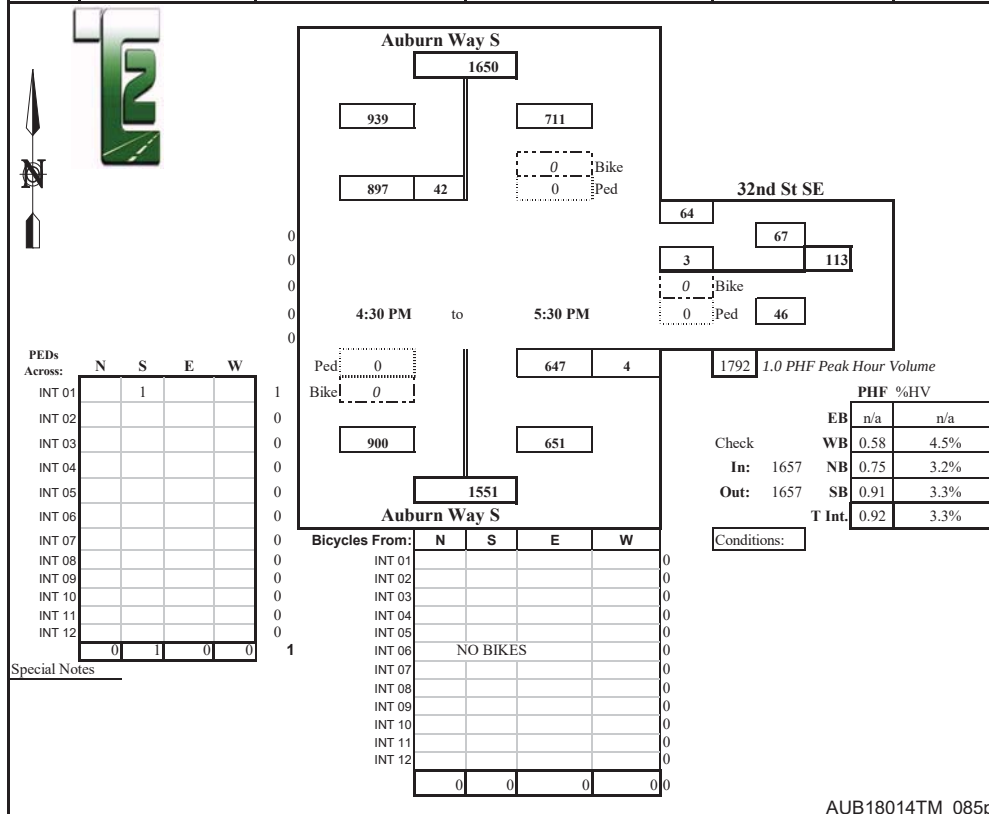
Date of Count: Wed 2/28/2018
Checked By: Jess

Time Interval Ending at	From North on (SB) Auburn Way S				From South on (NB) Auburn Way S				From East on (WB) 32nd St SE				From West on (EB) 0				Interval Total
	T	L	S	R	T	L	S	R	T	L	S	R	T	L	S	R	
4:15 P	12	7	213	0	9	0	193	1	0	0	0	6	0	0	0	0	420
4:30 P	9	11	179	0	5	0	125	0	2	1	0	9	0	0	0	0	325
4:45 P	6	9	212	0	3	0	135	0	1	1	0	15	0	0	0	0	372
5:00 P	8	10	247	0	4	0	131	0	0	0	0	8	0	0	0	0	396
5:15 P	8	12	206	0	4	0	212	4	0	1	0	13	0	0	0	0	448
5:30 P	9	11	232	0	10	0	169	0	2	1	0	28	0	0	0	0	441
5:45 P	2	10	205	0	3	0	125	1	0	0	0	13	0	0	0	0	354
6:00 P	6	17	166	0	5	0	130	4	0	1	0	13	0	0	0	0	331
6:15 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total Survey	60	87	1660	0	43	0	1220	10	5	5	0	105	0	0	0	0	3087
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Peak Hour: 4:30 PM to 5:30 PM

Total	31	42	897	0	21	0	647	4	3	3	0	64	0	0	0	0	1657
Approach	939				651				67				0				1657
%HV	3.3%				3.2%				4.5%				n/a				3.3%
PHF	0.91				0.75				0.58				n/a				0.92





Prepared for: **City of Auburn**
Traffic Count Consultants, Inc.

Phone: (253) 926-6009 FAX: (253) 922-7211 E-Mail: Team@TC2inc.com

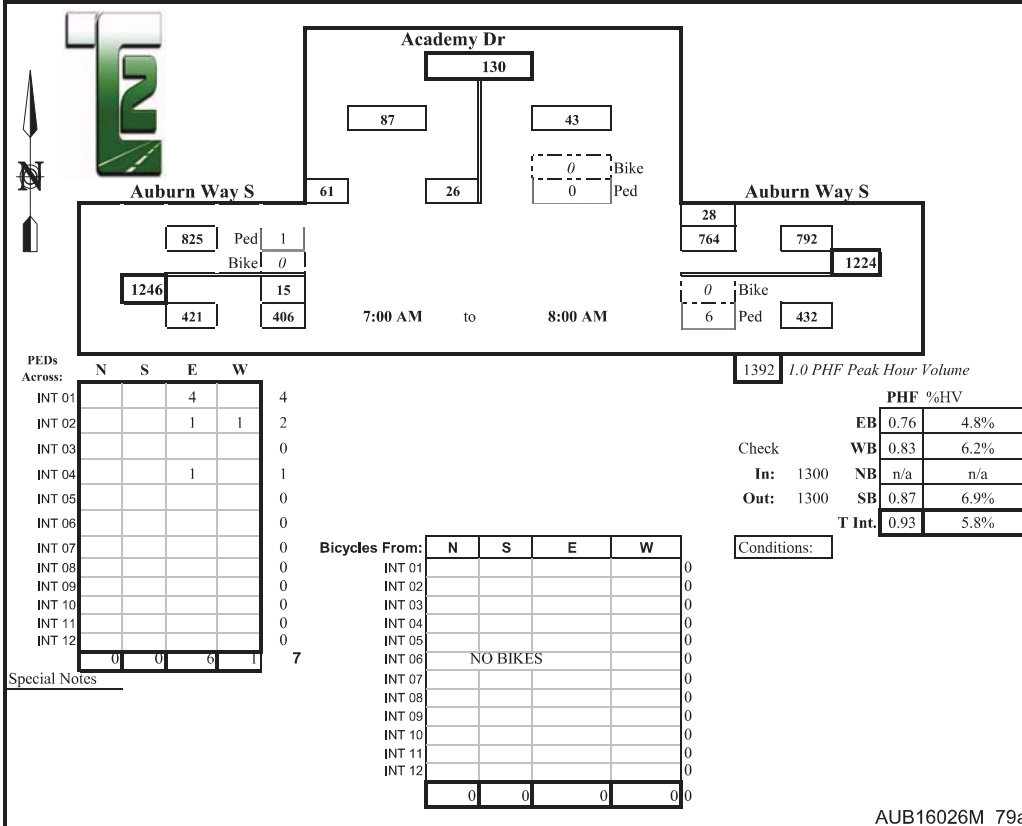
WBE/DBE

Intersection: Academy Dr & Auburn Way S
Location: Auburn, Washington

Date of Count: Wed 4/06/2016
Checked By: Jess

Time Interval Ending at	From North on (SB) Academy Dr				From South on (NB) 0				From East on (WB) Auburn Way S				From West on (EB) Auburn Way S				Interval Total
	T	L	S	R	T	L	S	R	T	L	S	R	T	L	S	R	
7:15 A	2	4	0	13	0	0	0	0	12	0	181	8	4	2	70	0	278
7:30 A	1	3	0	18	0	0	0	0	18	0	228	10	7	4	85	0	348
7:45 A	1	6	0	19	0	0	0	0	10	0	193	3	4	6	116	0	343
8:00 A	2	13	0	11	0	0	0	0	9	0	162	7	5	3	135	0	331
8:15 A	1	10	0	6	0	0	0	0	14	0	125	16	6	3	88	0	248
8:30 A	2	5	0	9	0	0	0	0	15	0	158	1	13	1	83	0	257
8:45 A	2	7	0	11	0	0	0	0	8	0	136	6	13	2	66	0	228
9:00 A	3	8	0	10	0	0	0	0	7	0	131	4	8	5	102	0	260
9:15 A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total Survey	14	56	0	97	0	0	0	0	93	0	1314	55	60	26	745	0	2293
Peak Hour: 7:00 AM to 8:00 AM																	
Total	6	26	0	61	0	0	0	0	49	0	764	28	20	15	406	0	1300
Approach	87				0				792				421				1300
%HV	6.9%				n/a				6.2%				4.8%				5.8%
PHF	0.87				n/a				0.83				0.76				0.93





Prepared for: **City of Auburn**
Traffic Count Consultants, Inc.

Phone: (253) 926-6009 FAX: (253) 922-7211 E-Mail: Team@TC2inc.com

WBE/DBE

Intersection: Academy Dr & Auburn Way S
Location: Auburn, Washington

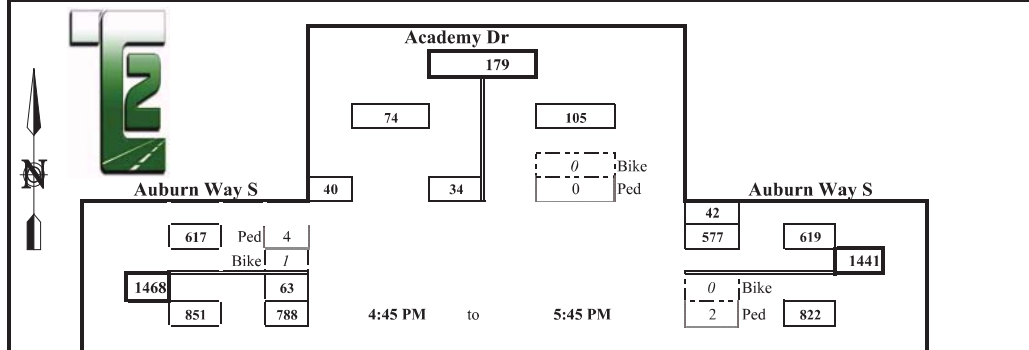
Date of Count: Wed 4/06/2016
Checked By: Jess

Time Interval Ending at	From North on (SB) Academy Dr				From South on (NB) 0				From East on (WB) Auburn Way S				From West on (EB) Auburn Way S				Interval Total
	T	L	S	R	T	L	S	R	T	L	S	R	T	L	S	R	
4:15 P	2	6	0	15	0	0	0	0	7	0	136	14	4	15	184	0	370
4:30 P	1	6	0	3	0	0	0	0	5	0	123	7	10	11	209	0	359
4:45 P	0	11	0	7	0	0	0	0	17	0	133	6	7	14	185	0	356
5:00 P	1	7	0	7	0	0	0	0	2	0	120	11	8	17	220	0	382
5:15 P	1	4	0	14	0	0	0	0	2	0	177	12	3	14	178	0	399
5:30 P	2	9	0	9	0	0	0	0	7	0	151	10	10	19	192	0	390
5:45 P	0	14	0	10	0	0	0	0	9	0	129	9	6	13	198	0	373
6:00 P	1	12	0	8	0	0	0	0	1	0	115	9	4	19	168	0	331
6:15 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total Survey	8	69	0	73	0	0	0	0	50	0	1084	78	52	122	1534	0	2960
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Peak Hour: 4:45 PM to 5:45 PM

Total	4	34	0	40	0	0	0	0	20	0	577	42	27	63	788	0	1544
Approach	74				0				619				851				1544
%HV	5.4%				n/a				3.2%				3.2%				3.3%
PHF	0.77				n/a				0.82				0.90				0.97



PEDs Across:

	N	S	E	W	
INT 01					0
INT 02			1	1	2
INT 03			1	1	2
INT 04		1	1	2	4
INT 05		2	1		3
INT 06		1		1	2
INT 07		1		1	2
INT 08					0
INT 09					0
INT 10					0
INT 11					0
INT 12					0
	0	5	4	6	15

Bicycles From:

	N	S	E	W	
INT 01					0
INT 02					0
INT 03					0
INT 04				1	1
INT 05					0
INT 06					0
INT 07					0
INT 08					0
INT 09					0
INT 10					0
INT 11					0
INT 12					0
	0	0	0	1	1

1596 1.0 PHF Peak Hour Volume

	PHF	%HV
EB	0.90	3.2%
WB	0.82	3.2%
In: 1544	NB	n/a
Out: 1544	SB	0.77 5.4%
T Int.	0.97	3.3%

Conditions:

Special Notes

AUB16026M_79p



Prepared for: **City of Auburn**
Traffic Count Consultants, Inc.

Phone: (253) 770-1407 FAX: (253) 770-1411 E-Mail: Team@TC2inc.com

WBE/DBE

Intersection: Academy Dr SE & Auburn Way S

Date of Count: Wed 2/28/2018

Location: Auburn, Washington

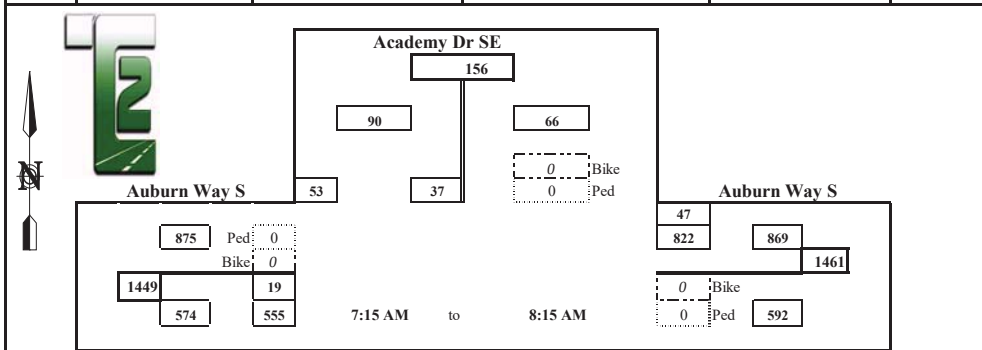
Checked By: Jess

Time Interval	From North on (SB) Academy Dr SE				From South on (NB) 0				From East on (WB) Auburn Way S				From West on (EB) Auburn Way S				Interval Total
Ending at	T	L	S	R	T	L	S	R	T	L	S	R	T	L	S	R	
7:15 A	2	2	0	10	0	0	0	0	12	0	181	7	12	5	101	0	306
7:30 A	0	2	0	13	0	0	0	0	14	0	250	7	10	2	100	0	374
7:45 A	1	6	0	17	0	0	0	0	11	0	216	9	7	4	141	0	393
8:00 A	1	16	0	10	0	0	0	0	19	0	191	8	10	5	187	0	417
8:15 A	0	13	0	13	0	0	0	0	11	0	165	23	13	8	127	0	349
8:30 A	2	11	0	14	0	0	0	0	13	0	181	8	14	2	98	0	314
8:45 A	2	6	0	17	0	0	0	0	12	0	141	9	17	7	135	0	315
9:00 A	3	8	0	9	0	0	0	0	18	0	178	13	14	5	104	0	317
9:15 A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total Survey	11	64	0	103	0	0	0	0	110	0	1503	84	97	38	993	0	2785
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Peak Hour: 7:15 AM to 8:15 AM

Total	2	37	0	53	0	0	0	0	55	0	822	47	40	19	555	0	1533
Approach	90				0				869				574				1533
%HV	2.2%				n/a				6.3%				7.0%				6.3%
PHF	0.87				n/a				0.85				0.75				0.92



PEDs Across:

PEDS		Across:			
	N	S	E	W	
INT 01					0
INT 02					0
INT 03					0
INT 04					0
INT 05					0
INT 06	NO PEDS				0
INT 07					0
INT 08					0
INT 09					0
INT 10					0
INT 11					0
INT 12					0
	0	0	0	0	0

Special Notes

Bicycles From:

From:	N	S	E	W
INT 01				0
INT 02				0
INT 03				0
INT 04				0
INT 05				0
INT 06	NO BIKES			0
INT 07				0
INT 08				0
INT 09				0
INT 10				0
INT 11				0
INT 12				0
	0	0	0	0

1668 1.0 PHF Peak Hour Volume

PHF %HV			
EB	0.75	7.0%	
WB	0.85	6.3%	
Int:	1533	n/a	n/a
Out:	1533	0.87	2.2%
T Int:	0.92	6.3%	

Conditions:

AUB18014TM_079a



Prepared for: **City of Auburn**
Traffic Count Consultants, Inc.

Phone: (253) 770-1407 FAX: (253) 770-1411 E-Mail: Team@TC2inc.com

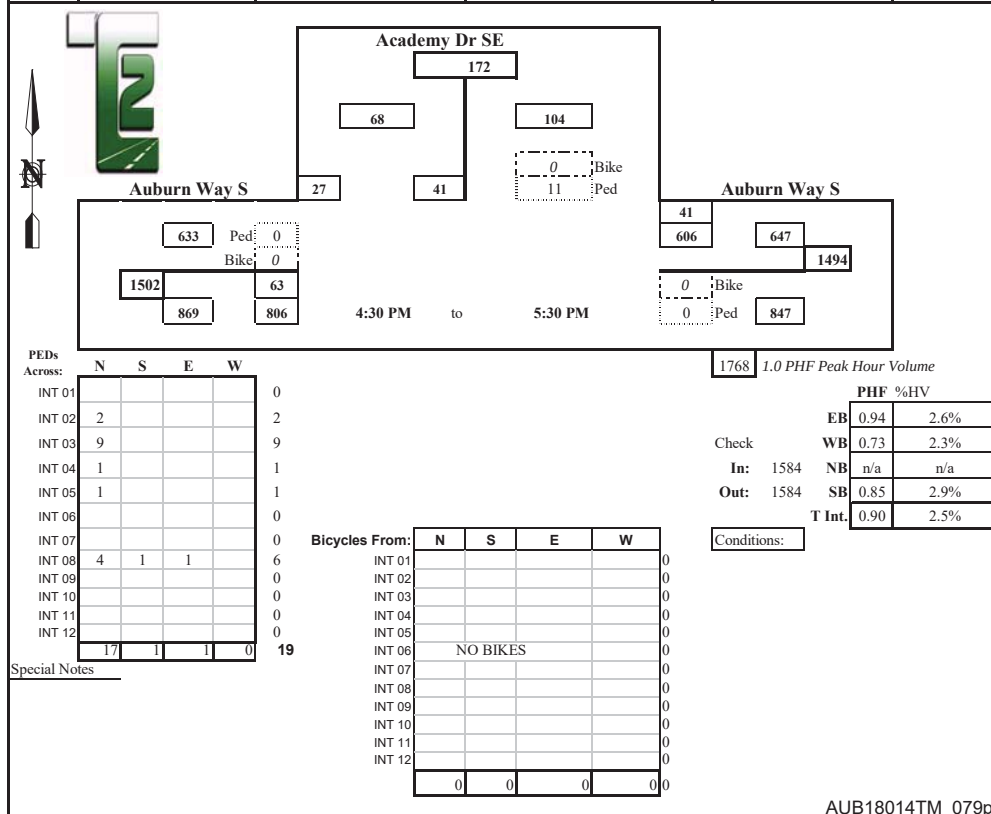
WBE/DBE

Intersection: Academy Dr SE & Auburn Way S
Location: Auburn, Washington

Date of Count: Wed 2/28/2018
Checked By: Jess

Time Interval Ending at	From North on (SB) Academy Dr SE				From South on (NB) 0				From East on (WB) Auburn Way S				From West on (EB) Auburn Way S				Interval Total
	T	L	S	R	T	L	S	R	T	L	S	R	T	L	S	R	
4:15 P	4	9	0	9	0	0	0	0	5	0	174	14	4	17	188	0	411
4:30 P	1	9	0	7	0	0	0	0	5	0	109	9	4	12	164	0	310
4:45 P	0	10	0	7	0	0	0	0	2	0	132	10	4	14	192	0	365
5:00 P	1	12	0	8	0	0	0	0	1	0	114	6	8	16	216	0	372
5:15 P	1	9	0	6	0	0	0	0	2	0	205	16	7	15	191	0	442
5:30 P	0	10	0	6	0	0	0	0	10	0	155	9	4	18	207	0	405
5:45 P	0	8	0	7	0	0	0	0	3	0	128	9	3	12	192	0	356
6:00 P	0	8	0	12	0	0	0	0	4	0	105	7	6	9	155	0	296
6:15 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total Survey	7	75	0	62	0	0	0	0	32	0	1122	80	40	113	1505	0	2957
Peak Hour: 4:30 PM to 5:30 PM																	
Total	2	41	0	27	0	0	0	0	15	0	606	41	23	63	806	0	1584
Approach	68				0				647				869				1584
%HV	2.9%				n/a				2.3%				2.6%				2.5%
PHF	0.85				n/a				0.73				0.94				0.90



ATTACHMENT C

**NOTICE OF APPLICATION (NOA)
NOTICE OF PUBLIC HEARING (NOH) and
DETERMINATION OF NON-SIGNIFICANCE (DNS)
Oak Vista Comprehensive Plan Text Amendment
SEP20-0012 / CPA20-0003**

The City of Auburn is issuing a Notice of Application (NOA), Notice of Public Hearing (NOH), and Determination of Non-Significance (DNS) for the following described project. The project application and listed studies may be reviewed by contacting the Department of Community Development at planning@auburnwa.gov or by visiting www.auburnwa.gov/landuse.

Proposal: Request to amend Comprehensive Plan Text policy LU-135 relating to the Auburn Adventist Academy Special Planning Area. The purpose of the text amendment is to provide additional clarity and refinements to current Comprehensive Plan policies that support the development of multi-family housing, senior housing, memory-care, and assisted living uses within the Academy's Special Planning Area and that the development of these uses will directly support the Academy's long term mission. The future development of the site will be reviewed and analyzed as under a separate, project specific SEPA.

Upon future development of the site access will be via Auburn Way South. A Traffic Impact Analysis (TIA) scoping document was prepared and submitted along with the application that provides a basic summary of the anticipated trips from the project and outlines how potential traffic impacts will be analyzed in the future when/if the site is developed. This document is available on the City's website at www.auburnwa.gov/landuse.

Location: The site is generally bounded by Auburn Way South, 32nd St SE, and Academy Dr SE, see Vicinity Map below for reference. King Co. Parcel Nos. 272105-9117, 272105-9055, 272105-9090, 272105-9079, & 272105-9086.

Notice of Application: September 15, 2020
Application Complete: July 2, 2020
Permit Application: June 5, 2020

File Nos. SEP20-0012
CPA20-0003

Owner: Doug Bing, President
Western WA Conference of SDA
32229 Weyerhaeuser Way S
Federal Way, WA 98001

Applicant Bob Sanders, Sr. Development Manager
Creations Northwest LLC
14020 SE Johnson Rd, Suite 102
Milwaukie, OR 97267

Applicant's Representative: Alison Moss, Shareholder
Schwabe, Williamson & Wyatt
700 Washington St, Suite 701
Vancouver, WA 98660

Studies/Plans Submitted With Application:

- Critical Areas Assessment, Habitat Technologies (July 9, 2019)
- Traffic Impact Analysis (scoping document) (August 25, 2020)
- SEPA Environmental Checklist (June 3, 2020)

Other Permits, Plans, and Approvals Needed:

- None for this proposal.

Statement of Consistency and List of Applicable Development Regulations: This proposal is subject to and shall be consistent with the Auburn City Code, Comprehensive Plan, and Public Works Design and Construction Standards.

Lead Agency: City of Auburn

The lead agency for this proposal has determined that it does not have probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

Public Comment Period: This may be your only opportunity to comment on the environmental impact of the proposal. All persons may comment on this application. This DNS is issued under WAC 197-11-340(2); the lead agency will not act on this proposal for 15 days from the date issued below. Comments must be in writing and submitted by 5:00 p.m. on **September 30, 2020** to the mailing address of 25 W Main St., Auburn, WA, 98001 or to the email address below. Any person wishing to become a party of record, shall include in their comments that they wish to receive notice of and participate in any hearings, if relevant, and request a copy of decisions once made.

Any person aggrieved of the City's determination may file an appeal with the Auburn City Clerk at 25 West Main Street, Auburn, WA 98001 within 14 days of the close of the comment period, or by 5:00 p.m. on **October 14, 2020**.

Public Hearing: The Planning Commission will conduct a public hearing on the applications on **November 4, 2020 at 7:00 p.m. The public hearing will be held virtually and telephonically.**

To attend the meeting virtually please enter the meeting ID into the **ZOOM** app or call into the meeting at the phone number listed below. Per City of Auburn Resolution No. 5533 the location for Planning Commission meetings will be virtual until King County enters into Phase 3 of the Governor's Safe Start Reopening Plan. **Join the ZOOM meeting at the following web address:** <https://zoom.us/j/95038060198>. Meeting ID: **950 3806 0198**, or via one tap mobile: **253-215-8782, 95038060198# US (Tacoma)**.

Written comments may be either emailed or mailed attention to the contact person below to 25 W Main St., Auburn WA, 98001 (please note, due to the current Governor's Stay Home Stay Safe order, mailed comments may not be received by City Staff on time for inclusion in the packet provided to the Hearing Examiner), or submitted at the public hearing by email. For citizens with speech, sight, or hearing disabilities wishing to review documents pertaining to this hearing should contact the person below within 10 calendar days prior to the hearing. Each request will be considered individually according to the type of request, the availability of resources, and the financial ability of the City to provide the requested services or equipment. For questions regarding this project, please contact Dustin Lawrence, Senior Planner, at planning@auburnwa.gov or 253-931-3082.

RESPONSIBLE OFFICIAL:
POSITION/TITLE:
ADDRESS:

Jeff Tate
Director of Community Development
25 West Main Street
Auburn, Washington 98001
253-931-3090

DATE ISSUED: September 15, 2020

SIGNATURE: Jeff Tate

Note: This determination does not constitute approval of the proposal. Approval of the proposal can only be made by the legislative or administrative body vested with that authority. The proposal is required to meet all applicable regulations.

Vicinity Map





Department of Community Development
Auburn City Hall Annex, 2nd Floor
1 East Main Street
Auburn, Washington 98001-4998

NOTICE OF PUBLIC HEARING

Date & Time:
November 4, 2020. 7 PM

Location:

A Physical hearing will not be held. Please see the "project description" section on the other side of postcard for instructions on how to participate in the virtual public hearing.

WESTERN WA CONF OF SDA
Or Current Resident
32229 WEYERHAEUSER WY
FEDERAL WAY WA 98001

Notice of Public Hearing

Application #:CPA20-0003

Complete Application: 7/2/2020

Applicant: 12:00:00 AM

CREATIONS NORTHWEST, LLC ATTN: BOB SANDERS 14020 SE JOHNSON RD SUITE 102 MILWAUKIE OR 97267

Location & Parcel Number: 2721059117

Auburn Adventist Academy area, between Auburn Way South and Academy Drive SE

Notice Date: September 15, 2020

Public Comment Deadline: September 30, 2020

Project Description:

Request to amend Comprehensive Plan Text policy LU-135 relating to the Auburn Adventist Academy Special Planning Area.

ZOOM MEETING INFO:

Join the ZOOM meeting at the following web address: <https://zoom.us/j/95038060198>. Meeting ID: 950 3806 0198, or via one tap mobile: 253-215-8782, 95038060198# US (Tacoma)

Other N/A

Permits:

Environmental Traffic Impact Analysis (scoping document), Critical Areas Report, Environmental

Documents: Checklist

Staff Contact: Dustin Lawrence, Senior Planner

Phone: 253-931-3092

Email: planning@auburnwa.gov

Written comments will be accepted up to the comment deadline contained on this notice. Should you be interested in providing comments, please send them to staff contact above.

Please visit www.auburnwa.gov/landuse for additional information regarding this proposal



Department of Community Development

Auburn City Hall Annex, 2nd Floor

1 East Main Street

Auburn, Washington 98001-4998

NOTICE OF PUBLIC HEARING

Date & Time:

November 4, 2020. 7 PM

Location:

A Physical hearing will not be held. Please see the "project description" section on the other side of postcard for instructions on how to participate in the virtual public hearing.

WESTERN WA CONF OF SDA

Or Current Resident

32229 WEYERHAEUSER WY

FEDERAL WAY WA 98001

Notice of Public Hearing

Application #:CPA20-0003

Complete Application: 7/2/2020

Applicant: 12:00:00 AM

CREATIONS NORTHWEST, LLC ATTN: BOB SANDERS 14020 SE JOHNSON RD SUITE 102 MILWAUKIE OR 97267

Location & Parcel Number: 2721059117

Auburn Adventist Academy area, between Auburn Way South and Academy Drive SE

Notice Date: September 15, 2020

Public Comment Deadline: September 30, 2020

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Other N/A

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Documents: Checklist

Staff Contact: Dustin Lawrence, Senior Planner

Phone: 253-931-3092

Email: planning@auburnwa.gov

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1 East Main Street

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Date & Time:

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FEDERAL WAY WA 98001

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WESTERN WA CONF OF SDA

Or Current Resident

32229 WEYERHAEUSER WY

FEDERAL WAY WA 98001

Notice of Public Hearing

Application #:CPA20-0003

Complete Application: 7/2/2020

Applicant:

12:00:00 AM

Notice Date: September 15, 2020

Public Comment Deadline: September 30, 2020

CREATIONS NORTHWEST, LLC ATTN: BOB SANDERS 14020 SE JOHNSON RD SUITE 102 MILWAUKIE OR 97267

Location & Parcel Number: 2721059117

Auburn Adventist Academy area, between Auburn Way South and Academy Drive SE

Project Description:

Request to amend Comprehensive Plan Text policy LU-135 relating to the Auburn Adventist Academy Special Planning Area.

ZOOM MEETING INFO:

Join the ZOOM meeting at the following web address: <https://zoom.us/j/95038060198>. Meeting ID: 950 3806 0198, or via one tap mobile: 253-215-8782, 95038060198# US (Tacoma)

Other N/A

Permits:

Environmental Traffic Impact Analysis (scoping document), Critical Areas Report, Environmental

Documents: Checklist

Staff Contact: Dustin Lawrence, Senior Planner

Phone: 253-931-3092

Email: planning@auburnwa.gov

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Department of Community Development

Auburn City Hall Annex, 2nd Floor

1 East Main Street

Auburn, Washington 98001-4998

NOTICE OF PUBLIC HEARING

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Or Current Resident

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FEDERAL WAY WA 98001

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TRAUTWEIN RONALD DEAN+DEBRA

Or Current Resident

12816 POPPY CT

YUCAIPA CA 92399

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SKORETZ BRAD+DEBBIE

Or Current Resident

5111 AUBURN WAY S

AUBURN WA 98092

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Applicant:

12:00:00 AM

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HOCKENSON ROY D+BARBARA

Or Current Resident

3443 ACADEMY DR

AUBURN WA 98002

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DARBY RALPH K

Or Current Resident

3607 ACADEMY DR SE

AUBURN WA 98092

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TUCKER JOHN A JR

Or Current Resident

PO BOX 313

AUBURN WA 98071

Notice of Public Hearing

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12:00:00 AM

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COA

Or Current Resident

25 W MAIN ST

AUBURN WA 98001

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VWICH YANAL+ELLESSAR DANI

Or Current Resident

5435 AUBURN WAY S

AUBURN WA 98092

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Applicant:

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WESTERN WA CONF OF SDA

Or Current Resident

32229 WEYERHAEUSER WY

FEDERAL WAY WA 98001

Notice of Public Hearing

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MUCKLESHOOT INDIAN TRIBE

Or Current Resident

39015 172ND AVE SE

AUBURN WA 98092

Notice of Public Hearing

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VINNIKOV ALEKANDR

Or Current Resident

5243 AUBURN WAY S

AUBURN WA 98092

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CHEN HUI XIAN

Or Current Resident

5345 AUBURN WAY S

AUBURN WA 98092

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Auburn City Hall Annex, 2nd Floor

1 East Main Street

Auburn, Washington 98001-4998

NOTICE OF PUBLIC HEARING

Date & Time:

November 4, 2020. 7 PM

Location:

A Physical hearing will not be held. Please see the "project description" section on the other side of postcard for instructions on how to participate in the virtual public hearing.

HANRAHAN CHRISTOPHER

Or Current Resident

5303 AUBURN WAY S

AUBURN WA 98092

Notice of Public Hearing

Application #:CPA20-0003

Complete Application: 7/2/2020

Applicant:

12:00:00 AM

Notice Date: September 15, 2020

Public Comment Deadline: September 30, 2020

CREATIONS NORTHWEST, LLC ATTN: BOB SANDERS 14020 SE JOHNSON RD SUITE 102 MILWAUKIE OR 97267

Location & Parcel Number: 2721059117

Auburn Adventist Academy area, between Auburn Way South and Academy Drive SE

Project Description:

Request to amend Comprehensive Plan Text policy LU-135 relating to the Auburn Adventist Academy Special Planning Area.

ZOOM MEETING INFO:

Join the ZOOM meeting at the following web address: <https://zoom.us/j/95038060198>. Meeting ID: 950 3806 0198, or via one tap mobile: 253-215-8782, 95038060198# US (Tacoma)

Other N/A

Permits:

Environmental Traffic Impact Analysis (scoping document), Critical Areas Report, Environmental

Documents: Checklist

Staff Contact: Dustin Lawrence, Senior Planner

Phone: 253-931-3092

Email: planning@auburnwa.gov

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Auburn, Washington 98001-4998

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KINGMAN MARLENE M

Or Current Resident

5047 AUBURN WAY S

AUBURN WA 98002

Notice of Public Hearing

Application #:CPA20-0003

Complete Application: 7/2/2020

Applicant:

12:00:00 AM

Notice Date: September 15, 2020

Public Comment Deadline: September 30, 2020

CREATIONS NORTHWEST, LLC ATTN: BOB SANDERS 14020 SE JOHNSON RD SUITE 102 MILWAUKIE OR 97267

Location & Parcel Number: 2721059117

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Other N/A

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Environmental Traffic Impact Analysis (scoping document), Critical Areas Report, Environmental

Documents: Checklist

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Email: planning@auburnwa.gov

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COA

Or Current Resident

25 W MAIN ST

AUBURN WA 98001

Notice of Public Hearing

Application #:CPA20-0003

Complete Application: 7/2/2020

Applicant:

12:00:00 AM

Notice Date: September 15, 2020

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CREATIONS NORTHWEST, LLC ATTN: BOB SANDERS 14020 SE JOHNSON RD SUITE 102 MILWAUKIE OR 97267

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FURRENES CHAD A+JALYNN J

Or Current Resident

5043 AUBURN WAY S

AUBURN WA 98092

Notice of Public Hearing

Application #:CPA20-0003

Complete Application: 7/2/2020

Applicant:

12:00:00 AM

Notice Date: September 15, 2020

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CREATIONS NORTHWEST, LLC ATTN: BOB SANDERS 14020 SE JOHNSON RD SUITE 102 MILWAUKIE OR 97267

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WESTERN WA CONF OF SDA

Or Current Resident

32229 WEYERHAEUSER WY

FEDERAL WAY WA 98001

Notice of Public Hearing

Application #:CPA20-0003

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Applicant:

12:00:00 AM

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SCHINDLER VIOLA DAWN+DUANE

Or Current Resident

5039 AUBURN WAY S

AUBURN WA 98092

Notice of Public Hearing

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Applicant:

12:00:00 AM

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MUCKLESHOOT INDIAN TRIBE

Or Current Resident

39015 172ND AV SE

AUBURN WA 98092

Notice of Public Hearing

Application #:CPA20-0003

Complete Application: 7/2/2020

Applicant:

12:00:00 AM

Notice Date: September 15, 2020

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Documents: Checklist

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PODIUM MORTGAGE CAPITAL LLC

Or Current Resident

3637 SENTERA WAY

VIRGINIA BEACH VA 23452

Notice of Public Hearing

Application #:CPA20-0003

Complete Application: 7/2/2020

Applicant:

12:00:00 AM

Notice Date: September 15, 2020

Public Comment Deadline: September 30, 2020

CREATIONS NORTHWEST, LLC ATTN: BOB SANDERS 14020 SE JOHNSON RD SUITE 102 MILWAUKIE OR 97267

Location & Parcel Number: 2721059117

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Documents: Checklist

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SILVER PHILLIP M

Or Current Resident

61535 S HWY 97 #5-241

BEND OR 97702

Notice of Public Hearing

Application #:CPA20-0003

Complete Application: 7/2/2020

Applicant:

12:00:00 AM

Notice Date: September 15, 2020

Public Comment Deadline: September 30, 2020

CREATIONS NORTHWEST, LLC ATTN: BOB SANDERS 14020 SE JOHNSON RD SUITE 102 MILWAUKIE OR 97267

Location & Parcel Number: 2721059117

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Other N/A

Permits:

Environmental Traffic Impact Analysis (scoping document), Critical Areas Report, Environmental

Documents: Checklist

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Date & Time:

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AUBURN DEVELOPMENT LLC

Or Current Resident

3522 ACADEMY DR SE

AUBURN WA 98092

Notice of Public Hearing

Application #:CPA20-0003

Complete Application: 7/2/2020

Applicant:

12:00:00 AM

Notice Date: September 15, 2020

Public Comment Deadline: September 30, 2020

CREATIONS NORTHWEST, LLC ATTN: BOB SANDERS 14020 SE JOHNSON RD SUITE 102 MILWAUKIE OR 97267

Location & Parcel Number: 2721059117

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Other N/A

Permits:

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Documents: Checklist

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AUBURN DEVELOPMENT LLC

Or Current Resident

3522 ACADEMY DR SE

AUBURN WA 98092

Notice of Public Hearing

Application #:CPA20-0003

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Applicant:

12:00:00 AM

Notice Date: September 15, 2020

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Location & Parcel Number: 2721059117

Auburn Adventist Academy area, between Auburn Way South and Academy Drive SE

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INVESTORS THREE LLC

Or Current Resident

201 "O" ST NE

AUBURN WA 98002

Notice of Public Hearing

Application #:CPA20-0003

Complete Application: 7/2/2020

Applicant:

12:00:00 AM

Notice Date: September 15, 2020

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CHEN JIANBIN

Or Current Resident

4316 S MORGAN ST

SEATTLE WA 98118

Notice of Public Hearing

Application #:CPA20-0003

Complete Application: 7/2/2020

Applicant:

12:00:00 AM

Notice Date: September 15, 2020

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SEGALE PROPERTIES LLC

Or Current Resident

PO BOX 88028

TUKWILA WA 98138

Notice of Public Hearing

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Applicant:

12:00:00 AM

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MUCKLESHOOT INDIAN TRIBE

Or Current Resident

39015 172ND AVE SE

AUBURN WA 98092

Notice of Public Hearing

Application #:CPA20-0003

Complete Application: 7/2/2020

Applicant:

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Department of Community Development

Auburn City Hall Annex, 2nd Floor

1 East Main Street

Auburn, Washington 98001-4998

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Date & Time:

November 4, 2020. 7 PM

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MUCKLESHOOT INDIAN TRIBE

Or Current Resident

39015 172ND AVE SE

AUBURN WA 98092

Notice of Public Hearing

Application #:CPA20-0003

Complete Application: 7/2/2020

Applicant: 12:00:00 AM

CREATIONS NORTHWEST, LLC ATTN: BOB SANDERS 14020 SE JOHNSON RD SUITE 102 MILWAUKIE OR 97267

Location & Parcel Number: 2721059117

Auburn Adventist Academy area, between Auburn Way South and Academy Drive SE

Notice Date: September 15, 2020

Public Comment Deadline: September 30, 2020

Project Description:

Request to amend Comprehensive Plan Text policy LU-135 relating to the Auburn Adventist Academy Special Planning Area.

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Other N/A

Permits:

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Documents: Checklist

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Permits:

Environmental Traffic Impact Analysis (scoping document), Critical Areas Report, Environmental Documents: Checklist

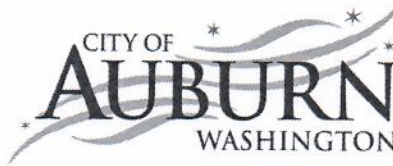
Staff Contact: Dustin Lawrence, Senior Planner

Phone: 253-931-3092

Email: planning@auburnwa.gov

Written comments will be accepted up to the comment deadline contained on this notice. Should you be interested in providing comments, please send them to staff contact above.

Please visit www.auburnwa.gov/landuse for additional information regarding this proposal



AFFIDAVIT OF POSTING OF LEGAL NOTICE BY APPLICANT

Application Number: SEP20-0012 & CPA20-0003

Applicant: Bob Sanders, Sr. Development Manager
Creations Northwest LLC
14020 SE Johnson Rd, Suite 102
Milwaukie, OR 97267

Owner: Doug Bing, President
Western WA Conference of SDA
32229 Weyerhaeuser Way S
Federal Way, WA 98001

Location: The site is generally bounded by Auburn Way South, 32nd St SE, and Academy Dr SE, see Vicinity Map below for reference. King Co. Parcel Nos. 272105-9117, 272105-9055, 272105-9090, 272105-9079, & 272105-9086.

Closing Date for Public Comments: September 30, 2020

I certify that on 9-16-2020 I did erect a land use posting board at the location above, which included a Notice of Application for the above referenced application, as required by Auburn City Code 1.27 and 16.06.090. The board was erected at least 15 days prior to the closing date for public comments noted above.

I declare under penalty of perjury of the laws of the State of Washington that the foregoing is true and correct.

Greg Gratias
Name (please print or type)

9-21-2020
Date

Signature

NOTE

This affidavit must be returned to the Department of Community Development at least one week prior to the closing date for public comments or review of the application may be postponed.

City of Auburn
Department of Community Development
Public Notice Board Compliance Form

Staff Contact:	Dustin Lawrence	
Related Application No.:	CPA20-0003 & SEP20-0012	
Date Sign Needs to be Installed:	09/21/2020	
Signs Required:	Select One	Type II (4' x 4') - 2 Signs
Sign Fees Paid?	No	If No, Initial When Paid:
Duration Sign Needs to be Posed:	Until Final Decision Rendered	
Point of Contact for Sign:	Greg Gratias	
Name		
Owner		
Affiliation to Project		
206-954-5000	gagratiass@gmail.com	
Phone	Email	

I hereby certify that I have received the number of signs indicated above and must have the signs posted in accordance with Chapter 1.27 of Auburn City Code and the information listed above.

Name	Signature	Date
Greg Gratias		9-15-2020

FAILURE TO POST SIGN IN ACCORDANCE WITH THESE INSTRUCTIONS AND CHAPTER 1.27 AUBURN CITY CODE WILL DELAY THE CONTINUED PROCESSING OF YOUR APPLICATION(S).

The Seattle Times

-Ad Confirmation-

These are the details of your ad scheduled to run on the dates indicated below.

Prepayment Information

Date	Method	Card Type	Last 4 Digits	Check #	Amount
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Account Information

Account #:	107302
Advertiser Name:	City of Auburn, Finance Dept
Agency Name:	
Contact:	Shawn Campbell
Address:	25 W Main St Auburn, WA 98001
Telephone:	(253) 876-1980

Ad Placement Information

Ad ID:	958807
Purchase Order #:	SEP20-0012
# of lines:	105
Total NET Cost:	\$234.15
Class Name:	Public Notices

Contact Information

Contact Name:	Holly Botts
Phone #	
Email:	hbotts@seattletimes.com

Run Date(s)

Seattle Times	09/15/20
NWclassifieds	09/15/20
NWclassifieds	09/16/20
NWclassifieds	09/17/20
NWclassifieds	09/18/20
NWclassifieds	09/19/20
NWclassifieds	09/20/20
NWclassifieds	09/21/20

*The ad preview below may not be to actual scale

**CITY OF AUBURN
NOTICE OF PUBLIC HEARING**
The City of Auburn is issuing a Notice of Application (NOA), Determination of Non-Significance (DNS), and Notice of Public Hearing (NOH) for the following described project. The permit applications and listed studies may be reviewed at the Auburn Planning and Development Department at 1 E Main St, 2nd Floor, Customer Service Center, Auburn, WA 98001. **Proposal:** Request to amend Comprehensive Plan Text policy LU-135 relating to the Auburn Adventist Academy Special Planning Area. The purpose of the text amendment is to provide additional clarity and refinements to current Comprehensive Plan policies that support the development of multi-family housing, senior housing, memory-care, and assisted living uses within the Academy's Special Planning Area and that the development of these uses will directly support the Academy's long term mission. **Location:** The site is generally bounded by Auburn Way South, 32nd St SE, and Academy Dr SE, see Vicinity Map below for reference. King Co. Parcel Nos. 272105-9117, 272105-9055, 272105-9090, 272105-9079, & 272105-9086. **Notice of Application:** September 15, 2020. **Notice of Completeness:** July 2, 2020. **Permit Application:** June 5, 2020. **File Nos.** SEP20-0012 & CPA20-0003. **Owner:** Doug Bing, President, Western WA Conference of SDA, 32229 Weyerhaeuser Way S, Federal Way, WA 98001. **Applicant:** Bob Sanders, Sr. Development Manager, Creations Northwest LLC, 14020 SE Johnson Rd, Suite 102, Milwaukie, OR 97127. **Studies/Plans Submitted With Application:** SEPA Checklist, TIA (scoping document), Critical Areas Study. **Other Permits, Plans, and Approvals Needed:** N/A. **Statement of Consistency and List of Applicable Development Regulations:** This proposal is subject to and shall be consistent with the Auburn City Code, Comprehensive Plan, and Public Works Design and Construction Standards. **Lead Agency:** City of Auburn. The lead agency for this proposal has determined that it does not have probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request. **Public Comment Period:** Comments must be in writing and submitted by 5:00pm on September 30, 2020 to the mailing address of 25 W Main St, Auburn, WA, 98001-4998 or emailed to the contact below. Any person wishing to become a party of record, shall include in their comments that they wish to receive notice of and participate in any hearings, if relevant, and request a copy of decisions once made. For questions regarding this project, please contact Dustin Lawrence, Senior Planner, at planning@auburnwa.gov or 253-931-3092.

Public Hearing: The meeting of the City of Auburn Planning Commission scheduled for November 4, 2020 will be held virtually and telephonically at 7:00 PM. To attend the meeting virtually please click the link or enter the meeting ID into the Zoom app or call into the meeting at the phone number listed below. If you would like to provide written materials ahead of time, please email planning@auburnwa.gov two days prior to the meeting.

Per the Governors Emergency Proclamation 20-28, the City of Auburn is prohibited from holding an in-person meeting at this time. All meetings will be held virtually and telephonically.

City of Auburn is inviting you to a scheduled Zoom meeting.
Join Zoom Meeting
<https://zoom.us/j/95038060198>
Meeting ID: 950 3806 0198
One tap mobile
+16465588656,,96768499088# US (New York)
+16699009128,,96768499088# US (San Jose)

Date of Notice: September 15, 2020

Exhibit C

(CPA20-0002)

Exhibit 1a – Staff Report to the Planning Commission

Westport Capital Comprehensive Plan Map Amendment and Rezone

City File Nos: CPA20-0002 & REZ20-0002

Existing Comprehensive Plan Designation: The Comprehensive Plan Map Designations of the site are “Multi-Family Residential” and “Single Family Residential”.

Existing Zoning: The zoning designations of the site are “R-20 Residential Zone – 20 Dwelling Units per Acre” and “R-7 Residential Zone – Seven Dwelling Units per Acre”.

SEPA Status: A Determination of Non-Significance (DNS), Notice of Application, and Notice of Public Hearing was issued under City File No. SEP20-0006 on October 19, 2020. The comment period ends on November 3, 2020. At the time of writing this report two comments were received and responses provided, see [Exhibit 15](#); should any additional comments be received they will be provided to the Planning Commission prior to, or at, the public hearing. The SEPA appeal period ends on November 17, 2020.

Findings of Fact:

1. David Toyer with Toyer Strategic Investments, acting as Agent on behalf Rick Hathaway with Westport Capital Investments, Owner, submitted applications for a Comprehensive Plan Map Amendment and Rezone. The request is to change the Comprehensive Plan Map Land Use Designation of 6 parcels totaling approx. 37.1 acres to Moderate Family Residential from Multi-Family and Single Family Residential and Rezone the properties to R-16, Residential 16 Dwelling Units per Acre (with conditions).
2. The proposal consists of six adjacent parcels located on the east side of 'I' St. NE at 40th St. NE. King Co. Parcel Nos. King Co. Parcel Nos. 000420-0003, 000420-0013, 000420-0019, 000420-0022, 000420-0024, and 000420-0025.
3. Pursuant to Chapter 197-11 WAC and Chapter 16.06 ACC, this proposal is subject to State Environmental Policy Act (“SEPA”) decision. A Determination of Non-Significance (“DNS”), for the Comprehensive Plan amendment and Rezone request was issued under City File No. SEP20-0006 on October 19, 2020; with the comment period ending on November 3, 2020 and an appeal period ending on November 17, 2020.
4. The public hearing notice was published on November 19, 2020 in the Seattle Times newspaper, at least 10 days prior to this November 4, 2020 Planning Commission public hearing. Public notice was also mailed to property owners within 300 feet and those requesting said notice, posting on the City’s website, and posting at four locations on the subject properties (on the 'I' St. NE frontage, and at the termini of 'I' St. NE, 'O' Pl. NE, and 'R' St. NE along the northern property lines).
5. This Staff Report and recommendation describes and addresses a Comprehensive Plan map amendment and rezone request by Westport Capital Investments. The other private initiated Comprehensive Plan amendment applications, as well as the 2020 City initiated Comprehensive Plan Amendments are addressed in separate staff reports.
6. Two comments were submitted, summarized as follows. Please see [Exhibit 15](#) for the full text of the comments and Staff’s response.
 - a. Earl Weaver, The River Mobile Home Park – concerns about any potential flood mitigation along with future development. Staff Response: Staff provided Mr. Weaver with information regarding any future development will need to meet the City’s floodplain regulations.

- b. Melissa Child, 'I' Pl. NE Resident – concerns about impacts to the wetlands and wildlife habitat, traffic impacts, and that the housing will just be more apartments. Staff Response: Staff provided Ms. Child with information on the presence of wetlands, that there will likely be traffic impacts that will need to be addressed, and that a condition of the Rezone would be a limit to the number of apartment units and would require a mix of housing types.

Comprehensive Plan Related Findings

7. The City of Auburn first adopted amendments to its Comprehensive Plan in compliance with the Washington State Growth Management Act (GMA) requirements, as amended, in 1995. The Auburn Comprehensive Plan has been amended annually each year since, generally for housekeeping items and for coordination with the Capital Facilities Plan.
8. The City of Auburn adopted a substantially revised Comprehensive Plan (including map amendments) in response to periodic updates required by the GMA under Ordinance No. 6584 on December 15, 2015.
9. City Code Section 14.22, "Comprehensive Plan" provides the city's laws for amending the Comprehensive Plan. Amendments can be initiated by the City of Auburn (city-initiated) and by private citizens (privately-initiated).
10. RCW 36.70A.130 (GMA) provides for annual amendments to locally adopted comprehensive plans. Except in limited circumstances, these amendments shall be considered by the City's Legislative body no more frequently than once per year. The annual limitation and exceptions are also restated in city code under ACC 14.22.060.
11. The City of Auburn established a June 8, 2020 submittal deadline for comprehensive plan amendments for the year 2020 (map or policy/text amendments). Notice to the public of the application filing deadline was provided on the City's website, publication of a legal notice the Seattle Times Newspaper, and sent to a notification list of potentially interested parties.
12. Auburn City Code (ACC) Chapter 14.22 outlines the process for submittal of privately-initiated amendments and the general processing of Comprehensive Plan amendments.
13. Per Chapter 14.22 Auburn City Code ("ACC"), privately-initiated amendments to the Comprehensive Plan shall have at least one public hearing before the Planning Commission who then forward on a recommendation to the City Council. City Council consideration and action on the amendments generally occurs, but is not required, prior to the end of the year.
14. Pursuant to RCW 36.70A.106, the proposed comprehensive plan amendments outlined in this agenda bill were sent to the Washington State Office of Commerce and other state agencies as required for the 60-day state review. See Exhibit 9. No comments have been received from the Dept. of Commerce or other State agencies as of the date of this report.
15. Due to the nature of policy/text changes, and the minimal amount of private-initiated map amendments, the optional process for a public open house as provided for in the City Code, was not conducted.

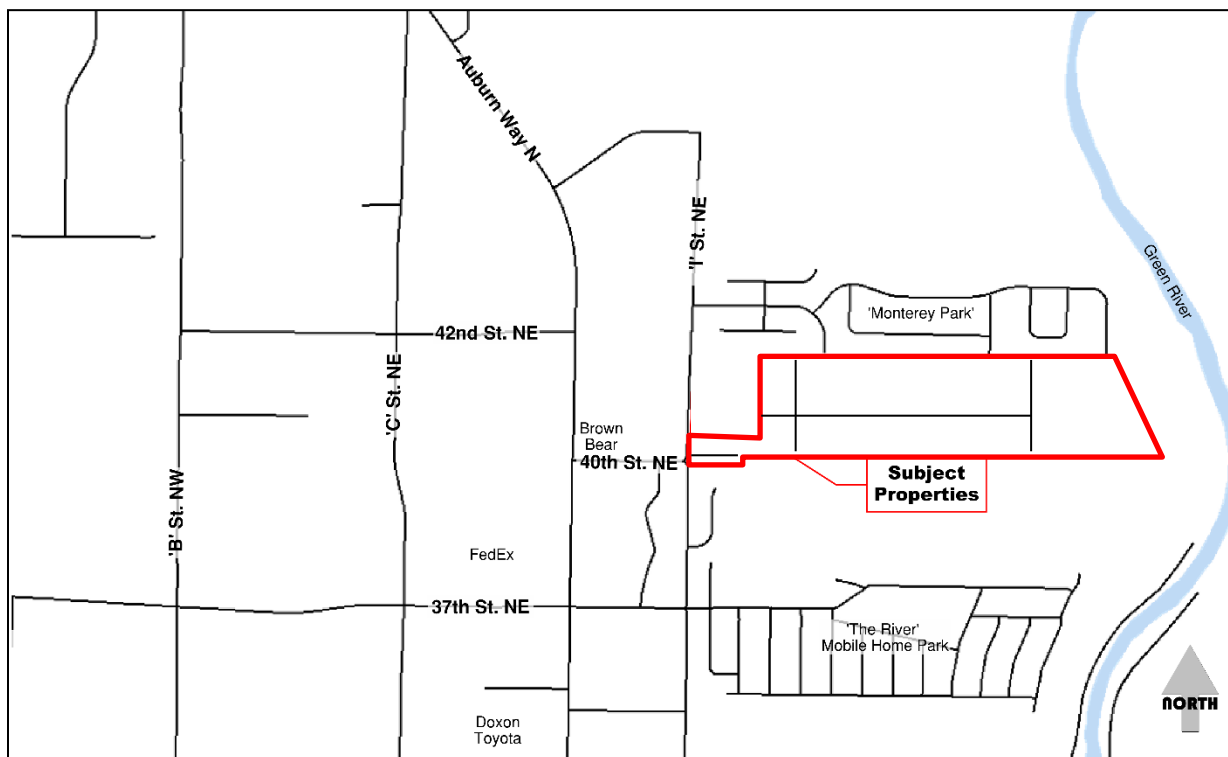
Zoning Code Related Findings

16. Chapter 18.68 ACC (Zoning) Amendments outlines the process for submittal of privately-initiated zoning amendments and the general processing. Per ACC 18.68.030(B)(1)(b), when the Planning Commission is considering a rezone (zoning map amendment) which requires a Comprehensive Plan Land Use Map amendment, the public hearings shall be conducted concurrently and a recommendation on both shall be forwarded to the City Council. Note that this amendment is vested to the version of Ch. 18.68 ACC that was in place prior to the updates to this chapter earlier in 2020 (Ord. 6779).

17. Pursuant to RCW 36.70A.106, the proposed Comprehensive Plan amendment outlined in this agenda bill were sent to the Washington State Dept. of Commerce and other State agencies as required for the 60-day State review. See Exhibit 9. No comments have been received from the Dept. of Commerce or other State agencies as of the date of this report.
18. The following Staff Report and recommendation describes and addresses the Comprehensive Plan Land Use Map amendment and Rezone request by Westport Capital Investments.

COMPREHENSIVE PLAN AMENDMENT AND REZONE– STAFF ANALYSIS:

1. The Comprehensive Plan amendment seeks to change the Comprehensive Plan Land Use Map Designation of a total of six parcels to “Moderate Density Residential”. Three of the parcels (000420-0025, 000420-0019, and 000420-0013) are currently “Multiple-Family Residential” totaling approx. 5.3 acres. The other three parcels (000420-0022, 000420-0024, and 000420-0003) are currently “Single Family Residential” totaling approx. 31.8 acres. The three parcels total approximately 1.89 acres. See Exhibit 10 and the following vicinity map:



2. The Rezone request seeks to change the zoning classification of approx. 6.4 acres from “R-20, Residential 20 Dwelling Units per Acre” and 30.7 acres from “R-7, Residential Seven Dwelling Units per Acre” to “R-16, Residential Sixteen Dwelling Units per Acre”. Note that the zoning does not exactly align with the Comprehensive Plan Designations (reference Exhibit 10).
3. The Applicant has supplied narratives for the Comprehensive Plan amendment and the Rezone request applications (See Exhibits 4 and 5). At this time there is no specific project planned for the property if the requests are approved.
4. Based on conversations between City Staff and the Applicant, the rezone request includes the following proposed conditions

Exhibit 1a

- a. Place a cap on the maximum density at 12 units per acre (plus or minus 10%), the minimum of the R-16 zone.
 - b. Place a cap on the number of apartment units at 128. This cap is based off of the existing R-20 acreage of 6.4 acres multiplied by 20 units per acre. Any multifamily units would be located in the southern half of the Site.
 - c. Require at least three types of ownership housing for the remainder of the Site (approx. 320 units, plus or minus 10%) with each type of housing to represent a minimum of 15% of the housing units.
5. Based on the existing zoning classifications and acreages, a total of 128 apartment units could be built (R-20 Zoning) and up to 215 single family units (R-7 Zoning). If the Rezone request is approved the number of apartment units would remain at 128 and the number of other types of housing would be up to approx. 320 units (plus or minus 10% would make the range around 275-364 units), a potential increase of approx. 105 units (with the 10% it would range from 60-150 units).
6. As shown in the table below and the following map, the surrounding properties have varying degrees of development. The area to the north contains existing single-family residences on small lots (~3,500 sq.-ft. lots), the property to the south is vacant (owned by the Auburn School District), to the east is owned by King County for open space / recreation, across 'I' St. NE to the west is developed commercial land, and northwest of the Site and east of 'I' St. NE is three large single-family lots with existing residences as well as 3 lots zoned R-20 ("Labrador Rezone" from 2018).



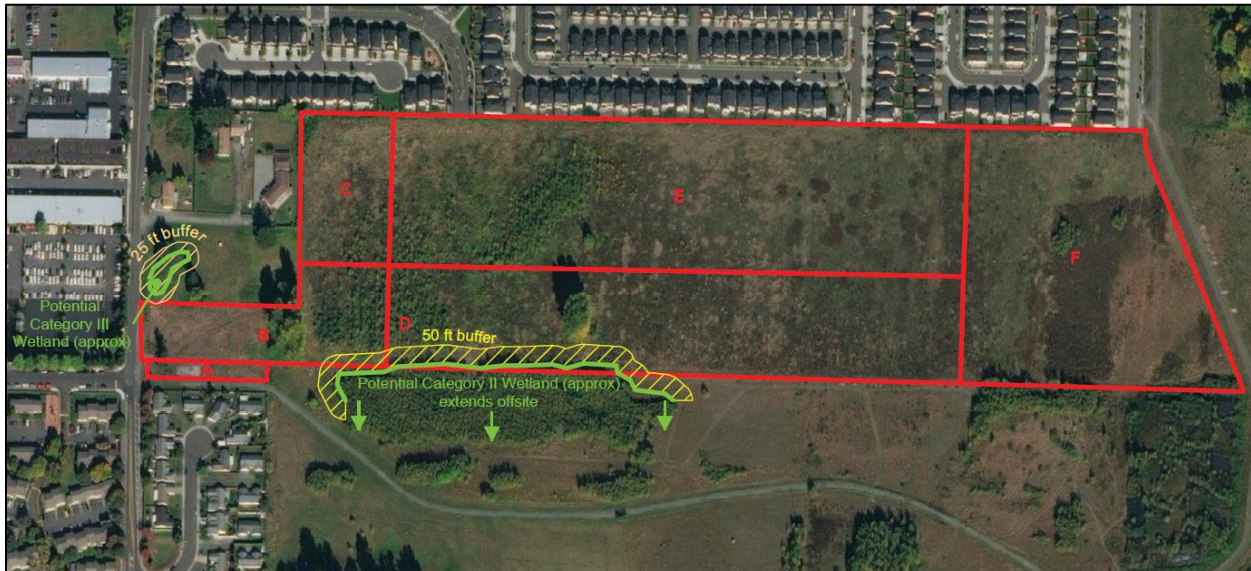
7. The current Comprehensive Plan Land Use designation, zoning classification, and current land uses of the subject properties and surrounding properties are as follows:

	Comp Plan Designation	Zoning Classification	Existing Land Use
Site	"Multiple-Family Residential" and "Single Family Residential"	R-20, Residential and R-7, Residential	Vacant
North	"Multiple-Family Residential" and "Single Family Residential"	PUD and R-20, Residential	Single family homes
South	"Single Family Residential"	R-7, Residential	Vacant
East	"Single Family Residential"	R-7, Residential	Vacant, Green River Trail

West	"Heavy Commercial", "Multiple Family Residential", and "Single Family Residential"	C-3, Heavy Commercial, R-7, Residential, and R-20, Residential	Commercial and Manufacturing Uses, Vacant, and Single family homes
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See Exhibit 10 for maps showing the existing and requested Comprehensive Plan Designation and Zoning Classification.

8. The two western-most of the six parcels front onto 'I' St. NE which is classified as a 'Minor Arterial' street. 'L' St. NE, 'O' Pl. NE, and 'R' St. NE, which are all "Local" streets, all end at the northern boundary of the site. These roadways, which were constructed along with the development of Monterey Park, were designed to be continued into this Site; upon future development one or all of these roadways will be extended into and through this Site. The existing R-20-zoned areas were approved under City Ordinance No. 4299, which required 40th St. NE to be extended into the Site to the eastern boundary of the R-20-zoned area. A condition of this Rezone will include extension of 40th through the Site to provide a connection, or multiple connections, into the Monterey Park subdivision. This is also required for emergency vehicle access which requires a secondary access when the number of dwelling units reaches 30 single family units or 100 multi-family units.
9. A Traffic Impact Analysis (TIA) (Exhibit 6) was prepared to analyze the difference between the existing zoning and if the entire Site was rezoned to R-20 (which was the initial request by the Applicant, and later revised). As there is no development proposal at this time, the TIA looked at "worst case" scenarios. Under this scenario the Level of Service (LOS) at the intersection of 'I' St. NE and 40th St. NE would require intersection improvements upon future development. What improvements will be required is not known at this time since there is no development proposed, so a general condition will be included with the Ordinance.
10. The Site is located within the City of Auburn water service boundaries. It is anticipated that there will be adequate water service upon future development, with any development responsible for extending water service to and through the Site, consistent with the Title 13 ACC and the City of Auburn Engineering Design Standards.
11. The Site is located within the City of Auburn sewer service boundaries. There is an existing sewer pump station that was constructed along with the Monterey Park subdivision to the north that was designed to serve this Site based on the existing zoning. A sewer pump station capacity analysis was submitted (Exhibit 11) to analyze if upgrades to the pump station would be required if the rezone was approved, which there would be. This study was based off of the initial request of R-20, however, is still applicable to the revised request. What upgrades are needed to the pump station would be determined upon any future development proposals. A condition will be included with the Ordinance addressing the upgrades.
12. A Critical Areas Memorandum (Exhibit 12) was prepared and shows a wetland along the southern border of a portion of the Site and another north/west of the Site adjacent to 'I' St. NE. The Memo shows the wetland to the south as a "Category II" and the northern wetland as a "Category III". Upon future development a full Critical Areas Report, consistent with Ch. 16.10 ACC, will be required. For reference, see the following image:



13. There is a portion of the eastern area of the Site that is shown on the FEMA Flood Insurance Rate Maps (FIRM) as being located within the Special Flood Hazard Area (SFHA) and the 500-Year Flood Hazard Area. Upon future development appropriate studies and permits will be required, consistent with Ch. 15.68 ACC. For reference, see the following image:



14. The purpose of the City's Comprehensive Plan is to provide a policy basis for potential zoning changes to ensure that the Comprehensive Plan and Zoning Ordinance are consistent, as required by the following City Code provision:

"14.22.050 Conformance and consistency.

The zoning, land division and other development codes contained or referenced within Auburn City Code shall be consistent with and implement the intent of the comprehensive plan. Capital budget decisions shall be made in conformity with the comprehensive plan."

COMPREHENSIVE PLAN RELATED – CONCLUSIONS:

The City Code provides certain criteria for decisions on amending the Comprehensive Plan under ACC

14.22.110. These criteria are listed below in **bold**, followed by a Staff Analysis. The Applicant's responses to these criteria are included in Exhibits 4 and 5.

1. Criterion #1 – ACC 14.22.110(A)(1): The proposed change will further and be consistent with the goals and objectives of the plan and the plan will remain internally consistent.

Staff Analysis: The Comprehensive Plan (Land Use Element, Page LU-9) provides the following explanation for the “Moderate Family Residential” Land Use Designation:

“Moderate Family Designation

Description

Moderate Density Residential designated areas are planned to accommodate a variety of residential dwelling types. Varying intensities may be permitted to provide a transition between single-family residential and other more intensive uses or activities (such as arterial streets) based on adjacent density, intensity, and/or character. Appropriate densities in these areas generally range from 7 up to 20 dwelling units per acre. Dwelling types generally range from single-family dwelling to multiple-family dwellings, with larger structures allowed (within the density range) where offsetting community benefits can be identified.

Designation Criteria

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

Implementing Zoning Designations

Residential Transition

R-10 Residential (Ten Dwelling Units Per Acre)

R-16 Residential (Sixteen Dwelling Units Per Acre)

Policies

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

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

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

Per ACC 18.23.030(G), the intent of the R-16, Residential zoning district is:

“...intended to provide for medium density multiple-family residential development as designated in the comprehensive plan, and is further intended as a residential zone of single, duplex and multiple-family residences, except as specifically provided elsewhere in this chapter.”

As identified in the R-16 intent statement above, this zoning district is geared toward allowing a wide range of housing types including detached single-family homes and apartments. Also allowed are uses such as mixed-use projects, nursing homes, etc. The full list of uses allowed within the R-16 zone is attached as Exhibit 13. Although no specific use is proposed at this time, any future development will be governed by the codes and standards in place at that time.

As shown and discussed above, there is an existing small-lot residential subdivision to the north and vacant Auburn School District property to the south. As noted in Designation Criteria 2 of Moderate Density Residential above, this designation is intended to provide a transition between single-family areas and higher intensity uses. Although there is not an existing school, the property to the south may eventually develop as a school and development on this site would provide that transition. To ensure the transition is

adequately implemented, all apartment housing will be limited to the southern half of the Site, allowing for the more ownership-style housing located next to the existing single-family subdivision to the north (Monterey Park). The existing single-family subdivision to the southwest of the site will be bordered on the north by the future extension of 40th St. NE.

The proposed Rezone conditions include limits on the number of apartment units to ensure the entire site is not built-out as apartment buildings. This condition is followed by another that will hopefully address what's referred to as "missing middle housing" which is the type of units that are in between single-family detached housing and mid to high-rise apartment buildings and includes duplexes, townhomes, and other smaller scale multi-unit buildings. The City has had many large apartment projects over the last several years, including the Copper Gate development currently under construction to the north of this Site. The type of development that the City hasn't seen are projects that allow for housing ownership. This type of housing can be in many forms, such as single-family detached, but also in the form of townhomes or stacked multi-unit buildings (stacked referring to each unit being wholly contained on one floor). The Applicant has provided some drawings of what type of housing developers he has been in contact for this Site, those are attached as Exhibit 14. Note that these are included just for reference and do not represent any development proposals associated with this Project.

In the Comprehensive Plan Housing Element, there are several housing objectives that these potential missing middle housing concepts would help to implement. These include (summarized from Exhibit 5 – Housing Objectives and Tools, Page H-10 of the Comprehensive Plan):

- Promote housing ownership through single-family dwellings on small lots, cottages, and townhomes.
- Allow for a variety of housing types by way of encouraging multiplexes, cottages, townhomes, and small lot single-family dwellings
- Increase ownership opportunities for lower-income households by potentially allowing for incentives such as permit and impact fee waivers.

Housing Element Goals and Policies No. H-11 also further spells out the need for home ownership opportunities:

"Promote opportunities for home ownership through single-family detached and semi-attached housing, fee-simple cottages and townhouses, and condominium apartments."

These types of housing units would not be allowed in the existing R-7 zoned areas (though would in the R-20).

Changing the Comprehensive Plan designation and Zoning classification to R-16, as conditioned, would not be out of character with the surrounding properties and would potentially provide further consistency with several goals and policies of the Comprehensive Plan.

The requested Comprehensive Plan amendment will remain internally consistent with the Comprehensive Plan through approval / adoption of the associated Rezone request.

2. Criterion #2 – ACC 14.22.110(A)(2): Whether the capacity to provide adequate services is diminished or increased.

Staff Analysis: The proposed application for a change in the Comprehensive Plan designation has been reviewed by the City's Utilities, Traffic division, and the Valley Regional Fire Authority. Based on these reviews, the change would potentially adversely affect the provision of services, specifically Sewer and Traffic. As is typical with development in the City, adequate infrastructure improvements will be required to be provided concurrent with future development.

As discussed under Conclusions, above, the existing sewer pump station located within the Monterey Park

subdivision was designed to serve this Site at its current zoning densities. The Applicant commissioned a study to determine if the pump station would have upgrades required if the zoning density increased, and it would. A condition of the rezone will be that any future developments will need to analyze the system again and determine the necessary upgrades.

Also as discussed under Conclusions, above, the intersection of 'I' St. NE and 40th St. NE would fall below the LOS minimum established in the Transportation Element of the Comprehensive Plan which for this portion of the 'I' Street corridor would be LOS D which is defined as:

"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 [free-flow speeds]."

Based on the existing zoning, this intersection would operate at LOS E upon development, and with the proposed zoning it would operate at LOS F, which would require improvements to the intersection (such as a roundabout or traffic signal). The detailed analysis is included in Exhibit 6. Note that the TIA is based off of the initial request which was for a change of the entire site to R-20, which the Applicant has since revised. The TIA was not required to be updated since the overall impacts will be lower. Also, project-specific TIA(s) will be required for future development(s).

In addition to the future intersection deficiencies, adequate right-of-way (ROW) to connect the eastern end of Monterey Park through this Site to 'I' St. NE will be required, as conditioned below, and as discussed under Conclusions, above. The Condition for ROW dedication for the Rezone Ordinance will be general enough to provide the City Engineer with discretion to ensure all potential impacts are able to be addressed with any future development proposal(s).

3. Criterion #3 – ACC 14.22.110(A)(3): Assumptions upon which the comprehensive plan is based are found to be invalid.

Staff Analysis: The policies of the Comprehensive Plan are not invalid. As discussed under Criterion #1, above, the Comprehensive Plan seeks to promote the types of housing that would be possible under the Moderate Density Residential Land Use Designation. The Applicant's request to change six parcels to Moderate Density Residential is not out of character with the designations or uses in the immediate vicinity. The requested change is a logical request based on these existing surrounding uses and land use designations, and as discussed throughout this Staff Report, as conditioned.

4. Criterion #4 – ACC 14.22.110(A)(4): A determination of change or lack of change in conditions or circumstances has occurred since the adoption of the latest amendment to the specific section of the comprehensive plan that dictates the need for a proposed amendment.

Staff Analysis: There have been changes in circumstances since the current land use designations were applied. The principal change would be the lack of affordable housing along with the lack of access to affordable home ownership throughout not only Auburn but in King County itself. The requested change to Moderate Density Residential and R-16 zoning *could* provide the opportunity for home ownership for those with moderate and lower incomes.

5. Criterion #5 – ACC 14.22.110(A)(5): If applicable, a determination that a question of consistency exists between the comprehensive plan and Chapter 36.70A RCW, the countywide planning policies for either King and/or Pierce County, as appropriate, and Vision 2040: Growth and Transportation Strategy for the Puget Sound Region.

Staff Analysis: The change, if approved, would continue to be consistent with the Growth Management Act (Chapter 36.70A RCW), the King County Countywide Planning Policies and Vision 2040. The proposal is consistent because upon future development it will provide land suitable for residential development and is

focusing on providing higher-density housing on existing urban lands that are located near transit corridors.

- 6. Criterion #6 – ACC 14.22.110(A)(6): If the request is to change the land use designation of a specific property on the comprehensive plan land use map, the applicant must demonstrate one of the following:**
- a. The current land use designation was clearly made in error or due to an oversight;**
 - b. The proposed land use designation is adjacent to property having a similar or compatible designation, or other conditions are present to ensure compatibility with surrounding properties;**
 - c. There has been a change in conditions since the current land use designation came into effect.**

Staff Analysis: The requested change is consistent with Item b in that adjacent parcels have similar land use designations. Specifically, the area to the north (Monterey Park) is a Planned Unit Development (PUD) that was developed with detached single-family dwellings on small (~3,500 sq.-ft.) lots as well as some duplex-style buildings on fee simple lots in the northwest portion of the subdivision. The area to the south is zoned R-7, although owned by the Auburn School District so residential development is unlikely, and to the southwest is an existing single-family neighborhood. The properties to the east are owned by the King County River and Floodplain Management Section and contain the Green River Trail, and therefore are not likely to be developed. To the west of the site is existing R-20 zoning and three single-family homes on large lots. Further west, across 'I' St. NE is designated Heavy Commercial and contains uses such as office and manufacturing uses.

REZONE RELATED – CONCLUSIONS:

Note that this application was submitted on May 7, 2020, and deemed a Complete Application on June 4, 2020, and is therefore vested to Ch. 18.68 ACC in place prior to Ordinance No. 6779 (updates to "Zoning Code and Map Amendments", adopted July 20, 2020).

The Applicant has requested a rezone from R-7, Residential and R-20, Residential to R-16, Residential. Per the previously codified ACC 18.68.030(B)(1)(b) if the rezone request also requires changes to the Comprehensive Plan, the Planning Commission shall hold a public hearing and make a recommendation to the City Council. Chapter 18.68 ACC contains the intent and process for zoning code amendments, in this case a site-specific zoning map amendment has been requested. Auburn City Code does not contain any specific rezone criteria for City Staff to review; however, Case Law offers some rezone criteria ("*A Little Bit Pregnant: The Multi-Personalities of Site Specific Rezones - Or - A Cheat Sheet for Everything You Need to Know about Site-Specific Rezones*", by Phil Olbrechts on mrsc.org, April 1, 2013) as follows:

"...require that the proponents of a rezone must establish that conditions have substantially changed since the original adoption and that the rezone must bear a substantial relationship to the public health, safety, morals or welfare. If a rezone implements the comprehensive plan, a showing that a change of circumstances has occurred is not required."

With the change in City procedures by Ordinance No. 6655 to allow concurrent recommendations by the Planning Commission on both the Comprehensive plan and zoning map changes, the recommendations on each should be consistent and therefore does not need to show a change in circumstances has occurred.

The requested rezone bears a substantial relationship to the public health, safety, morals and welfare. Adequate public facilities such as water, sewer, and electricity, are capable of being provided for the parcels upon future development and would therefore not be detrimental to public health. The rezone itself is not anticipated to allow any uses or acts that would pose any detrimental effects on the morals or welfare of the public. No impacts to public safety outside of normal residential development are anticipated.

STAFF RECOMMENDATION

Planning Commission to recommend approval of a map amendment to the Comprehensive Plan Map 1.1, Land Use Designation, changing the Comprehensive Plan land use designation for parcels 000420-0013, 00420-0019, 000420-0025 and a portion of parcels 00420-0022 and 000420-0024 (approximately 5.3 acres) from "Multiple Family Residential" to "Moderate Density Residential" and the remainder of parcels 00420-0022, 000420-0024, and the entirety of parcel 000420-0003 (approximately 31.8 acres), from "Single Family Residential" to "Moderate Density Residential."

Also, to recommend approval of a corresponding zoning map change for parcels 000420-0013, 00420-0019, 000420-0025 and a portion of parcels 00420-0022 and 000420-0024 (approximately 6.4 acres) from "R-20" to "R-16 with Staff Recommended Conditions" and the remainder of parcels 00420-0022, 000420-0024, and the entirety of parcel 000420-0003 (approximately 30.7 acres), from "R-7" to "R-16 with Staff Recommended Conditions."

These five conditions, as discussed in this Staff Report, address a slightly reduced density standard with variation, prescribed proportions and types of housing, a maximum number of apartment units, requirements for right-of-way dedication, and for addressing the need for potential upgrades to the existing sewer pump station:

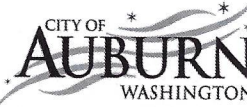
1. The maximum density over the entire 6 parcels shall not exceed 12 units per acre (the minimum of the R-16 zone), plus or minus 10% (density could range from 10.8 units/acre to 13.2 units/acre).
2. The maximum number of apartment units over the entire 6 parcels shall not exceed 128 units. Any apartment buildings and/or units would only allowed to be located within the southern half of the of the six parcels. The "southern half" would be defined as an east-west line drawn at the midpoint of a line drawn north-south between the northern boundary of Parcel No. 000420-0022 and the southern boundary of Parcel No. 000420-0024. Development of any apartment units shall be done concurrently, or after, development of the housing types listed in the following condition. The number of apartment units shall be the same or less than the other housing types. For example if an apartment development is proposed with 100 units, at least 100 units of the other housing types shall also be included in the development.
3. At least three types of ownership housing for the remainder of the six parcels shall be provided with each type of housing to represent a minimum of 15% of the housing units. Ownership housing shall be defined as townhouses, rowhouses, single-family detached, condominiums, multi-plexes (duplex, triplex, or fourplex), or other similar types as approved by the Director of Community Development. For example a development could include 15% triplex, 15% townhouses, and 70% single-family.
4. Right-of-way (ROW) shall be dedicated along with the first development proposal connecting, at a minimum, 'L' St. NE, 'O' Pl. NE, or 'R' St. NE through the site to the intersection of 'I' St. NE and 40th St. NE, as determined by the City Engineer. Improvements to this ROW will be as determined by the City Engineer for conformance with the City's Engineering Design Standards.
5. Upon future development of any or all of the six parcels, a sewer pump station analysis shall be provided to the City, the details as determined by the City Engineer, to determine what upgrades will be needed to the "Auburn 40" sewer pump station.

EXHIBIT LIST

Note that some items were included along with the materials for the October 20, 2020 meeting. Although all of the Exhibits are included in this packet, items in **bold** are new.

Exhibit 1 **Agenda Bill**
Exhibit 1a **Staff Report**

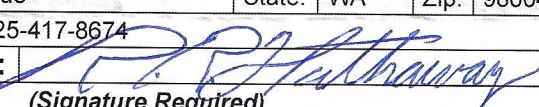
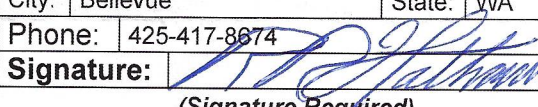
Exhibit 2	Completed Master Land Use Application Form, Owner Auth. Form, Legal Description, and Maps & Exhibits, Received May 7, 2020
Exhibit 3	Applicant's Request to Review Application, dated September 28, 2020
Exhibit 4	Revised Comprehensive Plan Statement, originally dated July 17, 2020, revised October 14, 2020
Exhibit 5	Revised Rezone Statement, originally dated July 17, 2020, revised October 14, 2020
Exhibit 5a	Proposed Rezone Conditions, dated October 14, 2020
Exhibit 6	Traffic Impact Analysis, originally dated April 2020, revised August 2020, prepared by Gibson Traffic Consultants
Exhibit 7	SEPA Checklist, originally dated April 26, 2020, revised August 18, 2020 and October 14, 2020
Exhibit 8	Combined Notice of Application, Notice of Public Hearing, and Determination of Non-Significance, issued October 19, 2020
Exhibit 9	Dept. of Commerce Review Letter, dated October 22, 2020
Exhibit 10	Comprehensive Plan and Rezone Map – showing changes
Exhibit 11	Sewer Pump Station Analysis, dated June 24, 2020, prepared by Pace Engineers
Exhibit 12	Critical Areas Report, dated April 2018, prepared by Shockey Planning Group
Exhibit 13	R-16 Land Uses Table
Exhibit 14	Sample House Plans
Exhibit 15	Public Comments with City Responses

	MASTER LAND USE APPLICATION FORM	Date Received:
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Physical Address: Auburn City Hall Annex, 2 nd Floor 1 E Main St	Mailing Address: 25 W Main St Auburn, WA 98001	Webpage & Application Submittal: www.auburnwa.gov applications@auburnwa.gov	Phone and Email: 253-931-3090 permitcenter@auburnwa.gov
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Project Name:	Westport Capital Investments Comp Plan Amendment & Rezone
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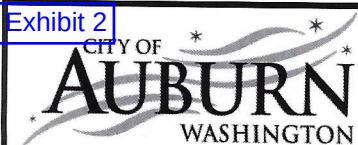
Parcel Number(s):	0004200024, 0004200022, 0004200003
--------------------------	------------------------------------

APPLICANT ☐ Check Box if Primary Contact	OWNER ☐ Check Box if Primary Contact
Name: Rick Hathaway	Name: Rick Hathaway
Title: Managing Member	Title: Managing Member
Company: Westport Capital Investments, LLC.	Company: Westport Capital Investments, LLC
Email: rickhathaway@restonco.com	Email: rickhathaway@restonco.com
Address: 11269 NE 37th PL	Address: 11269 NE 37th PL
City: Bellevue State: WA Zip: 98004	City: Bellevue State: WA Zip: 98004
Phone: 425-417-8674	Phone: 425-417-8674
Signature:  (Signature Required)	Signature:  (Signature Required)

AGENT ☒ Check Box if Primary Contact	ARCHITECT / ENGINEER ☐ Check Box if Primary Contact
Name: David K. Tover	Name:
Title: President	Title:
Company: Tover Strategic Advisors, Inc.	Company:
Email: david@toverstrategic.com	Email:
Address: 3705 Colby Avenue, Suite 1	Address:
City: Everett State: WA Zip: 98201	City: State: Zip:
Phone: 425-344-1523	Phone:
Signature:  (Signature Required)	Signature: (Signature Required)

Brief Description:	Applicant is requesting a comprehensive plan map amendment for three parcels totaling 32.4 acres from the single family land use designation to multiple family and a concurrent zoning map amendment from R7 to R20 zoning for approximately 31.2 acres. This request recognizes that approximately 1.2 acres of the westernmost portions of parcels 0004200022 and 0004200024 (approximate dimensions of 79' x 663') were rezoned by Ordinance 4299 in August of 1988 and are shown on the City's official zoning map as already being zoned R20.
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LAND USE APPROVALS BEING APPLIED FOR UNDER THIS APPLICATION		(Check all That Apply)
☐ Administrative Appeal ☐ Administrative Use Permit ☐ Administrative Variance ☐ Architectural and Site Design Review ☐ Multi-Family / Mixed-Use ☐ DUC Design Review Binding Site Plan ☐ Preliminary ☐ Final ☐ Boundary Line Adjustment ☐ Boundary Line Elimination ☒ Comp. Plan Map Amendment ☐ Comp. Plan Text Amendment ☐ Conditional Use Permit Critical Areas ☐ Exemption ☐ Reasonable Use ☐ Variance ☐ Determination / Study Review	☐ Director's Interpretation ☐ Landscape Plan Alteration / Tree Removal ☐ Master Sign Plan (New or Adjustment) Plat (Subdivision Greater Than 9 Lots) ☐ Preliminary ☐ Final ☐ Adjustment (Major) ☐ Adjustment (Minor) ☐ Extension ☐ Real Estate Tax Exemption ☒ SEPA Environmental Review Shoreline ☐ Exemption ☐ Substantial Development ☐ Variance	Short Plat (Subdivision 9 Lots or Less) ☐ Preliminary ☐ Final ☐ Site Plan Approval (Outlet Collection) ☐ Site Plan Approval (Lakeland PUD) ☐ Sign Area Deviation ☐ Special Exception ☐ Special Home Occupation Temporary Use Permit (See Checklist) ☐ Type I ☐ Type II ☐ Special Event ☐ Variance ☐ Zoning Code Text Amendment ☒ Zoning Map Amendment (Rezone)



OWNER LETTER OF AUTHORIZATION

Updated
June 2019

Physical Address:

Auburn City Hall Annex, 2nd Floor
1 E Main St

Mailing Address:

25 W Main St
Auburn, WA 98001-4998

Webpage & Application Submittal:

www.auburnwa.gov
applications@auburnwa.gov

Phone and Email:

Phone: (253) 931-3090
permitcenter@auburnwa.gov

(A copy of this letter must be submitted for each property owner involved)

I, Richard R. Hathaway, declare under penalty of perjury under the laws of the State of Washington as follows;

1. I am (select one) ☐ the owner of the property that is the subject of the application or ☒ the owner is a corporation, organization, or public agency and submitting this authorization is within the scope of my authority to act on that entity's behalf for the property located at Parcels 0004200024, 0004200022, 0004200003 for the following scope of work Comprehensive Plan Map Amendment & Concurrent Rezone.

2. All statements, answers, and information submitted with this application are true and correct to the best of my knowledge and belief.

3. I acknowledge that approval of this application may be subject to conditions as specified on the approval documents.

4. I agree to hold the City of Auburn harmless as to any claim (including costs, expenses and attorney's fees incurred in the investigation of such claim) which may be made by any person, including the undersigned, and filed against the City of Auburn, but only where such claim arises out of the reliance of the City, including its officers and employees, upon the accuracy of the information provided to the City as part of this application.

5. I hereby grant permission for representatives of the City of Auburn and any other Federal, State, or local unit of government with regulatory authority over the project to enter onto my property to inspect the property, take photographs, and post public notices as required in connection with review of this application and for compliance with the terms and conditions of permits and approvals issued for the project.

6. Regarding this application, the following individuals are appointed to act as my agent, or as the agent of the entity I represent: David K. Toyer, President, Toyer Strategic Advisors, Inc.

X

Signature

Richard R. Hathaway

Printed Name

4/22/2020

Date

Rickhathaway@restonco.com

Email

(425) 417-8674

Phone

11269 N.E. 327th Place, Bellevue WA 98004

Address

Margie M. M. M.

Title

Bellevue WA

City and State where signed

LEGAL DESCRIPTION

(TAX PARCELS 000420-0022 AND 000420-0024, DIVIDED FOR TAX PURPOSES ONLY)

THAT PORTION OF LOT 4 OF SHORT PLATS 10-81 AND 12-81, RECORDED UNDER RECORDING NO. 8106090801 AND 8106090734, KING COUNTY WASHINGTON, LYING EAST OF THE FOLLOWING DESCRIBED LINE:

BEGINNING AT A POINT ON THE NORTH LINE OF LOT 4 IN SAID SHORT PLAT 10-81, 637.00 FEET FROM THE CENTERLINE OF "I" STREET NORTHEAST;
THENCE SOUTH 00°35'33" WEST, 663.16 FEET, TO THE SOUTH LINE OF LOT 4 OF SHORT PLAT 12-81.

(ALSO KNOWN AS NEW PARCEL B OF BOUNDARY LINE ADJUSTMENT NO. LLA-0027-89, RECORDED UNDER RECORDING NO. 8911281207).

SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.



LEGAL DESCRIPTION

(TAX PARCEL 000420-0003)

THAT PORTION OF THE GEORGE E. KING DONATION LAND CLAIM NO. 40 IN SECTIONS 31 AND 32, TOWNSHIP 22 NORTH, RANGE 5 EAST, W.M., IN KING COUNTY, WASHINGTON AND SECTION 6, TOWNSHIP 21 NORTH, RANGE 5 EAST, W.M., IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE WEST LINE OF SAID KING DONATION LAND CLAIM, 651.53 FEET SOUTH OF THE SOUTHEAST CORNER OF W.A. COX DONATION LAND CLAIM NO. 38 BEING A POINT ON THE LINE DESCRIBED IN THAT BOUNDARY LINE AGREEMENT RECORDED UNDER KING COUNTY RECORDING NO. 7903021118;
 THENCE SOUTH 88°46'00" EAST ALONG SAID LINE 2,167.39 FEET TO THE TRUE POINT OF BEGINNING;
 THENCE SOUTH 01°47'59" WEST PARALLEL TO THE WEST LINE OF SAID KING DONATION LAND CLAIM, 673.63 FEET, MORE OR LESS, TO A POINT ON THE LINE DESCRIBED IN THE BOUNDARY LINE AGREEMENT RECORDED UNDER KING COUNTY RECORDING NO. 7903190605;
 THENCE SOUTH 88°22'00" EAST ALONG SAID LINE 800.33 FEET, MORE OR LESS, TO THE EAST LINE OF SECTION 6, TOWNSHIP 21 NORTH, RANGE 5 EAST, W.M., IN KING COUNTY, WASHINGTON;
 THENCE NORTH 02°56'45" EAST ALONG SAID EAST LINE, 288.23 FEET TO THE NORTHEAST CORNER THEREOF AND ALSO BEING THE SOUTHWEST CORNER OF SECTION 32, TOWNSHIP 22 NORTH, RANGE 5 EAST, W.M., IN KING COUNTY, WASHINGTON;
 THENCE SOUTH 88°53'11" EAST ALONG THE SOUTH LINE OF SAID SECTION 32, 193.166 FEET, MORE OR LESS, TO THE TAKE LINE DESCRIBED IN KING COUNTY RECORDING NO. 7409060426;
 THENCE NORTH 02°53'33" EAST ALONG SAID LINE 159.73 FEET;
 THENCE CONTINUING ALONG SAID LINE NORTH 26°49'36" WEST 261.79 FEET, MORE OR LESS, TO A POINT WHICH BEARS SOUTH 88°46'00" EAST OF THE TRUE POINT OF BEGINNING;
 THENCE NORTH 88°46'00" WEST ALONG THE BOUNDARY LINE DESCRIBED IN THE BOUNDARY LINE AGREEMENT AND DEED RECORDED UNDER KING COUNTY RECORDING NO. 7903021118, 876.908 FEET, MORE OR LESS, TO THE TRUE POINT OF BEGINNING.

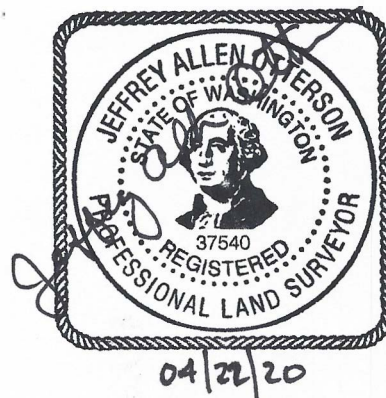
EXCEPT ALL THAT PORTION OF THE HEREINAFTER DESCRIBED TRACT "X" LOCATED IN THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 31 AND THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 32, TOWNSHIP 22 NORTH, RANGE 5 EAST, AND THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 6, TOWNSHIP 21 NORTH, RANGE 5 EAST, WILLAMETTE MERIDIAN, KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE EAST LINE OF SAID TRACT "X", ALSO BEING THE NORTHEAST CORNER OF THE AFOREMENTIONED SECTION 6;
 THENCE SOUTH 02°56'47" WEST ALONG THE EAST LINE OF SAID SECTION 6 (AND SAID TRACT "X") A DISTANCE OF 288.23 FEET TO THE SOUTHEAST CORNER OF SAID TRACT "X";
 THENCE NORTH 88°21'58" WEST ALONG THE SOUTH LINE OF SAID TRACT "X" A DISTANCE OF 43.47 FEET TO A POINT ON THE REDDINGTON LEVEE ALIGNMENT;
 THENCE LEAVING SAID SOUTH LINE AND ALONG SAID ALIGNMENT NORTH 01°37'47" EAST A DISTANCE OF 6.84 FEET;
 THENCE CONTINUING ALONG SAID ALIGNMENT NORTH 22°19'31" WEST A DISTANCE OF 650.29 FEET TO THE BEGINNING OF A CURVE TO THE RIGHT HAVING A RADIUS OF 165.00 FEET;
 THENCE CONTINUING ALONG SAID ALIGNMENT NORTHWESTERLY ALONG SAID CURVE AN ARC DISTANCE OF 67.85 FEET, THROUGH A CENTRAL ANGLE OF 23°33'33";
 THENCE CONTINUING ALONG SAID ALIGNMENT NORTH 01°14'02" EAST A DISTANCE OF 9.47 FEET TO A POINT ON THE NORTH LINE OF SAID TRACT "X";

THENCE LEAVING SAID ALIGNMENT, ALONG SAID NORTH LINE SOUTH 88°45'33" EAST A DISTANCE OF 400.44 FEET TO THE NORTHEAST CORNER OF SAID TRACT "X";
THENCE SOUTH 26°49'34" EAST ALONG THE NORTHEAST LINE OF SAID TRACT "X" A DISTANCE OF 261.58 FEET;
THENCE SOUTH 02°53'35" WEST ALONG THE EAST LINE OF SAID TRACT "X" A DISTANCE OF 159.33 FEET TO A POINT ON THE SOUTH LINE OF THE AFOREMENTIONED SECTION 32;
THENCE NORTH 88°53'12" WEST ALONG SAID SOUTH LINE A DISTANCE OF 193.17 FEET TO THE POINT OF BEGINNING.

PURSUANT TO STIPULATED JUDGMENT AND DECREE OF APPROPRIATION FILED OCTOBER 16, 2013 IN KING COUNTY CAUSE NO. 12-2-20627-9, AND RECORDED UNDER RECORDING NO. 20131017001239.

SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.





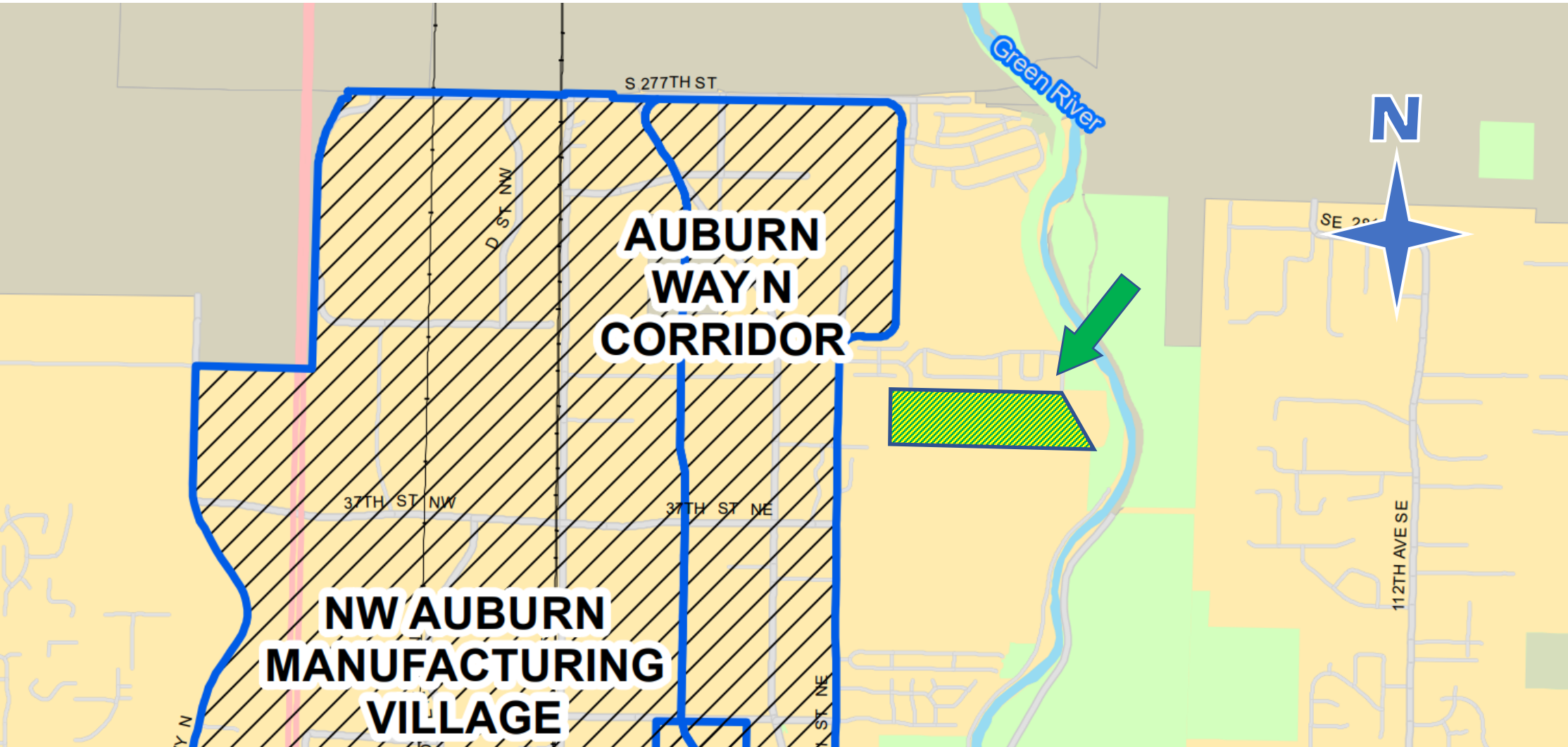
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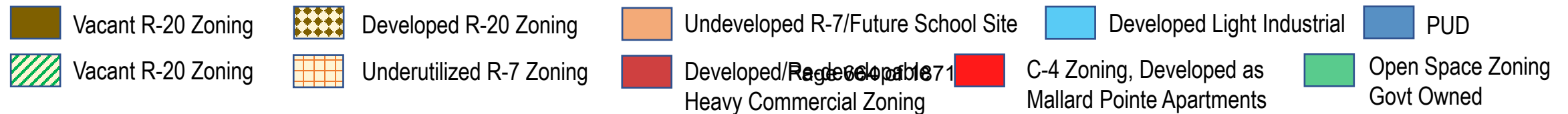
Page 662 of 1871



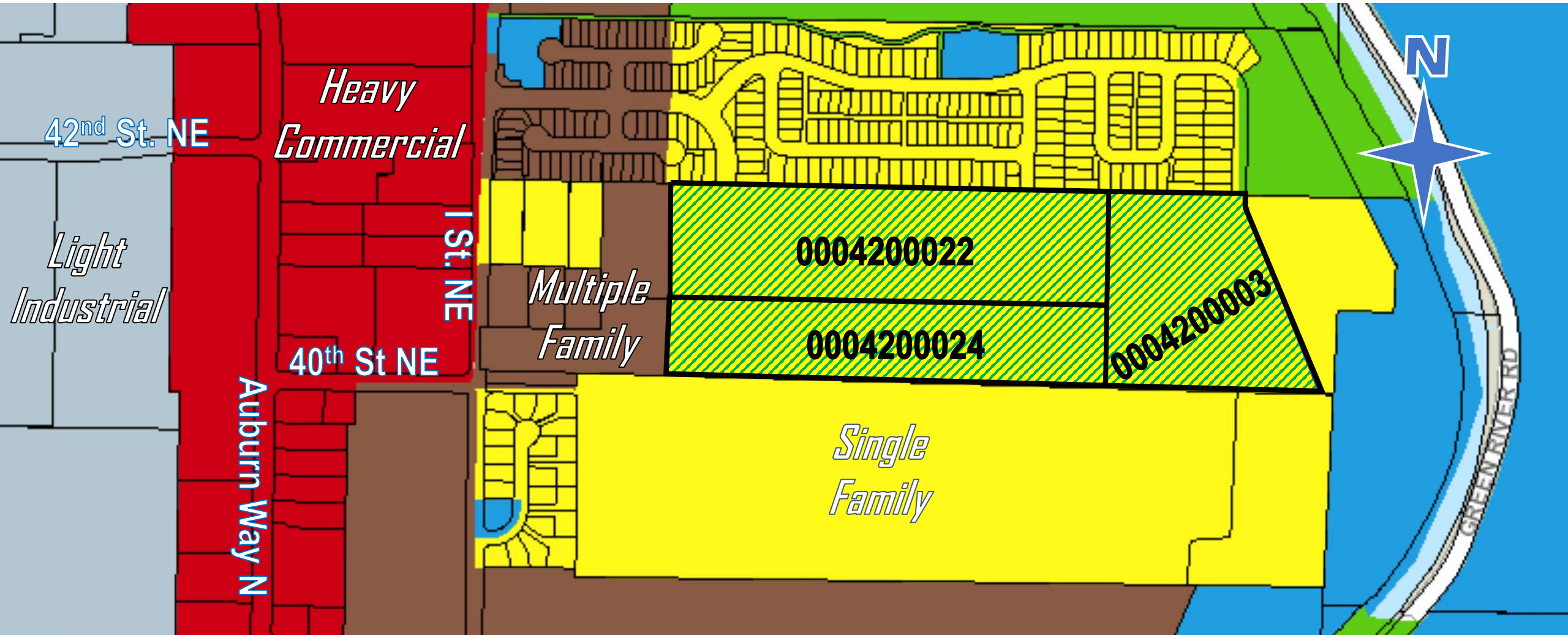
King County

Westport Capital Vicinity Map



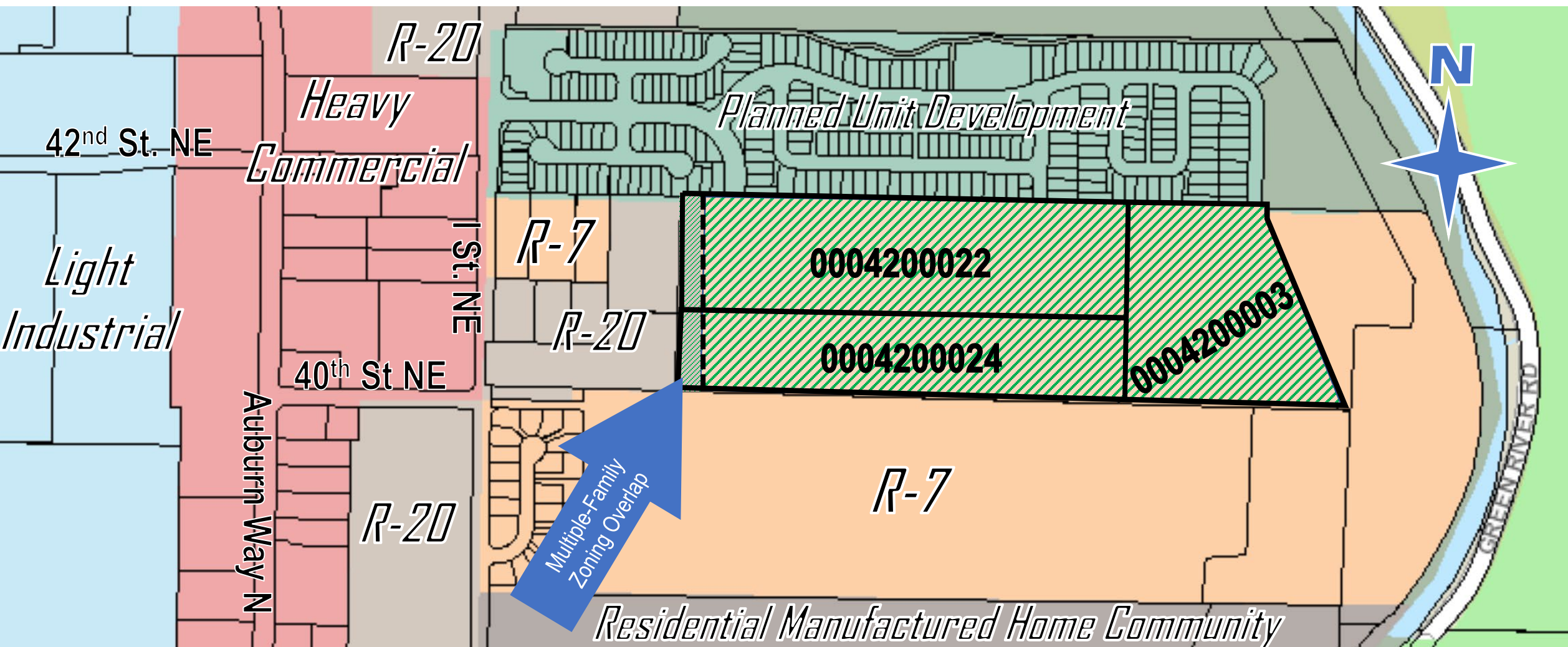


Westport Capital Land Use Map



Existing Land Use Designations

Westport Capital Zoning



Existing Zoning

Employment (1 mile radius)

- Thyseen Krupp
- TMX Aerospace
- Fleenor Paper
- Victory Packaging
- Del Monte
- FedEx
- Exact Aerospace
- FANUC Machining
- A&G Machine
- Spears Manufacturing
- Wasser Corporation
- Cascadia Metals
- Conrad Manufacturing
- International Belt
- TTF Aerospace
- Richards Packaging

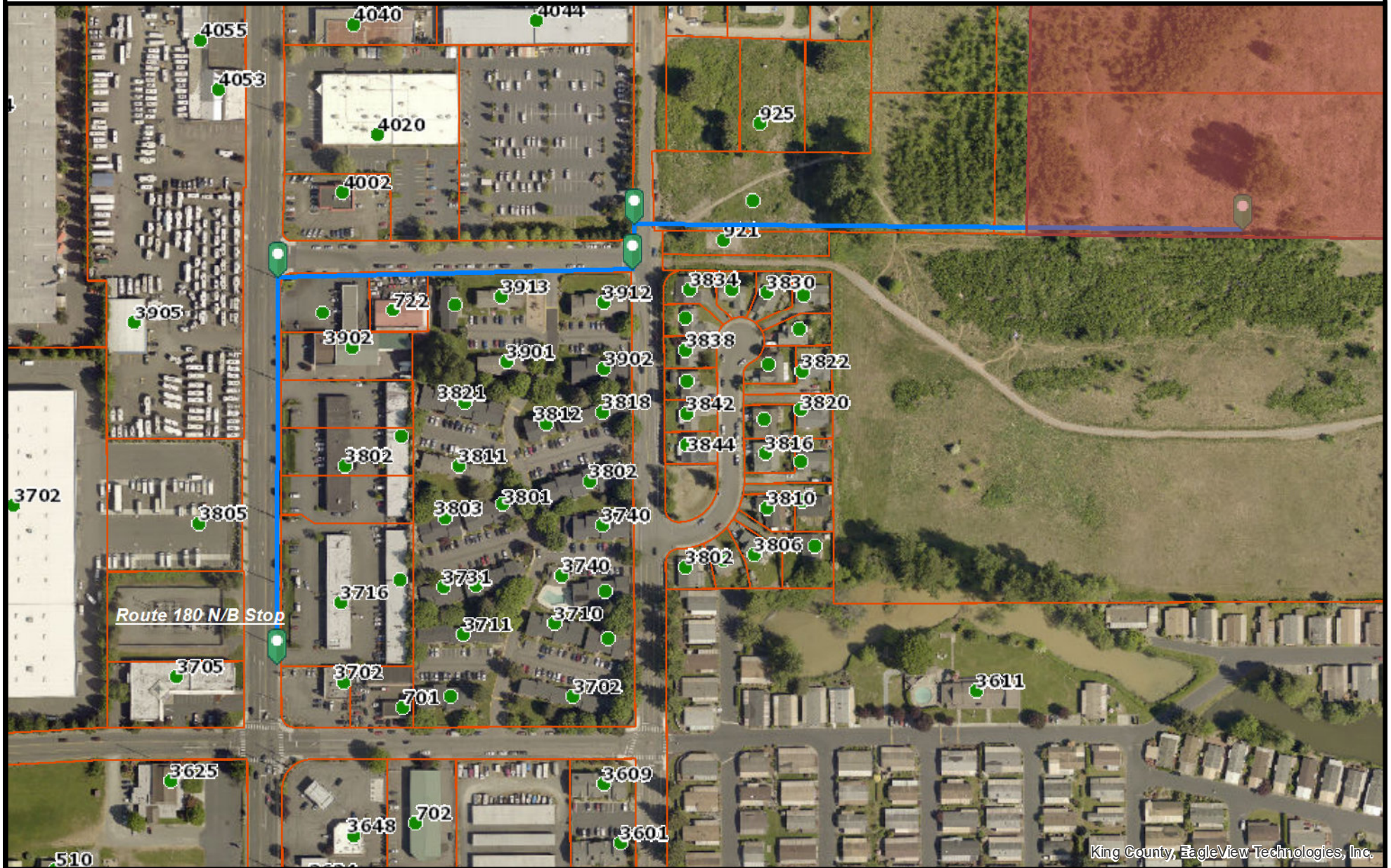
NW Auburn
Manufacturing Village
Area

Auburn Way Corridor N
Area.

Westport Proposal

*Westport Capital
Proximity to Employment Area*

Northbound 1/2 mile from Transit



The information included on this map has been compiled by King County staff from a variety of sources and is subject to change without notice. King County makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. This document is not intended for use as a survey product. King County shall not be liable for any general, special, indirect, incidental, or consequential damages including, but not limited to, lost revenues or lost profits resulting from the use or misuse of the information contained on this map. Any sale of this map or information on this map is prohibited except by written permission of King County.

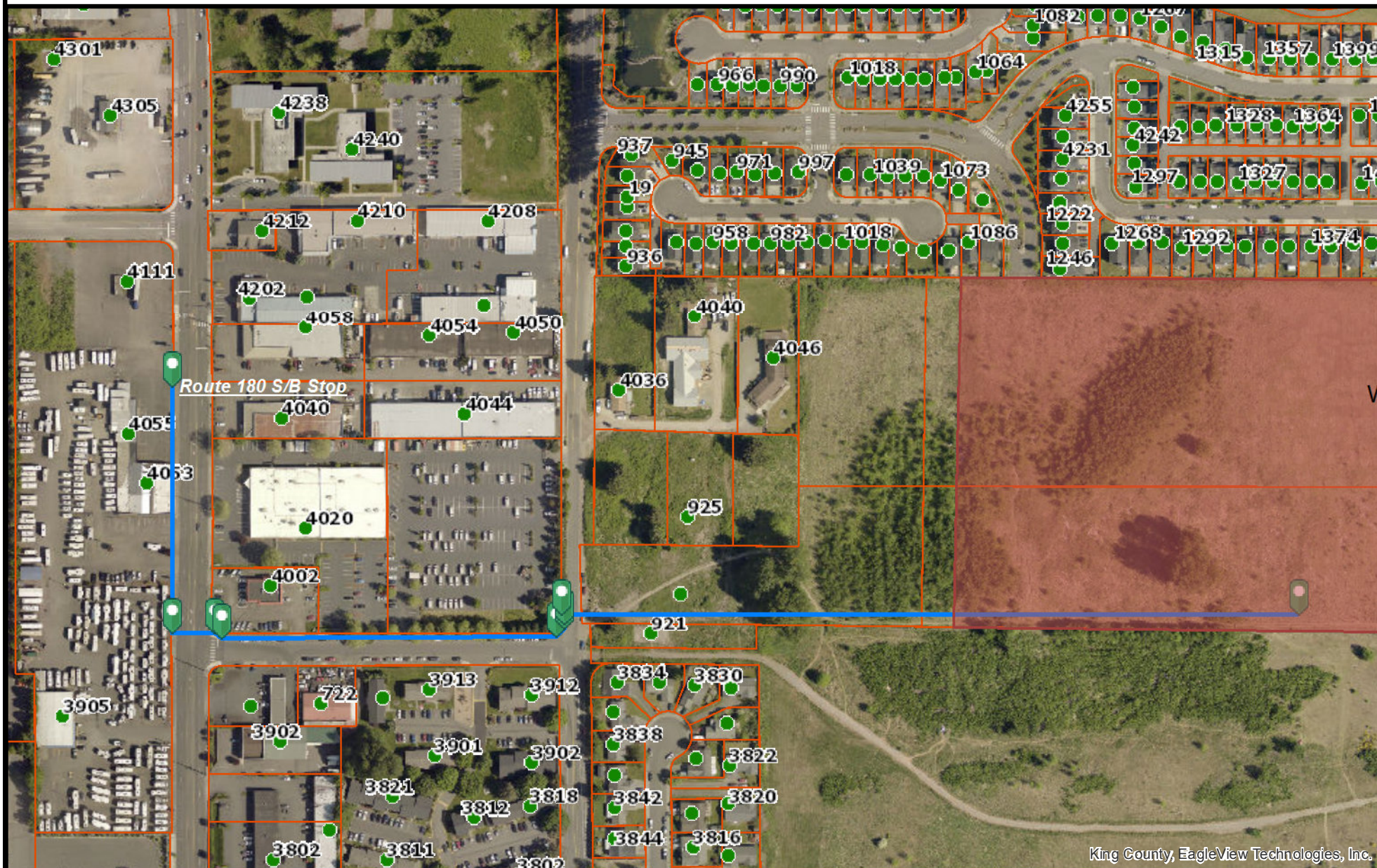
Date: 4/28/2020

For Westport Capital



King County

Southbound 1/2 mile from Transit



King County, EagleView Technologies, Inc.

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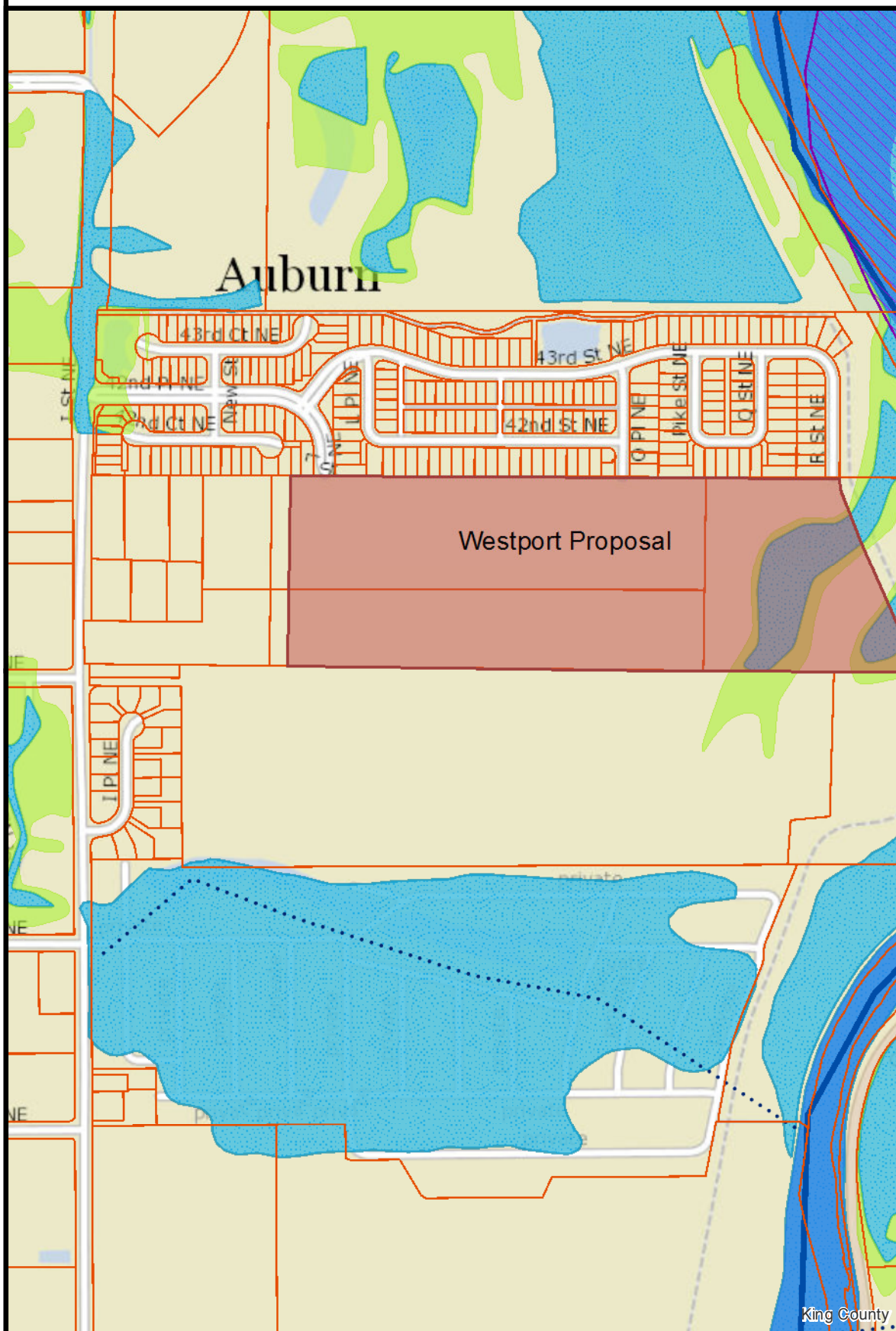
Date: 4/28/2020

For Westport Capital



King County

Flood Plain Map



Legend

- Parcels
- Potential landslide hazard areas (2016, see explanation--->)
- Seismic hazard (1990 SAO)
- Coal mine hazard (1990 SAO)

Stream (1990 SAO)

- class 1
- class 2 perennial
- class 2 salmonid
- class 3
- unclassified
- Wetland (1990 SAO)
- Sensitive area notice on title
- Wildlife network
- FEMA preliminary floodway
- FEMA preliminary 100-year floodplain

Flood other areas

- 0.2% annual chance flood hazard (500 year)
- zone X protected by levee
- Regulatory floodplain

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Date: 4/28/2020

For Westport Capital



King County



“Missing Middle” Housing in the Region

“Middle” housing refers to a range of housing types — from duplexes to townhomes to low-rise multifamily developments — that bridge a gap between single-family housing and more intense multifamily and commercial areas.



Source: Opticos Design, Inc., MissingMiddleHousing.com

MissingMiddleHousing.com is powered by Opticos Design. Illustration © 2015 Opticos Design, Inc. 

PSRC’s analysis of King County assessor data finds that these development types tend to be more affordable than either single-family homes or higher density housing options.

Middle housing can help promote housing diversity, give people greater housing choices, and produce urban densities that support walkable communities, local retail and commercial services, and efficient public transit.

Yet availability of these housing options is often few and far in between in many communities, hence the term “missing” middle housing.

PSRC conducted an analysis using King County assessor data for residential sales transactions to confirm whether and to what degree middle housing types can offer more affordable homeownership options in the local market.

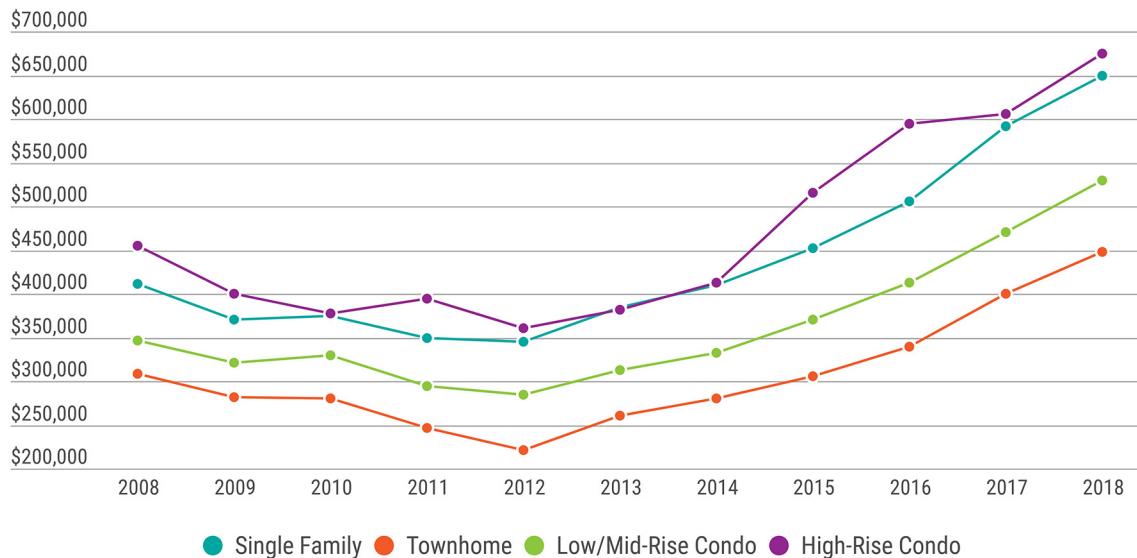
King County was chosen as a case study area, given a broader array of available housing types and larger sample sizes represented in its assessor sales database.

Residential sales transactions were categorized into four housing types — detached single family, townhomes (or attached single family), low/mid-rise condo, and high-rise condo. Mobile homes were excluded from the analysis. The distinction between low/mid-rise and high-rise condo was determined based on construction class (e.g., masonry, wood frame, and prefab steel was considered low/mid-rise; structural steel and reinforced concrete was considered high-rise).

Middle housing is more affordable than single-family

Over the past 10 years, the median sales prices of townhomes and low- to mid-rise condos were consistently and substantially lower than for single-family homes.

Median Sales Price by Housing Type, King County



Source: King County Assessor Database

Over the past calendar year, the median price for townhome sales recorded to date (through September 2018) was \$448,000, 31 percent lower than the median price for single-family homes (\$650,000).

The median price for low- to mid-rise condos was \$530,000 or 18 percent lower than for single-family homes.

High-rise condos, which are some of the most cost-intensive projects to build, came in with the highest median price of \$675,000.

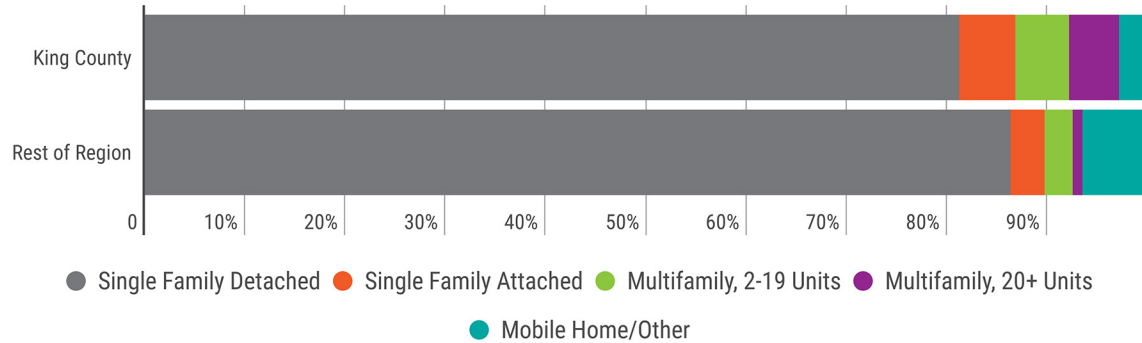
Unit square footage is a key factor behind these price differentials, as the typical townhome and especially condominium unit is smaller than the standard detached single-family home. But in many urban markets, demand is growing for affordable homeownership options within walkable neighborhoods well served by local retail and amenities.

Middle housing is small share of region's housing stock

An analysis of American Community Survey data shows that these middle housing options are indeed limited or “missing” from the region’s homeownership market.

The region’s ownership housing stock is dominated by traditional detached single-family housing.

Ownership Housing Stock by Housing Type



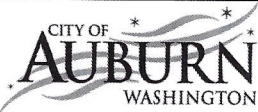
Source: 2017 American Community Survey

Detached single-family represents 81 percent of the ownership housing stock in King County, and 86 percent of the stock in Kitsap, Pierce and Snohomish counties combined.

Two housing types that best approximate middle housing — attached single-family homes (or townhomes) and multifamily structures with 2-19 units — comprise just 6 percent and 5 percent of King County’s ownership stock, and even less (3 percent and 3 percent) across the balance of the region.

Addressing housing affordability in the central Puget Sound region requires a variety of tools and strategies to ensure people of all incomes have access to housing that meets their needs — and middle housing is part of this work.

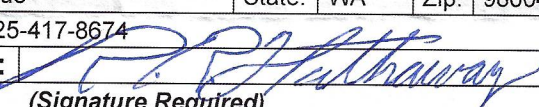
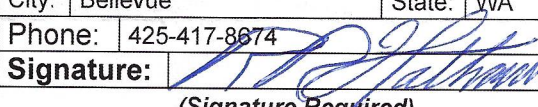
Regional and local tools can help to promote and incentivize the development of more middle housing to provide more affordable homeownership opportunities. VISION 2050 provides an opportunity for the region to develop policies and actions to make sure middle housing won’t be “missing” in the future.

	MASTER LAND USE APPLICATION FORM	Date Received:
---	--	----------------

Physical Address: Auburn City Hall Annex, 2 nd Floor 1 E Main St	Mailing Address: 25 W Main St Auburn, WA 98001	Webpage & Application Submittal: www.auburnwa.gov applications@auburnwa.gov	Phone and Email: 253-931-3090 permitcenter@auburnwa.gov
--	---	---	---

Project Name:	Westport Capital Investments Comp Plan Amendment & Rezone
----------------------	---

Parcel Number(s):	0004200024, 0004200022, 0004200003
--------------------------	------------------------------------

APPLICANT ☐ Check Box if Primary Contact	OWNER ☐ Check Box if Primary Contact
Name: Rick Hathaway	Name: Rick Hathaway
Title: Managing Member	Title: Managing Member
Company: Westport Capital Investments, LLC.	Company: Westport Capital Investments, LLC
Email: rickhathaway@restonco.com	Email: rickhathaway@restonco.com
Address: 11269 NE 37th PL	Address: 11269 NE 37th PL
City: Bellevue State: WA Zip: 98004	City: Bellevue State: WA Zip: 98004
Phone: 425-417-8674	Phone: 425-417-8674
Signature:  (Signature Required)	Signature:  (Signature Required)

AGENT ☒ Check Box if Primary Contact	ARCHITECT / ENGINEER ☐ Check Box if Primary Contact
Name: David K. Tover	Name:
Title: President	Title:
Company: Tover Strategic Advisors, Inc.	Company:
Email: david@toverstrategic.com	Email:
Address: 3705 Colby Avenue, Suite 1	Address:
City: Everett State: WA Zip: 98201	City: State: Zip:
Phone: 425-344-1523	Phone:
Signature:  (Signature Required)	Signature: (Signature Required)

Brief Description:	Applicant is requesting a comprehensive plan map amendment for three parcels totaling 32.4 acres from the single family land use designation to multiple family and a concurrent zoning map amendment from R7 to R20 zoning for approximately 31.2 acres. This request recognizes that approximately 1.2 acres of the westernmost portions of parcels 0004200022 and 0004200024 (approximate dimensions of 79' x 663') were rezoned by Ordinance 4299 in August of 1988 and are shown on the City's official zoning map as already being zoned R20.
---------------------------	---

LAND USE APPROVALS BEING APPLIED FOR UNDER THIS APPLICATION		(Check all That Apply)
☐ Administrative Appeal ☐ Administrative Use Permit ☐ Administrative Variance ☐ Architectural and Site Design Review ☐ Multi-Family / Mixed-Use ☐ DUC Design Review ☐ Binding Site Plan ☐ Preliminary ☐ Final ☐ Boundary Line Adjustment ☐ Boundary Line Elimination ☒ Comp. Plan Map Amendment ☐ Comp. Plan Text Amendment ☐ Conditional Use Permit Critical Areas ☐ Exemption ☐ Reasonable Use ☐ Variance ☐ Determination / Study Review	☐ Director's Interpretation ☐ Landscape Plan Alteration / Tree Removal ☐ Master Sign Plan (New or Adjustment) Plat (Subdivision Greater Than 9 Lots) ☐ Preliminary ☐ Final ☐ Adjustment (Major) ☐ Adjustment (Minor) ☐ Extension ☐ Real Estate Tax Exemption ☒ SEPA Environmental Review Shoreline ☐ Exemption ☐ Substantial Development ☐ Variance	Short Plat (Subdivision 9 Lots or Less) ☐ Preliminary ☐ Final ☐ Site Plan Approval (Outlet Collection) ☐ Site Plan Approval (Lakeland PUD) ☐ Sign Area Deviation ☐ Special Exception ☐ Special Home Occupation Temporary Use Permit (See Checklist) ☐ Type I ☐ Type II ☐ Special Event ☐ Variance ☐ Zoning Code Text Amendment ☒ Zoning Map Amendment (Rezone)

	OWNER LETTER OF AUTHORIZATION	Updated June 2019
Physical Address: Auburn City Hall Annex, 2 nd Floor 1 E Main St	Mailing Address: 25 W Main St Auburn, WA 98001-4998	Webpage & Application Submittal: www.auburnwa.gov applications@auburnwa.gov
		Phone and Email: Phone: (253) 931-3090 permitcenter@auburnwa.gov

(A copy of this letter must be submitted for each property owner involved)

I, Richard R. Hathaway, declare under penalty of perjury under the laws of the State of Washington as follows;

1. I am (select one) ☐ the owner of the property that is the subject of the application or ☒ the owner is a corporation, organization, or public agency and submitting this authorization is within the scope of my authority to act on that entity's behalf for the property located at Parcels 0004200024, 0004200022, 0004200003 for the following scope of work Comprehensive Plan Map Amendment & Concurrent Rezone.

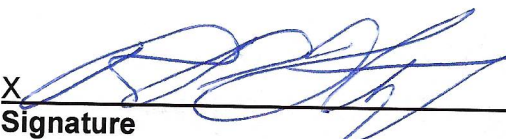
2. All statements, answers, and information submitted with this application are true and correct to the best of my knowledge and belief.

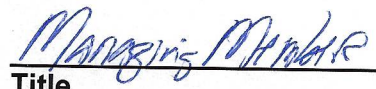
3. I acknowledge that approval of this application may be subject to conditions as specified on the approval documents.

4. I agree to hold the City of Auburn harmless as to any claim (including costs, expenses and attorney's fees incurred in the investigation of such claim) which may be made by any person, including the undersigned, and filed against the City of Auburn, but only where such claim arises out of the reliance of the City, including its officers and employees, upon the accuracy of the information provided to the City as part of this application.

5. I hereby grant permission for representatives of the City of Auburn and any other Federal, State, or local unit of government with regulatory authority over the project to enter onto my property to inspect the property, take photographs, and post public notices as required in connection with review of this application and for compliance with the terms and conditions of permits and approvals issued for the project.

6. Regarding this application, the following individuals are appointed to act as my agent, or as the agent of the entity I represent: David K. Toyer, President, Toyer Strategic Advisors, Inc.

X 
Signature
Richard R. Hathaway
Printed Name
4/22/2020
Date


Title
Bellevue WA.
City and State where signed

Rickhathaway@restonco.com
Email
(425) 417-8674
Phone

11269 N.E. 327th Place, Bellevue WA. 98004
Address

LEGAL DESCRIPTION

(TAX PARCELS 000420-0022 AND 000420-0024, DIVIDED FOR TAX PURPOSES ONLY)

THAT PORTION OF LOT 4 OF SHORT PLATS 10-81 AND 12-81, RECORDED UNDER RECORDING NO. 8106090801 AND 8106090734, KING COUNTY WASHINGTON, LYING EAST OF THE FOLLOWING DESCRIBED LINE:

BEGINNING AT A POINT ON THE NORTH LINE OF LOT 4 IN SAID SHORT PLAT 10-81, 637.00 FEET FROM THE CENTERLINE OF "I" STREET NORTHEAST;
THENCE SOUTH 00°35'33" WEST, 663.16 FEET, TO THE SOUTH LINE OF LOT 4 OF SHORT PLAT 12-81.

(ALSO KNOWN AS NEW PARCEL B OF BOUNDARY LINE ADJUSTMENT NO. LLA-0027-89, RECORDED UNDER RECORDING NO. 8911281207).

SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.



LEGAL DESCRIPTION

(TAX PARCEL 000420-0003)

THAT PORTION OF THE GEORGE E. KING DONATION LAND CLAIM NO. 40 IN SECTIONS 31 AND 32, TOWNSHIP 22 NORTH, RANGE 5 EAST, W.M., IN KING COUNTY, WASHINGTON AND SECTION 6, TOWNSHIP 21 NORTH, RANGE 5 EAST, W.M., IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE WEST LINE OF SAID KING DONATION LAND CLAIM, 651.53 FEET SOUTH OF THE SOUTHEAST CORNER OF W.A. COX DONATION LAND CLAIM NO. 38 BEING A POINT ON THE LINE DESCRIBED IN THAT BOUNDARY LINE AGREEMENT RECORDED UNDER KING COUNTY RECORDING NO. 7903021118;
THENCE SOUTH 88°46'00" EAST ALONG SAID LINE 2,167.39 FEET TO THE TRUE POINT OF BEGINNING;
THENCE SOUTH 01°47'59" WEST PARALLEL TO THE WEST LINE OF SAID KING DONATION LAND CLAIM, 673.63 FEET, MORE OR LESS, TO A POINT ON THE LINE DESCRIBED IN THE BOUNDARY LINE AGREEMENT RECORDED UNDER KING COUNTY RECORDING NO. 7903190605;
THENCE SOUTH 88°22'00" EAST ALONG SAID LINE 800.33 FEET, MORE OR LESS, TO THE EAST LINE OF SECTION 6, TOWNSHIP 21 NORTH, RANGE 5 EAST, W.M., IN KING COUNTY, WASHINGTON;
THENCE NORTH 02°56'45" EAST ALONG SAID EAST LINE, 288.23 FEET TO THE NORTHEAST CORNER THEREOF AND ALSO BEING THE SOUTHWEST CORNER OF SECTION 32, TOWNSHIP 22 NORTH, RANGE 5 EAST, W.M., IN KING COUNTY, WASHINGTON;
THENCE SOUTH 88°53'11" EAST ALONG THE SOUTH LINE OF SAID SECTION 32, 193.166 FEET, MORE OR LESS, TO THE TAKE LINE DESCRIBED IN KING COUNTY RECORDING NO. 7409060426;
THENCE NORTH 02°53'33" EAST ALONG SAID LINE 159.73 FEET;
THENCE CONTINUING ALONG SAID LINE NORTH 26°49'36" WEST 261.79 FEET, MORE OR LESS, TO A POINT WHICH BEARS SOUTH 88°46'00" EAST OF THE TRUE POINT OF BEGINNING;
THENCE NORTH 88°46'00" WEST ALONG THE BOUNDARY LINE DESCRIBED IN THE BOUNDARY LINE AGREEMENT AND DEED RECORDED UNDER KING COUNTY RECORDING NO. 7903021118, 876.908 FEET, MORE OR LESS, TO THE TRUE POINT OF BEGINNING.

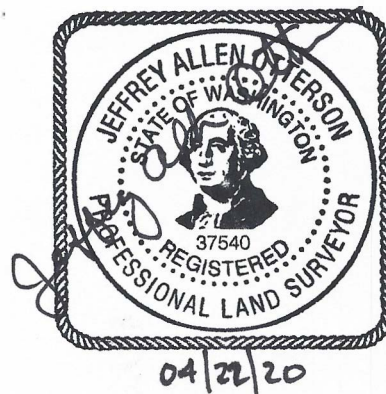
EXCEPT ALL THAT PORTION OF THE HEREINAFTER DESCRIBED TRACT "X" LOCATED IN THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 31 AND THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 32, TOWNSHIP 22 NORTH, RANGE 5 EAST, AND THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 6, TOWNSHIP 21 NORTH, RANGE 5 EAST, WILLAMETTE MERIDIAN, KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE EAST LINE OF SAID TRACT "X", ALSO BEING THE NORTHEAST CORNER OF THE AFOREMENTIONED SECTION 6;
THENCE SOUTH 02°56'47" WEST ALONG THE EAST LINE OF SAID SECTION 6 (AND SAID TRACT "X") A DISTANCE OF 288.23 FEET TO THE SOUTHEAST CORNER OF SAID TRACT "X";
THENCE NORTH 88°21'58" WEST ALONG THE SOUTH LINE OF SAID TRACT "X" A DISTANCE OF 43.47 FEET TO A POINT ON THE REDDINGTON LEVEE ALIGNMENT;
THENCE LEAVING SAID SOUTH LINE AND ALONG SAID ALIGNMENT NORTH 01°37'47" EAST A DISTANCE OF 6.84 FEET;
THENCE CONTINUING ALONG SAID ALIGNMENT NORTH 22°19'31" WEST A DISTANCE OF 650.29 FEET TO THE BEGINNING OF A CURVE TO THE RIGHT HAVING A RADIUS OF 165.00 FEET;
THENCE CONTINUING ALONG SAID ALIGNMENT NORTHWESTERLY ALONG SAID CURVE AN ARC DISTANCE OF 67.85 FEET, THROUGH A CENTRAL ANGLE OF 23°33'33";
THENCE CONTINUING ALONG SAID ALIGNMENT NORTH 01°14'02" EAST A DISTANCE OF 9.47 FEET TO A POINT ON THE NORTH LINE OF SAID TRACT "X";

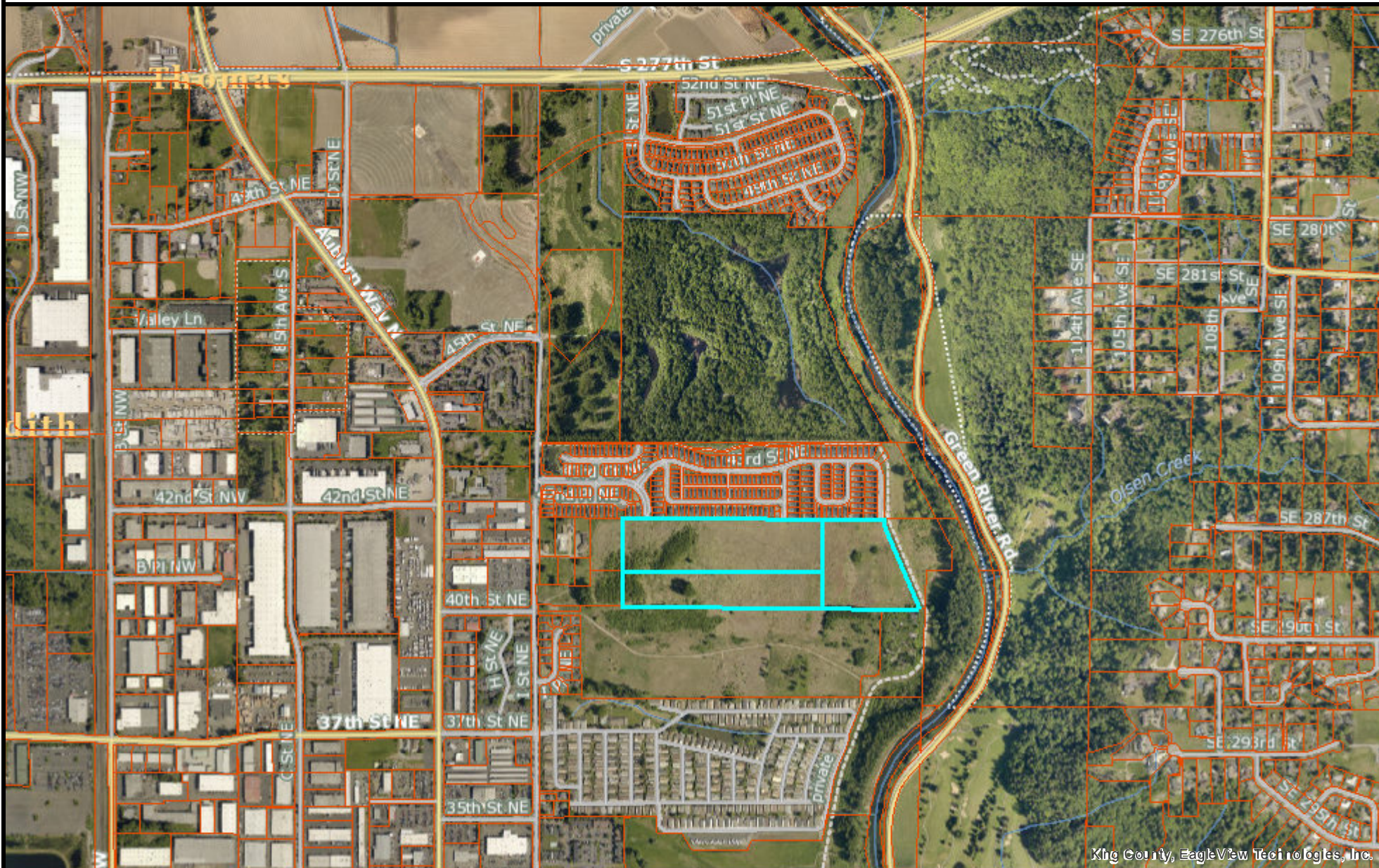
THENCE LEAVING SAID ALIGNMENT, ALONG SAID NORTH LINE SOUTH 88°45'33" EAST A DISTANCE OF 400.44 FEET TO THE NORTHEAST CORNER OF SAID TRACT "X";
THENCE SOUTH 26°49'34" EAST ALONG THE NORTHEAST LINE OF SAID TRACT "X" A DISTANCE OF 261.58 FEET;
THENCE SOUTH 02°53'35" WEST ALONG THE EAST LINE OF SAID TRACT "X" A DISTANCE OF 159.33 FEET TO A POINT ON THE SOUTH LINE OF THE AFOREMENTIONED SECTION 32;
THENCE NORTH 88°53'12" WEST ALONG SAID SOUTH LINE A DISTANCE OF 193.17 FEET TO THE POINT OF BEGINNING.

PURSUANT TO STIPULATED JUDGMENT AND DECREE OF APPROPRIATION FILED OCTOBER 16, 2013 IN KING COUNTY CAUSE NO. 12-2-20627-9, AND RECORDED UNDER RECORDING NO. 20131017001239.

SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.



Westport Capital Parcels



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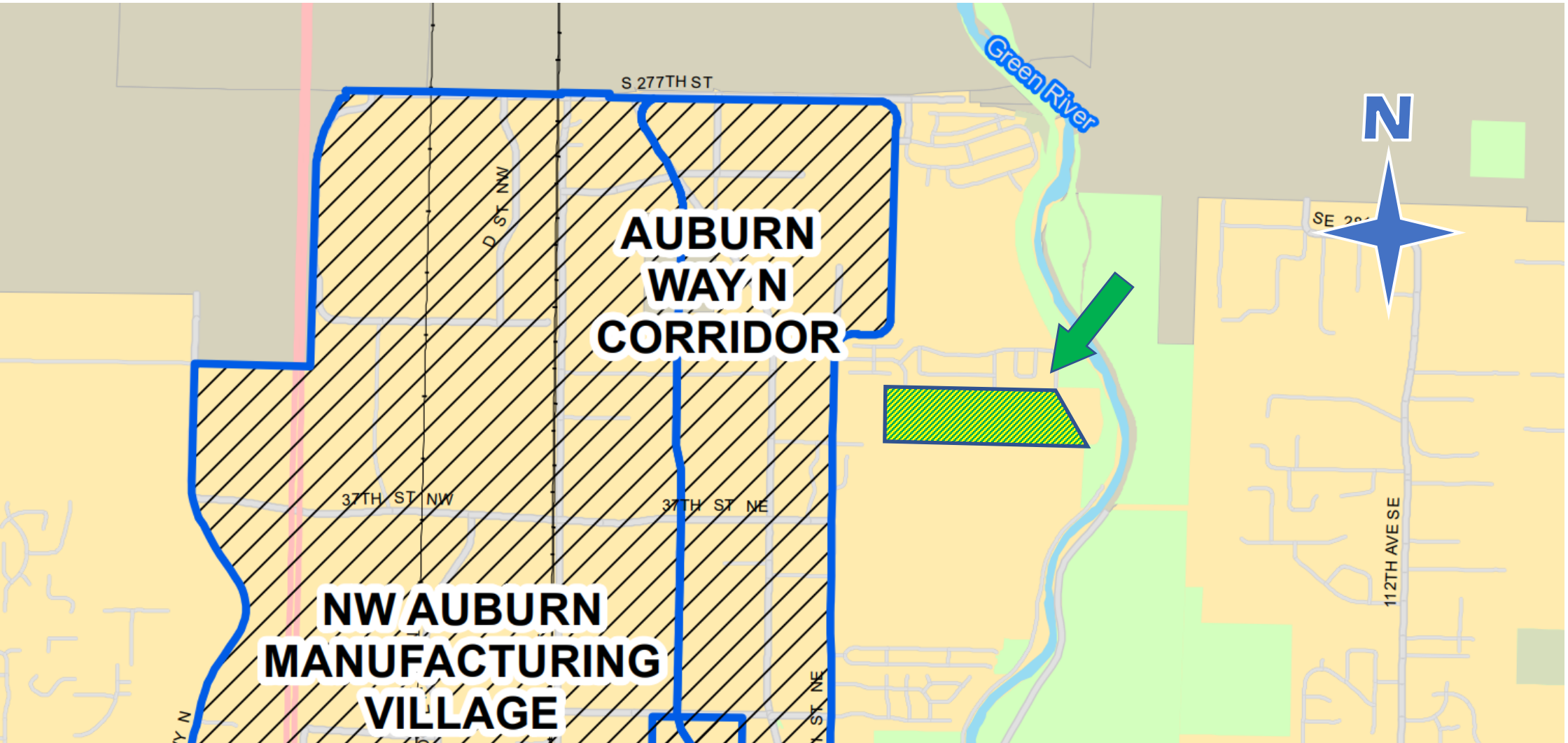
Date: 4/9/2020

Notes:

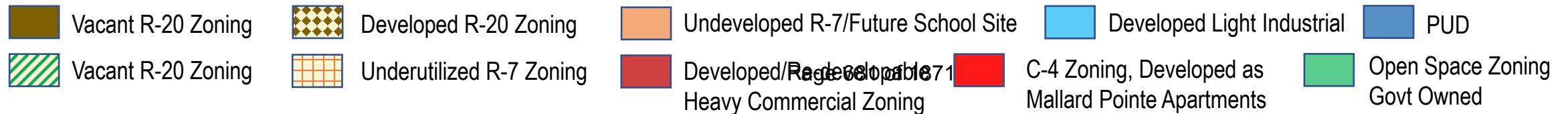
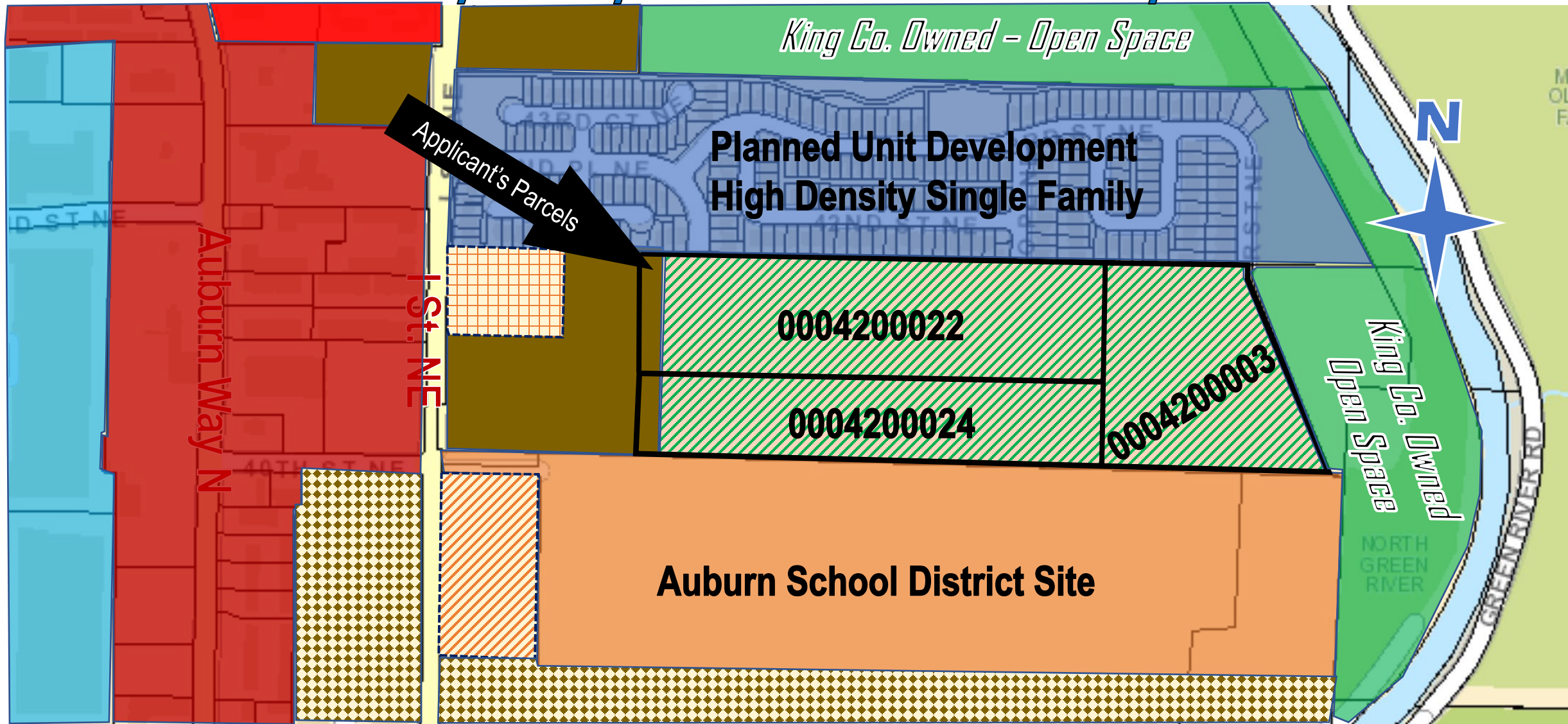


King County

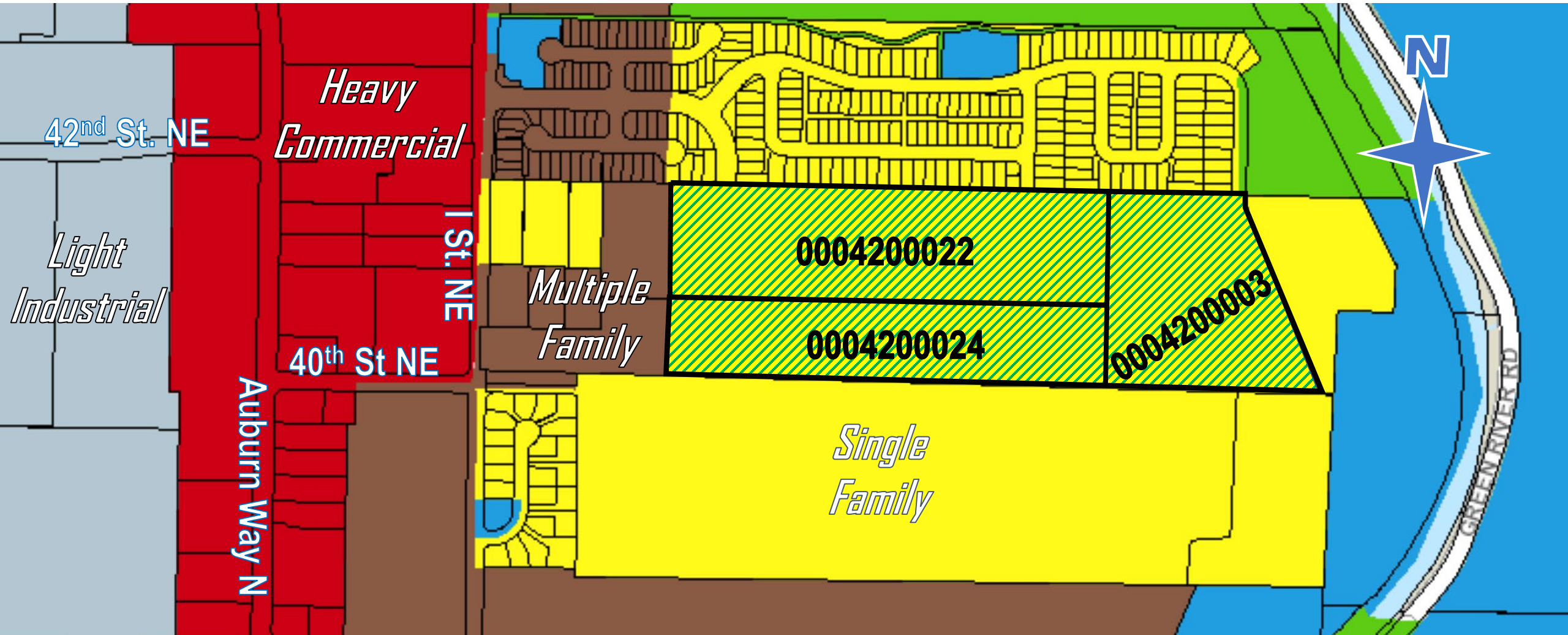
Westport Capital Vicinity Map



Westport Capital Land Use Pattern Map

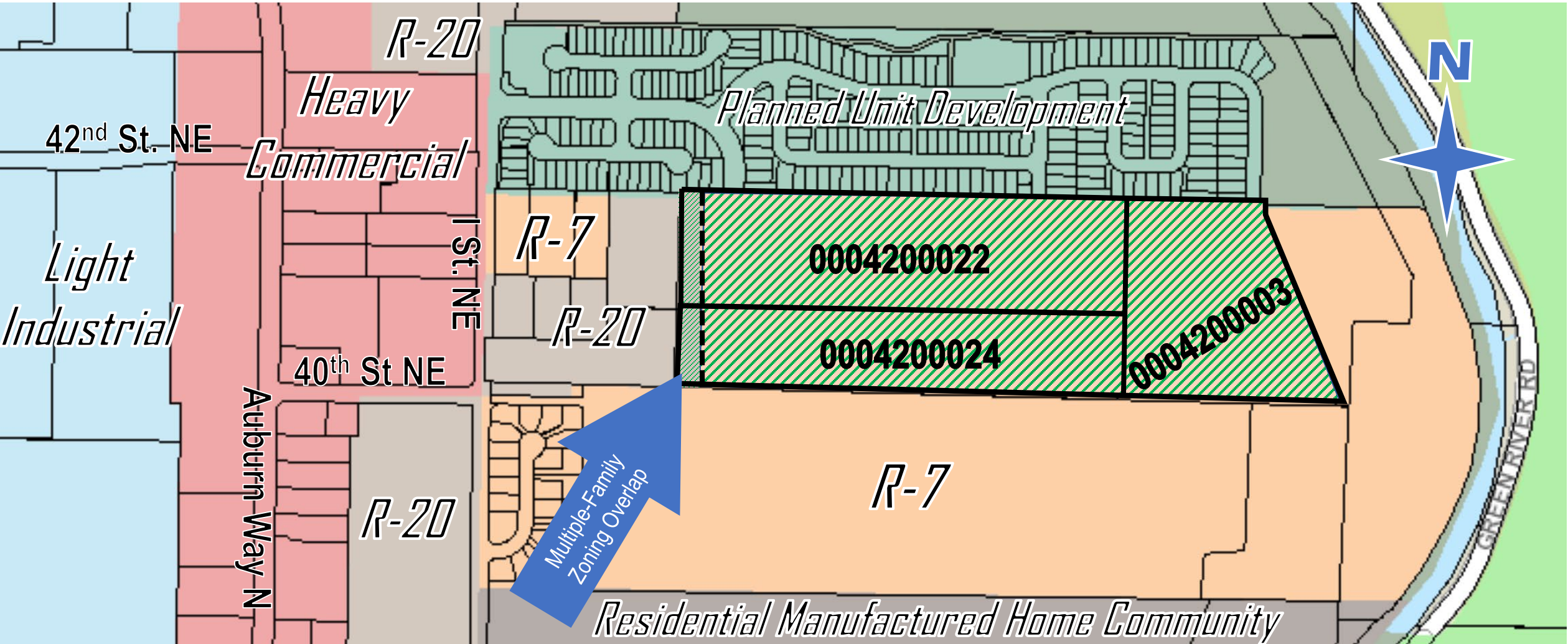


Westport Capital Land Use Map



Existing Land Use Designations

Westport Capital Zoning

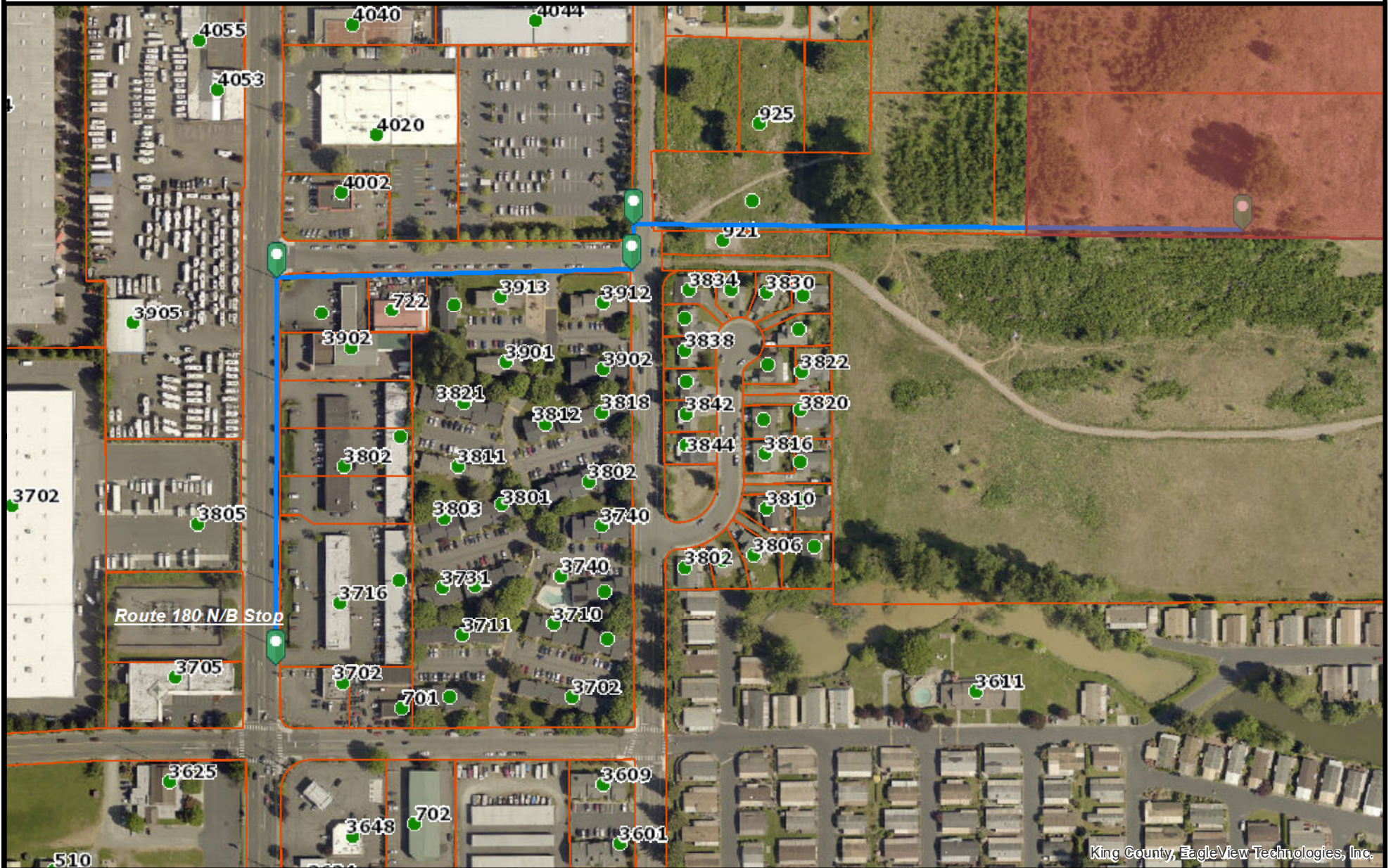


Existing Zoning

Westport Capital Proximity to Employment Area



Northbound 1/2 mile from Transit



King County, EagleView Technologies, Inc.

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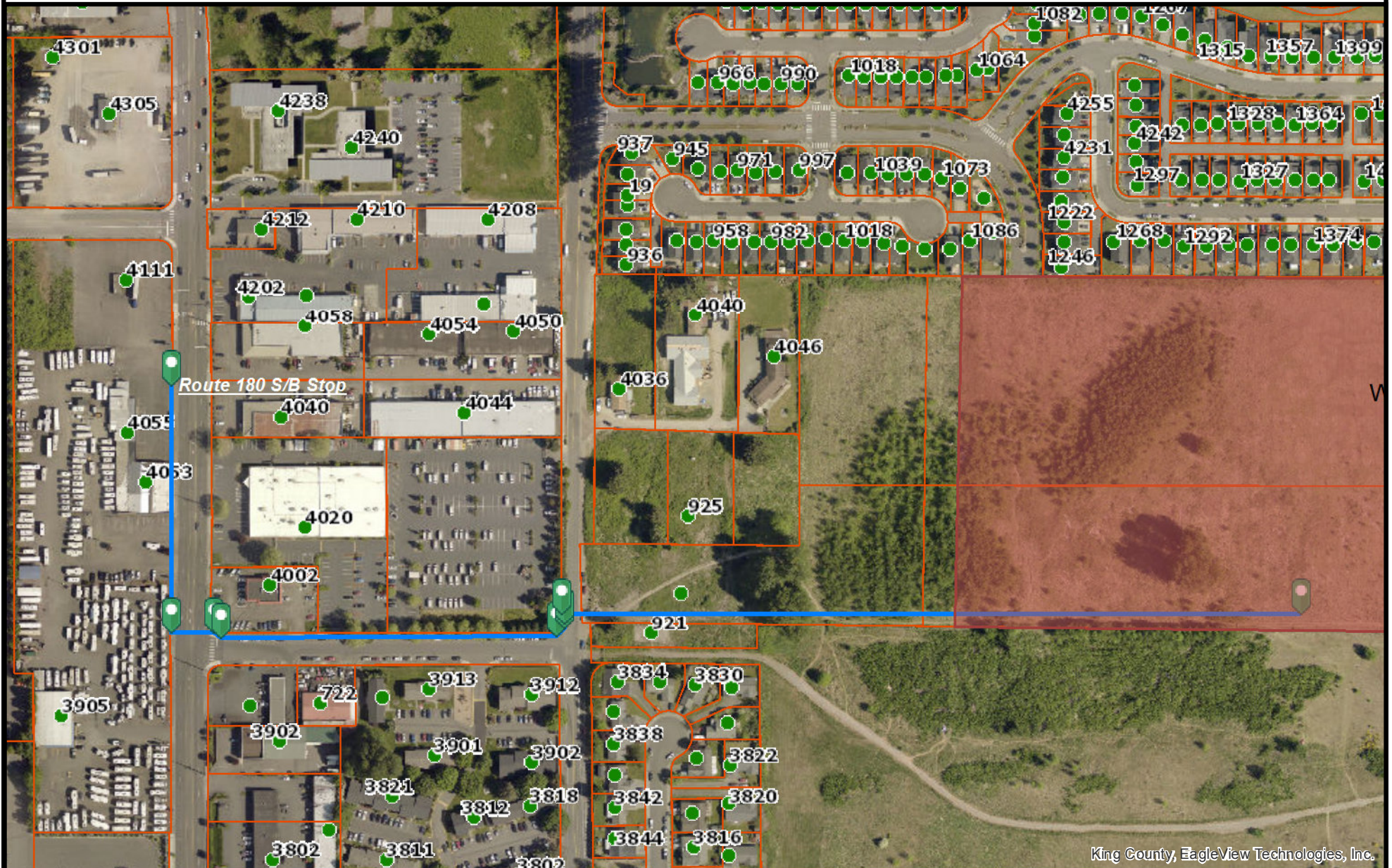
Date: 4/28/2020

For Westport Capital



King County

Southbound 1/2 mile from Transit



King County, EagleView Technologies, Inc.

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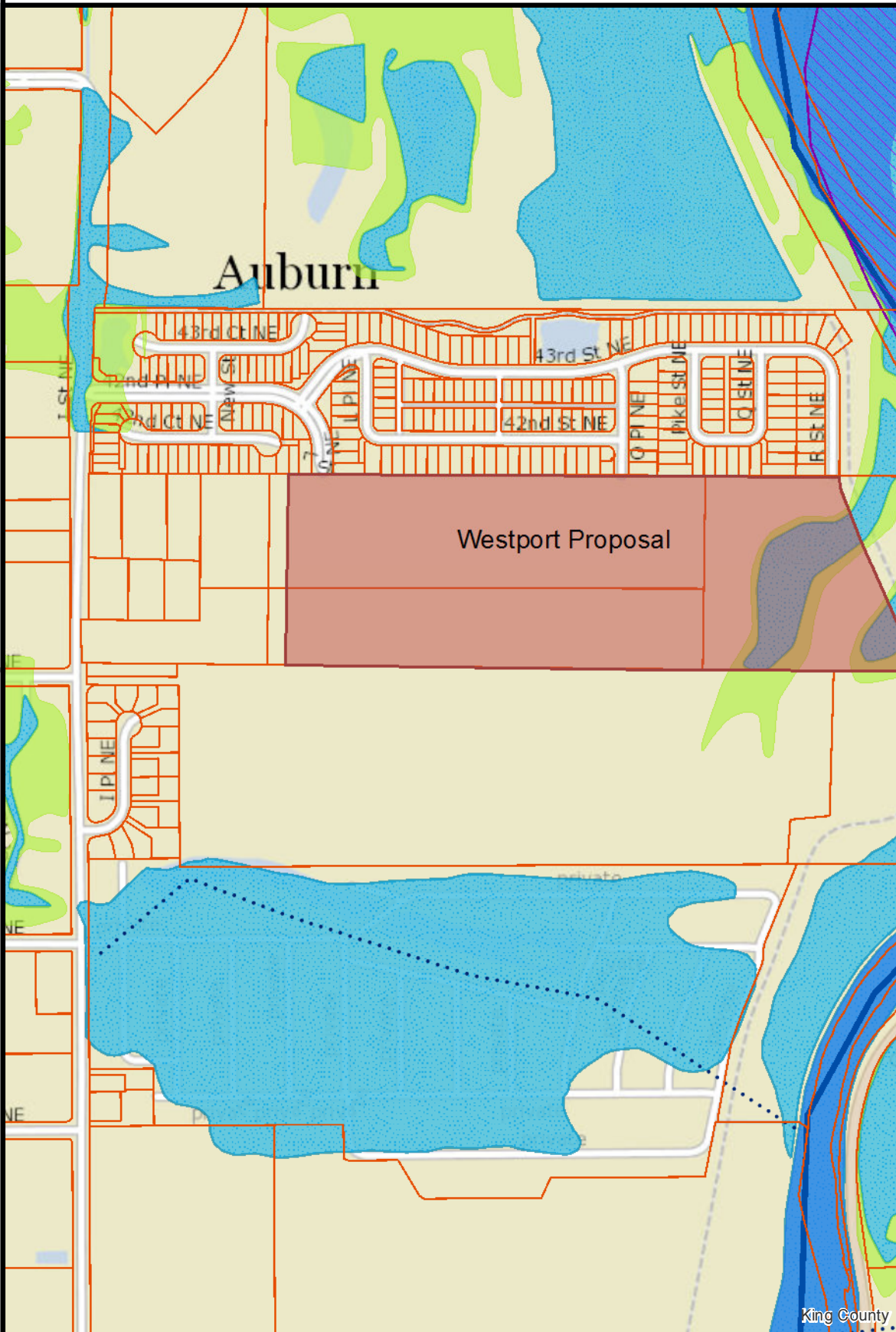
Date: 4/28/2020

For Westport Capital



King County

Flood Plain Map



Legend

- Parcels
- Potential landslide hazard areas (2016, see explanation--->)
- Seismic hazard (1990 SAO)
- Coal mine hazard (1990 SAO)

Stream (1990 SAO)

- class 1
- class 2 perennial
- class 2 salmonid
- class 3
- unclassified
- Wetland (1990 SAO)
- Sensitive area notice on title
- Wildlife network
- FEMA preliminary floodway
- FEMA preliminary 100-year floodplain

Flood other areas

- 0.2% annual chance flood hazard (500 year)
- zone X protected by levee
- Regulatory floodplain

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Date: 4/28/2020

For Westport Capital



King County



“Missing Middle” Housing in the Region

“Middle” housing refers to a range of housing types — from duplexes to townhomes to low-rise multifamily developments — that bridge a gap between single-family housing and more intense multifamily and commercial areas.



Source: Opticos Design, Inc., MissingMiddleHousing.com

MissingMiddleHousing.com is powered by Opticos Design. Illustration © 2015 Opticos Design, Inc. OPTICOS

PSRC’s analysis of King County assessor data finds that these development types tend to be more affordable than either single-family homes or higher density housing options.

Middle housing can help promote housing diversity, give people greater housing choices, and produce urban densities that support walkable communities, local retail and commercial services, and efficient public transit.

Yet availability of these housing options is often few and far in between in many communities, hence the term “missing” middle housing.

PSRC conducted an analysis using King County assessor data for residential sales transactions to confirm whether and to what degree middle housing types can offer more affordable homeownership options in the local market.

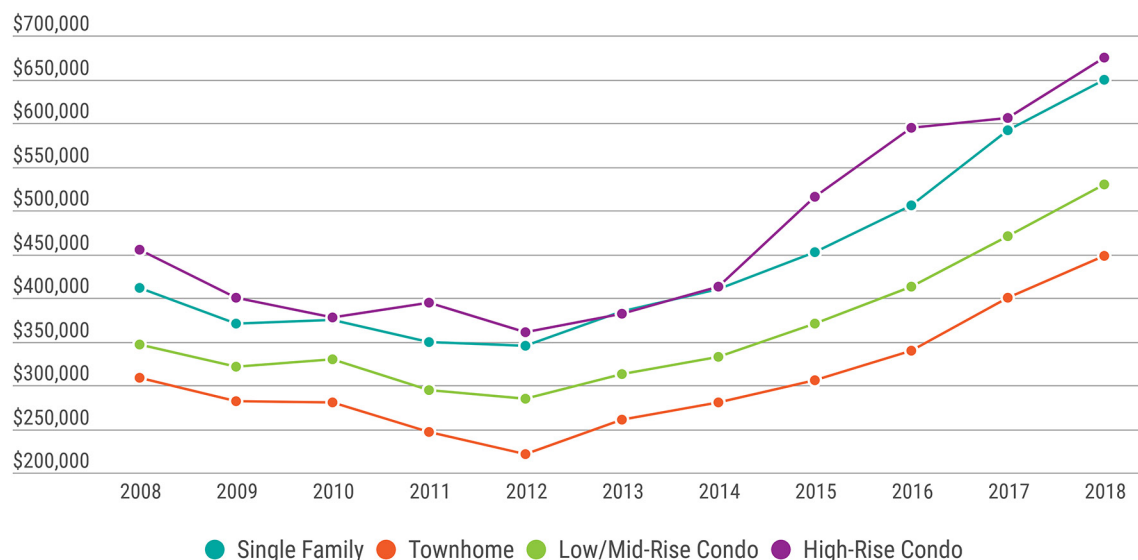
King County was chosen as a case study area, given a broader array of available housing types and larger sample sizes represented in its assessor sales database.

Residential sales transactions were categorized into four housing types — detached single family, townhomes (or attached single family), low/mid-rise condo, and high-rise condo. Mobile homes were excluded from the analysis. The distinction between low/mid-rise and high-rise condo was determined based on construction class (e.g., masonry, wood frame, and prefab steel was considered low/mid-rise; structural steel and reinforced concrete was considered high-rise).

Middle housing is more affordable than single-family

Over the past 10 years, the median sales prices of townhomes and low- to mid-rise condos were consistently and substantially lower than for single-family homes.

Median Sales Price by Housing Type, King County



Source: King County Assessor Database

Over the past calendar year, the median price for townhome sales recorded to date (through September 2018) was \$448,000, 31 percent lower than the median price for single-family homes (\$650,000).

The median price for low- to mid-rise condos was \$530,000 or 18 percent lower than for single-family homes.

High-rise condos, which are some of the most cost-intensive projects to build, came in with the highest median price of \$675,000.

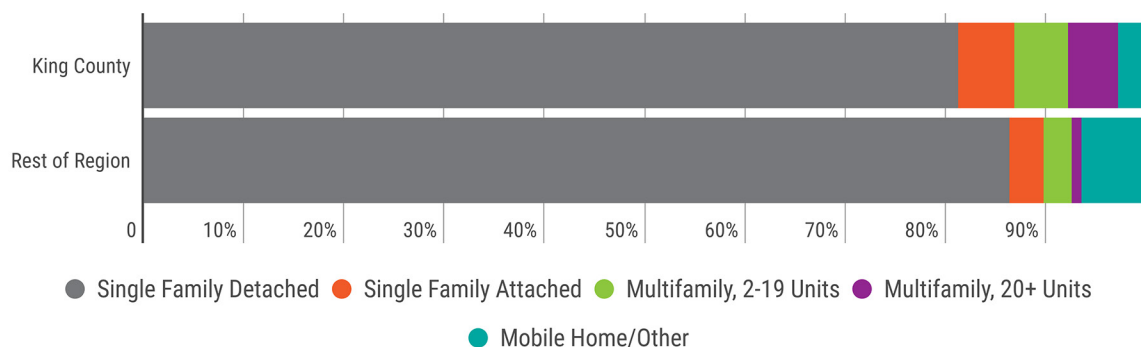
Unit square footage is a key factor behind these price differentials, as the typical townhome and especially condominium unit is smaller than the standard detached single-family home. But in many urban markets, demand is growing for affordable homeownership options within walkable neighborhoods well served by local retail and amenities.

Middle housing is small share of region's housing stock

An analysis of American Community Survey data shows that these middle housing options are indeed limited or “missing” from the region’s homeownership market.

The region’s ownership housing stock is dominated by traditional detached single-family housing.

Ownership Housing Stock by Housing Type



Source: 2017 American Community Survey

Detached single-family represents 81 percent of the ownership housing stock in King County, and 86 percent of the stock in Kitsap, Pierce and Snohomish counties combined.

Two housing types that best approximate middle housing — attached single-family homes (or townhomes) and multifamily structures with 2-19 units — comprise just 6 percent and 5 percent of King County’s ownership stock, and even less (3 percent and 3 percent) across the balance of the region.

Addressing housing affordability in the central Puget Sound region requires a variety of tools and strategies to ensure people of all incomes have access to housing that meets their needs — and middle housing is part of this work.

Regional and local tools can help to promote and incentivize the development of more middle housing to provide more affordable homeownership opportunities. VISION 2050 provides an opportunity for the region to develop policies and actions to make sure middle housing won’t be “missing” in the future.



September 28, 2020

Community Development
Attn: Thaniel Gouk
City of Auburn
25 W. Main Street
Auburn, WA 98001

RE: APPLICANT REVISION TO CPA 20-0002 and REZ20-0002

Dear Mr. Gouk:

On behalf of our client, Westport Capital Investment, we are requesting that our application for a re-designation and rezone from R-7 to R-20 be amended to be proposed as being from R-7 to R-16. After a more extensive evaluation of the City's land use code, we believe that the R-16 zone would be more appropriate for the type of attached single-family and multiple-family housing options our client anticipates will be developed on its parcels in the future.

As you are aware, R-16 allows for duplex, attached townhome, and multiple-family uses, which mix of uses encourages the creation of missing middle housing that is owner and/or renter occupied. It is our client's intent that future development of this site accommodates a range of housing options. More specifically, attached single-family housing types as permitted under the R-16 zone provide affordable home ownership opportunities for a broader market segment that is otherwise not able to afford ownership in Auburn.

Attached you will find revised written statements (narratives) for the Applicant's comprehensive plan amendment and rezone proposals.

Should you have any questions, please do not hesitate to contact me at any time.

Sincerely,

David K. Toyer
President



WESTPORT CAPITAL COMPREHENSIVE PLAN AMENDMENT
APPLICANT'S WRITTEN STATEMENT
[REVISED JULY 17 SEPTEMBER 24 OCTOBER 14, 2020]

LOCATION

Applicant is the owner of six parcels, including 0004200013, 0004200019, 0004200025, 0004200024, 0004200022, and 0004200003 located adjacent to the eastern boundary of the Auburn Way North Corridor (I Street NE) and less than 1 mile east of the NW Auburn Manufacturing Village as shown in Figures 1 & 2:

Figure 1 – General Location Map

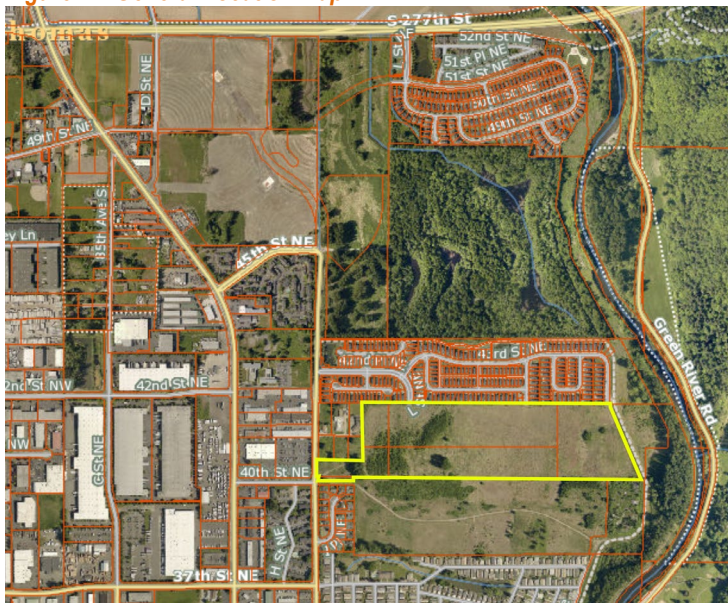
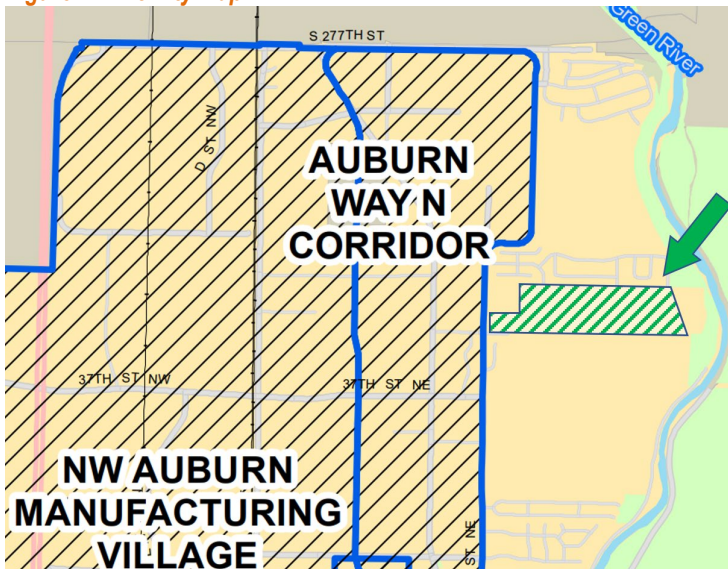


Figure 2 – Vicinity Map



EXISTING CONDITIONS

Applicant's parcels have the following current land use designation, which is also shown in Figure 4:

0004200013 – multiple family	0004200019 – multiple family	0004200025 – multiple family
0004200024 – single-family	0004200022 – single-family	0004200003 – single family

Figure 3 – Area Land Use Pattern Map

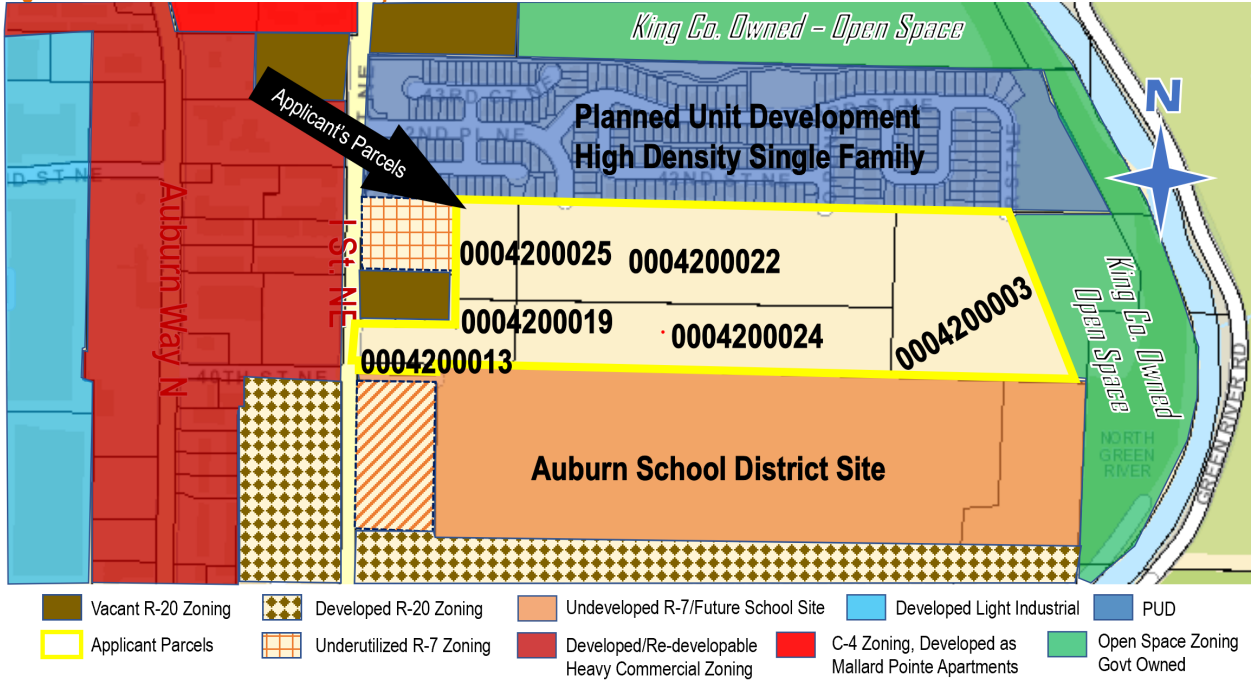


Figure 4 – Existing Land Use

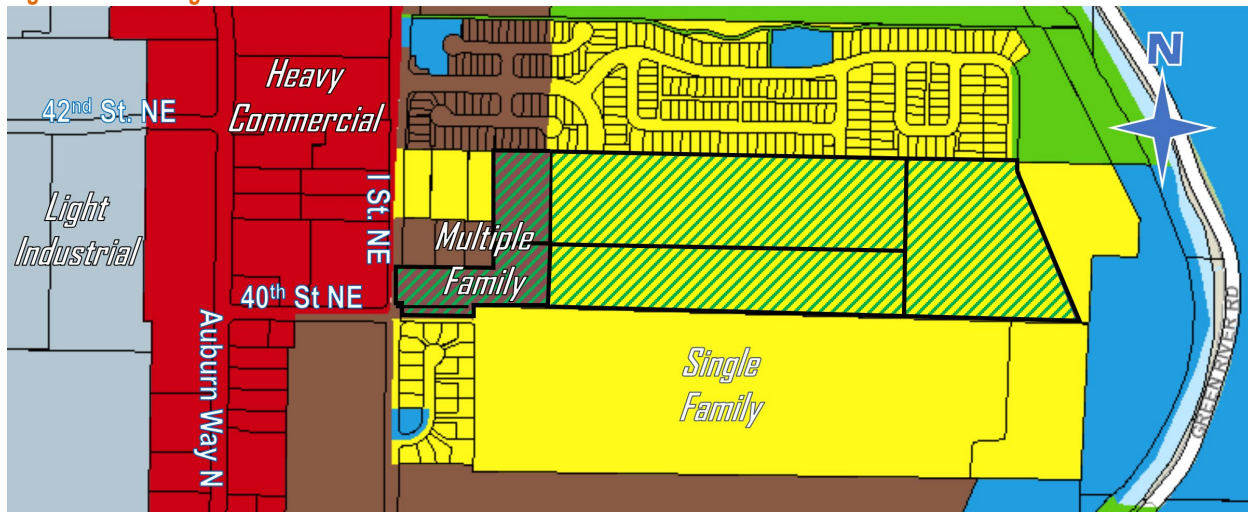
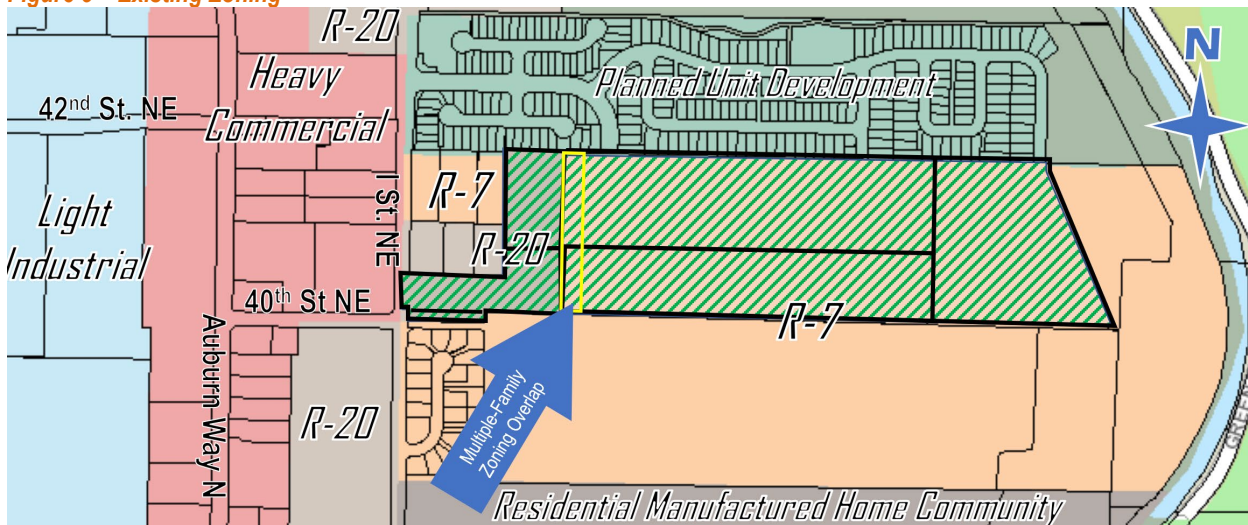


Figure 5 – Existing Zoning

**LAND USE DESIGNATION REQUESTED**

Applicant is requesting the land use designation be amended from Single-Family to Moderate Density Residential Multiple-Family (comprehensive plan amendment) concurrent with a rezone from R-7 to R-20 R-16 (zoning map amendment) for all six of its parcels:

1. Re-designate 32.4 acres from “Single-Family” to Moderate Density Residential “Multiple-Family” which action will:
 - fix an inconsistency between the current single-family land use designation (~~Single-Family~~) and current zoning (R-20) for R-20 zoning that presently applied to 1.2 acres of Applicant’s property as indicated by the blue arrow in Figure 4 above. The R-20 zoning for this area was established as part of Ordinance 4299 in 1988;
 - create a more appropriate transition between the existing residential areas (for example the PUD) and areas with higher intensity designations (R-20, Heavy Commercial);
 - result in a condition that multi-family apartments units be limited to the southern half of any future development of these parcels;
 - establish a needed mixture of multi-family, single family detached, and attached single family housing options within 1 mile of a key commercial corridor (Auburn Way N) and a significant area for employment (NW Auburn Manufacturing District); and

- create transit compatible densities within a half-mile of all-day transit services along Auburn Way N, which is consistent with local, county, and regional policies for land use, development patterns, etc.

WRITTEN STATEMENT

Applicant is required as part of its comprehensive plan application to submit a written statement to justify its proposal by demonstrating its compliance with local, county, and regional comprehensive plan goals and policies. The following responds to the specific questions Applicant must answer in its written statement.

1. The proposed change will further and be consistent with the goals and objectives of the comprehensive plan and the plan will remain internally consistent

Applicant's parcels are part of small pocket of single-family designated lands that border a key, planned commercial corridor (Auburn Way N. Corridor) and an important employment district (NW Auburn Manufacturing Village).

~~This area of single family is~~ The majority of Applicant's parcels are surrounded by higher intensity land use designations, including Multiple-Family, Heavy Commercial, and Light Industrial. And the single-family designation ~~land use~~ immediately south of Applicant's site is owned by the Auburn School District and most likely to be a school site, not a single-family residential neighborhood.

~~Additionally, the~~ The proposed re-designation to moderate density residential would create a better transition between the Planned Unit Development to the north and higher intensity residential and commercial uses to the west and southwest.

~~northernmost portion of the area designated Single Family is already developed with a high density, single family detached Planned Unit Development and a 1.2 acre portion of Applicant's three single family designated parcels have been zoned R-20 zone despite having a land use designation of Single Family.~~

The following assists in demonstrating how Applicant's the proposal furthers and is consistent with the comprehensive plan:

- **Applicant's proposal is consistent with the description and designation criteria for Moderate Density Residential ~~Multiple-Family~~ as follows:**

Description. Moderate Density Residential designated areas are planned to accommodate a variety of residential dwelling types. Varying intensities may be permitted to provide a transition between single-family residential and other more intensive uses or activities (such as arterial streets) based on adjacent density, intensity, and/or character. Appropriate densities in these areas generally range from 7 up to 20 dwelling units per acre. Dwelling types generally range from single-family dwelling to multiple-family dwellings, with larger structures allowed (within the density range) where offsetting community benefits can be identified.

Designation Criteria

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

Applicant Discussion

~~The area features a mix of zoning ranging from R-7 to R-20 to Heavy Commercial. Existing multiple-family designated properties are located adjacent to single family properties, which does not promote appropriate density transitions. Applicant's proposal would improve the transition between the existing lower density residential uses and the surrounding higher intensity uses. Two of Applicant's three parcels have split zoning of R-20 and R-7. The current R-20 zone is the result of multiple-family zoning established pre-Growth Management Act (GMA)^{2,3} in 1988 by Ordinance 4299, which zoning was carried forward in the City's subsequent GMA plans and zoning maps. The allowance of R-20 (multiple family) zoning in this area was based on planning for uses that transition from more intense to less intense uses, as well as recognizing that areas designated for commercial and light industrial uses benefit from adjacent residential development.~~

In the 25 years since the first GMA comprehensive plan was adopted, the growth and employment targets in Auburn

have increased and land use designations and zones have since been modified to reflect regional policies that seek to hold the present Urban Growth Area boundary in place. This has resulted in the need for more and higher densities based on specific principals which include planning for these higher intensity residential uses ~~(multiple-family, R-20)~~ to develop within one-half mile of transit routes, adjacent to major commercial or mixed-uses areas (centers), and/or close to employment centers (and industrial centers).

Applicant's parcels adhere to those planning principals as it is proximate to all-day transit, a commercial corridor, and an significant employment district. ~~The extension of R-20~~ The redesignation to moderate density residential of the Applicant's R-7 over the remaining portions of parcels 0004200022 and 0004200024, as well as 0004200003, is consistent with the comprehensive plan's description and designation criteria for where moderate density multiple family uses should be placed.

- **Applicant's proposal is consistent with the comprehensive plan's stated 'Policies' for the Multiple-Family land use designation and Applicant's location can further result in consistency with the stated policy goals for the development regulations which implement the designation:**

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

Applicant Discussion:

Re-designating the land use to ~~multiple-family~~ moderate density residential would promote and incentivize additional innovative site and building design techniques where such innovative design can be used to better incorporate open spaces that connect with and help supplement the adjacent natural resource areas around the Green River, as well as:

- provide nonmotorized connectivity to both (North Green River Park and the Green River Trail) and commercial areas (the Auburn Way N Corridor)
- locate affordable and accessible for sale detached and attached single-family units, as well as multiple-family housing options, including opportunities for workforce housing, within a half-mile proximity^{1,2} of all-day transit services (Route 180)

Applicant emphasizes these points as they are key elements of successful, sustainable use of alternative modes of transportation and help overcome housing accessibility obstacles for workforce housing by reducing the combined housing + transportation costs as examined in detail within the Comprehensive Plan (Figure 24, Appendix B: City of Auburn Housing Needs & Characteristics Assessment, Berk & Associates, 2014).

LU-27 Provide a variety of housing typologies to suit the needs of various potential residents.

Applicant Discussion:

¹ The Puget Sound Regional Council's (PSRC) "Growing Transit Communities Strategy" address the need to create thriving and equitable transit communities in the region (including Auburn), describing transit communities on page 4 as "**generally the areas within a half mile radius of, or approximately ten-minute walking distance from, high-capacity transit stations, such as light rail, bus rapid transit, streetcar, and other major transit hubs.**" Applicant's parcels are within ½ mile all-day transit services via Route 180.

² King County Metro Route 180 includes northbound stop (#57915) at 37th & Auburn Way N. and southbound stop (#58235) at 42nd & Auburn Way. This route provides frequent all-day service and includes night owl service, which specifically is critical to supporting transportation options for the workforce working shifts. Sidewalks within the future development can be extended to connect with existing sidewalks in the area to provide access to this service. Route 180 is an all-day route with "night owl" service and Route 180 is planned to convert to a RapidRide I line in 2023. Route 180 provides connections to Auburn Station, Kent Station, Burien, Sea-tac, and etc. And it can connecting connects riders to Sound Transit bus and commuter train services. ~~Route 180 connects to both the Auburn and Kent Transit Stations, plus offers riders opportunities to connect with Sound Transit bus and train services.~~ Route 180 is the type of transit route that supports businesses and workers throughout the Puget Sound.

The Applicant's proposed re-designation can support a variety of for sale single-family (attached and detached) and multiple-family housing typologies, including multi-plex (e.g. duplex, triplex and four-plex) units, detached single family homes, attached rowhouse/townhouse units, and multiple-family units, that could can meet the needs of a broad ranges~~several types of future (and existing) residents as the use matrix in Section 18.07.020 of the Auburn Municipal Code shows that the R-20 implementing zone permits both multiple family dwellings and attached townhomes.~~

Multiple family dwellings, multi-plexes, single family homes and attached rowhouse/townhomes are ~~flexible~~ housing typologies that promote flexibility in design and help create that supply needed "missing middle" housing³ as identified by the PSRC – housing that can be renter or owner-occupied and which is affordable and accessible to a wide range of the existing and future population, including couples, young families, seniors, etc.

► **The consistency of Applicant's proposal with pages LU-2 and LU-3 of the comprehensive plan can be used in concert with the City's implementing development regulations to further Policies LU-2 and LU-6 as follows:**

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

Applicant Discussion:

This proposal would encourage development at medium to higher densities in an area where attached single-family and multiple-family housing is needed in the marketplace to promote home ownership and affordable housing; existing infrastructure exists *(and does not have to be extended long distances to serve less dense traditional development patterns)*; and the specific site design flexibility of the multiple-family/moderate density residential land use designation can promote greater connectivity and access to open space and preservation of natural areas along the Green River.

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 area that support low-impact development. Where clustering accomplishes these objectives, it should not come at the expense of lost development potential. Variances to lot size, lot dimensions, building height, and other bulk or dimensional standards should be utilized in order to create incentives that promote preservation.

Applicant Discussion:

By designating ~~this proposal~~ Applicant's parcels as moderate density residential multiple-family, the City will be supporting greater site design flexibility that will promote the clustering of units and/or buildings in full recognition of the need to incentivize greater preservation of open space, natural areas, and critical areas. Secondly this help to support and encourage improved access to the adjacent open space and trail corridors.

► **Applicant's proposal furthers and is consistent with the comprehensive plan, improve on the City's ability to respond to housing trends and needs as identified in the Housing Element, including the following:**

Page H-2 Trends in household size indicate that Auburn will need to ensure the availability of a variety of housing types to match the needs of both small and large households.

Applicant's requested land use designation will add for sale housing typologies that are needed to match the needs of couples, empty-nesters, seniors, workers, single parent families, and more.

Page H-2 Auburn's housing stock is older than average, and much of its rental housing stock is in fair or poor condition. Though housing is affordable in Auburn, the City could lose some of its most affordable rental housing as structures approach the ends of their useful lives.

Applicant's requested land use designation will short- and long-term help address housing needs and reduce the redevelopment pressures that can result in the loss of the City's most affordable rental housing. Adding attached single-

³ A copy of the PSRC "Puget Sound Trends" addressing "Missing Middle" Housing in the Region is attached.

family and multiple-family housing options can help to reduce displacement cause by redevelopment of existing multiple-family areas as the market and economic conditions are expected to change over time.

Page H-4 A variety of housing choices can meet the needs of Auburn's residents of all ages and affordability levels, help residents maintain and retain their homes, and promote services and amenities that improve neighborhood livability.

Applicant's requested land use designation will increase housing choices for residents (and future residents) of all ages and affordability levels by expanding the overall "housing strata" that ~~is required to allow~~ supports residents ~~to~~ more easily transitioning between segments of the housing stock as they move up, down or laterally depending on their evolving needs and economic conditions. This change in the land use designation will also increase the availability of multi-plexes (e.g. duplex, tri-plex and four-plex), attached townhome, and multiple-family housing opportunities closer to areas where a variety of services (including access to commercial areas, public transit services, etc.) exists and where improved amenities can provide new and existing residents with greater access to trails, open space, etc. Many of the housing options to be available with this moderate density residential land use re-designation and concurrent request for R-16 zoning are more reasonable prices ownership options for a broader range of buyers in Auburn.

Page H-4 Well-planned housing can support Auburn's economic goals by making it attractive and possible for residents to live near their jobs and by serving as a source of customers to support commercial districts.

Applicant's requested land use designation will increase housing opportunities within one mile of a significant area for employment (NW Auburn Manufacturing Village) and within one-half mile of an identified commercial corridor (Auburn Way N. Corridor).

Page H-4 Housing in proximity to transit or mixed use projects can help reduce the need for costly infrastructure such as roads and sewers. Housing in proximity to a variety of transportation modes can increase a household's disposable income and savings by reducing household transportation costs.

Applicant's proposed land use designation would create housing within the "optimum" proximity (one-half mile) of all-day transit and reduce the need for more costly extensions of utilities to serve areas further out. This proposal would also help address the need to create housing opportunities in locations where the true cost of housing (housing + transportation costs) can be minimized.

► **Applicant's proposal furthers and is consistent with the goals of the Comprehensive Plan's Housing Element, including:**

H-4 Promote housing that meets the needs of Auburn's workforce, is located and designed to support affordable multi-modal transportation options, and contributes to a regional jobs-housing balance.

Applicant's proposed land use designation would promote housing to a greater number of those in the workforce^{4,5} with housing needs that require access to non-motorized transportation options (including those for commuting). Doing this will further improve the region's jobs-housing balance.

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.

⁴ "Workforce housing" as defined in the King County Countywide Planning Policies, page 66:

"Housing that is affordable to households with one or more workers. Creating housing in a jurisdiction implies the consideration of the wide range of income levels that characterize working households, from one person working at minimum wage to two or more workers earning the average county wage or above. There is a particular need for workforce housing that is reasonably close to the regional and sub-regional job centers and/or easily accessible by public transportation."

⁵ See Comprehensive Plan Appendix B, *Exhibit 24*, Housing Needs & Characteristics Assessment, Berk & Associates, October 2014.

Applicant's proposed land use designation would allow for zoning that can add to the variety of housing styles and densities available in the City, including creating new opportunities for duplexes and attached townhomes that provide more affordable owner-occupied for sale housing choices.

H-17 Allow manufactured housing parks, transitional housing, and multi-family housing in appropriately zoned but limited areas.

Applicant's proposed land use designation would apply a land use designation to an area that should be zoned for "multi-family" housing based on the characteristics within the comprehensive plan. This will reduce the pressure to expand multiple-family housing zoning in other areas of the City which would be less proximate to employment, city utility services, commercial corridors, and regional open space.

H-23 Promote affordable housing that meets the changing demographic needs.

Applicant's proposed land use designation would enable the City to respond to housing demand with a greater range of affordable⁶ for sale housing options, helping to address both changing demographic needs and changing economic circumstances (especially those expected as a result of the Pandemic).

► **Applicant's proposal is consistent with and will further the 'Goals' identified in the July 2014 "Community Vision Report" incorporated as Appendix A in the current comprehensive plan:**

1.2 Provide a variety of housing types that support a high quality of life for current residents and attract new residents to Auburn neighborhoods.

Applicant Discussion:

Re-designating Applicant's parcels to moderate density residential multiple-family will not negatively impact the quality of life for nearby, current residents as the area is presently adjacent to other higher intensity residential and non-residential uses. Further, this re-designation will:

- comply with existing city development regulations and design standards, including landscaping/buffering standards between single-family and multiple-family zone;
- provide greater access and connectivity to area commercial services and open spaces;
- reduce motorized travel distances⁷ to commercial areas and employment opportunities and ease cumulative congestion for the greater area, as Applicant's proposal is within one-half mile of a key commercial corridor (Auburn Way N) and 1 mile of a significant portion of a major employment district (NW Auburn Manufacturing District); and
- create transit compatible densities within a half-mile of all-day transit services along Auburn Way N which will improve the sustainability of multi-modal transit options in the greater area

1.5 Ensure safe, well connected and accessible neighborhoods with healthy food, parks and local services in close proximity.

Addressed in earlier Applicant Discussions.

2.1 "Mid-city" scale: Encourage higher density development that supports family living and mixed uses. Maintain height limitations that keep Downtown and other development to an appropriate scale.

⁶ "Affordable housing" as defined in the King County Countywide Planning Policies, page 63:

"Housing that is affordable at 30% or less of a household's monthly income. This is a general term that may include housing affordable to a wide range of income."

⁷ It should also be pointed out that for non-transit travel, the area is within 1 mile of S. 277 Street and within 2 miles of SR 167 and the W. Valley Highway.
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Addressed in earlier Applicant Discussions.

- 3.1 Develop an efficient, well-connected transportation system to support a variety of travel modes, including automobile, public transit, walking and biking.

Addressed in earlier Applicant Discussions.

- 3.3 Improve the safety, connectivity and quality of the bicycle and pedestrian networks and related facilities.

Addressed in earlier Applicant Discussions.

- 3.5 Improve public transit service throughout the City and better connect the City to the region for residents, visitors and businesses.

Addressed in earlier Applicant Discussions.

► **Applicant's proposal will further the City's efforts to capitalize on 'Opportunities' as identified in the July 2014 "Community Vision Report" incorporated as Appendix A in the current comprehensive plan:**

- 1.A Controlled, well planned growth: Actively manage Auburn's progression from a suburban to an urban community, focusing on planned growth and expansion. Give careful consideration to appropriate limits on density and building height, seeking community input along the way.

Applicant Discussion:

Applicant's proposed land use designation is consistent with the evolving planning needs of Auburn, which require continuous review to determine how to best progress from a suburban to urban community and ensure more affordable home ownership opportunities as it plans for additional forecasted growth.

Specific to building heights and scale, it is important to note that the area is presently bordered by more intense land use designations like Heavy Commercial, where building heights up to 75 feet are allowed. By contrast, a R-16 multiple-family zone would be limited to building heights up to 50 feet – the scale of which can be offset⁸ by the separation required between, for example, the R-7 (single-family) and R-~~1620~~ (multiple-family) zones per the City's landscaping and setback requirements.

A multiple-family moderate density residential land use designation in this location can provide an appropriate transition (step-down) in building height and scale from the Heavy Commercial zone to the surrounding residential areas.

- 1.B Diverse housing types: Encourage a diverse mix of housing types throughout Auburn, including single family homes, multi-family housing and mixed-use development. Vary housing based on neighborhood context.

Addressed further in earlier Applicant Discussions.

- 1.C Walkable neighborhoods: Create walkable neighborhoods with safe, continuous sidewalks and accessible shopping, parks, amenities and centers of community activity nearby.

Addressed further in earlier Applicant Discussions.

- 1.E Senior housing: Encourage quality senior housing in town so residents are able to stay in the community.

Addressed further in earlier Applicant Discussions. ~~Multiple-family~~ Moderate Density Residential is a flexible land use designation that can provide a more appropriate transition between land uses in this area and enable the creation of many

⁸ It is common in many jurisdictions to allow increased building heights based on increase setbacks, which is typically done based on 1 additional foot of height for each additional foot of setback. Although the zones in land use designations of multiple-family have increased heights, they are required to have landscape buffers between their zone and adjacent single-family zones. Such buffering accomplishes the same type of "offset" to the scale of the building height.

types of senior housing, including single family units, multi-plexes (e.g. duplexes, tri-plexes, four-plexes), attached rowhouse/townhomes, and multiple-family units.

- 1.F Homes for the middle class: Create opportunity for the development of homes for middle income families and individuals.

Addressed in earlier Applicant Discussions. The need to create “Missing Middle” housing, which includes a variety of multiple-family housing types, is in response to the growing needs of middle income families and individuals who are seeking more affordable housing ownership options combined with reduced transportation (commute) costs.

- 3.F Bicycle network: Address the gaps and barriers in the bicycle network. Create an expanded network of safe, connected bicycle facilities to improve travel between neighborhoods and to and from schools and commercial areas. Where possible, separate bike lanes and paths from roads.

Addressed further in earlier Applicant Discussions.

- 3.G Trail and park connections: Improve Auburn’s system of trails and better connect existing parks and recreation areas and amenities. Build a pedestrian bridge across the White River to provide greater access to Game Farm Wilderness Park

Addressed further in earlier Applicant Discussions.

- 5.E Park and trails connectivity: Enhance accessibility to parks and open spaces (such as the greenbelt) through hiking and biking trails that provide recreation opportunities and connect to schools and neighborhoods. Close trail gaps and complete the Green River Trail.

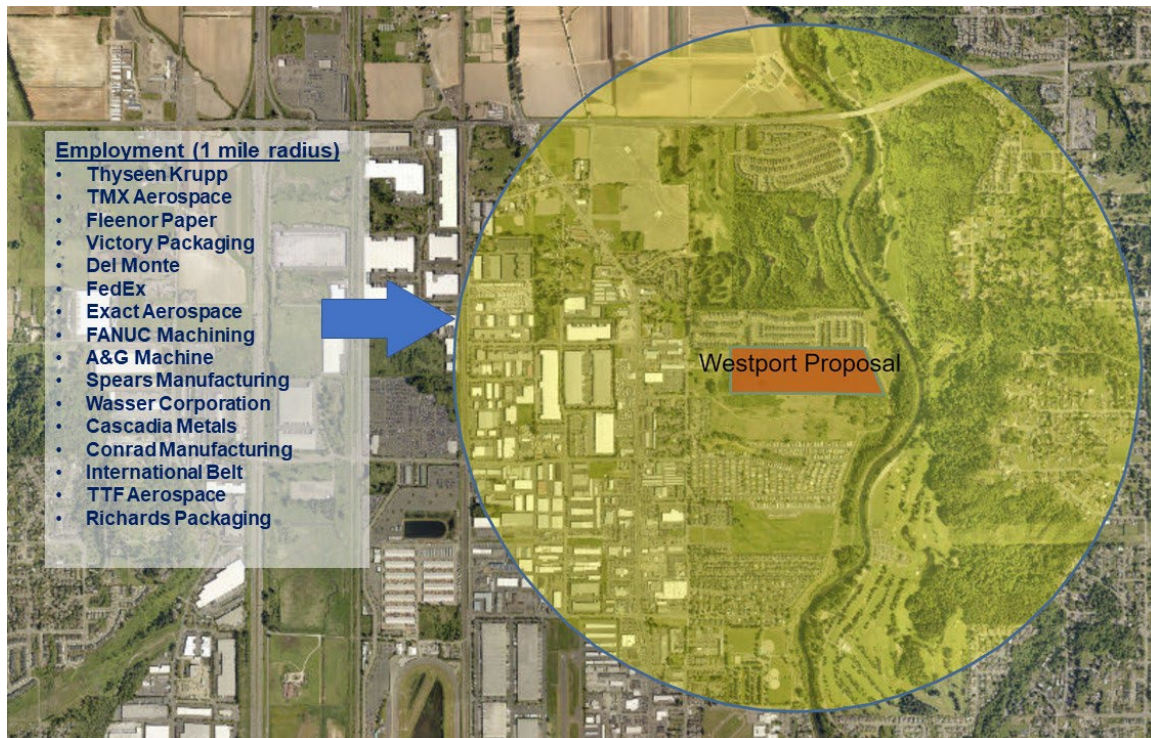
Addressed in earlier Applicant Discussion. This designation furthers and is consistent with creating access from/between adjoining residential areas, the commercial corridor, and the Green River and Interurban trails.

- **Applicant’s proposal will positively benefit the City’s future economic development goals and strategies because of its location.**

Applicant Discussion:

The proximity of Applicant’s proposed multiple-family land use designation will contribute toward the population density needed to encourage new investments in commercial development within the Auburn Way N. Corridor and along the future extension to I Street NE furthering several of the City’s economic development goals and strategies.

Further, Applicant’s proposal will create housing options within 1 mile of the Northwest Auburn Manufacturing Village where Exact Aerospace, Thyssen Krupp Aerospace, and TMX Aerospace are among a cluster of dozens of manufacturing, production, and distribution businesses – shown on the next page in Figure 5.



► **Applicant's proposal will further and be consistent with the Comprehensive Plan's Economic Development Element as follows:**

- 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.

Applicant's Discussion:

Applicant's proposal will create new owner or renter for sale housing opportunities adjacent to strategic economic development areas as identified above. It would also provide the same number of multiple family units allowed under the current designations and strategically locate them further from established, lower density residential areas. Added housing options will help the City attract a workforce to support future business investments and reinvestments in these locations.

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

Applicant's Discussion:

Applicant's proposed land use designation in such close proximity to one of its older manufacturing areas will support the City's economic development strategy as the creation of more workforce housing can attract more skilled workers to the area, strengthening the core employers in the area and encouraging their expansion.

Just prior to the Pandemic, Bank of America's Global Research division released a report on global supply chains, which concluded that re-shoring of manufacturing was increasing at a faster pace due to a combination of global factors. However, it also pointed out that there were roughly 400,000 jobs unfilled in manufacturing nationwide – an economic development challenge that has catapulted workforce development and recruitment to top of list in many areas.

This region's manufacturing base is highly technical in nature and it requires a highly skilled workforce. Even with the impacts caused by the Pandemic there will be a long-term need in the region for communities to attract skilled workers – a workforce whose incomes and housing needs vary greatly.

Thus, those communities with a greater range of housing types available in proximity to area industrial districts and centers will be positioned to achieve greater results in their Business Retention & Expansion (BRE) programs, as well as their business recruitment efforts.

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

Applicant's Discussion:

Applicant's requested land use designation of ~~moderate density residential multiple-family~~ will lead a greater concentration of population density, which is a key supportive component to encouraging new retail within emerging and transforming commercial areas.

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

Applicant's Discussion:

Applicant's requested land use designation of ~~moderate density residential multiple-family~~ immediately east of I Street is consistent with and will further this economic development strategy by providing a greater density of ~~missing middle~~ housing to support commercial uses, ~~as the housing that is would be~~ within a very walkable distance of commercial development, and housing ~~that can could~~ support segments of the workforce that ~~need multiple-family desire owner and renter~~ housing options ~~proximate to and access to the the~~ nearby transit system.

2. Whether the capacity to provide adequate services is diminished or increased

Applicant Discussion:

Applicant's proposal is not a development specific request and the action to re-designate and rezone the Applicant's property is not the final decision. Any future development will require a separate land use process. As potential impacts from an increase in density are discussed it's important to keep in perspective that that latter land use process is where the City applies regulations identify the impacts of the specific development impacts and require appropriate mitigation.

In general, Applicant's proposal would increase demand for services, including additional demand for sewer, water, transportation, and public services (such as emergency services). But any future development would also not be approved unless capacity was available at the time of development or the project's impacts were mitigated.

While the increased demand for services is often only viewed in the negative, the following points reflect on how the Applicant's proposal furthers and is consistent with the portions of the City's comprehensive plan referring to services. In sum, Applicant believes that its proposed land use designation will require increased services, but through the imposition of the City's development regulations which require development to mitigate impacts, the capacity of the City to provide adequate services will not be diminished.

- **Designating the Applicant's property as multiple-family would support more efficient utility service delivery and improve the ratio of ratepayers per acre.**

Applicant Discussion:

The Applicant's parcels are already adjacent to existing water, sewer, natural gas, and fiber utilities. The designation of this location as ~~moderate density residential multiple-family~~ will allow for more efficient service delivery by reducing both the service area and the distance over which utility infrastructure must be placed. Additionally, increased density will improve the ratio of rate payers per ~~lineal foot of infrastructure are~~ which can better support ~~long-term~~ maintenance and operations costs, plus reduce the total amount of infrastructure that will one day require replacement. The residential

property adjacent to Applicant's site (to the south) is owned by the School District and is anticipated to be a school. At least a portion of the potential students anticipated from a project like this could be accommodated by the additional of a future school to the south.

The requested land use designation as implemented through the City's development regulations furthers and can be consistent with Policy LU-1, H-4, CF-2, CF-4, CF-7 and CF-11⁹ of the City's comprehensive plan.

- **Designating the Applicant's property for multiple-family would contribute impact fees and result in an improved assessed value per acre.**

Applicant Discussion:

Increased needs for fire and police can be mitigated through impact fees, as well as compliance with improved fire and building codes; site design and aesthetic techniques (lighting, landscaping, etc.) that promote safer neighborhoods; and a greater concentration of assessed value per square foot, which supports a more stable tax base over the long-term.

The requested land use designation as implemented through the City's development regulations furthers and can be consistent with Policy LU-1, H-4, CF-2, CF-4, CF-7 and CF-11 of the City's comprehensive plan.

- **Specific to transportation, a traffic impact analysis performed by Gibson Traffic Consultants (Gibson Analysis) was prepared and submitted with this application. This study concluded:**

Applicant Discussion:

The existing land use designation and zoning for Applicant's three parcels would allow for as many as 218 single-family detached homes. According to the Gibson Analysis, Applicant's proposed re-designation and rezone of the three parcels currently zoned R-7 to the maximum density allowed by code (under an R-20 scenario) would allow for as many as 624 multi-family units resulting in an increase of 1,337 daily trips, 64 AM peak hour trips and 59 PM peak-hour trips.

It is important to note that this is a worse-case analysis based on the maximum density allowed in the R-20 whereas Applicant's proposal seeks R-16 zoning with a cap on the actual projects typically have less than the maximum density would be less due to the to encourage a broader range types of housing options allowed and the nature of more compatible to this site's as a result of site constraints, infrastructure, open space, etc. and location to adjacent neighborhoods.

⁹ CF-2 Encourage development where new public facilities can be provided in an efficient manner.

- H-4: Promote housing that meets the needs of Auburn's workforce, is located and designed to support affordable multi-modal transportation options and contributes to a regional jobs-housing balance.
- CF-6 New connections to the City's sanitary sewer, water and/or storm drainage systems, shall contribute their fair share toward the construction and/or financing of future or ongoing projects to increase the capacity of those systems.
- CF-7 The City shall encourage and approve development only where adequate public services including police protection, fire and emergency medical services, education, parks and other recreational facilities, solid waste collection, and other governmental services are available or will be made available at acceptable levels of service prior to project occupancy or use.
- CF-11 No new development shall be permitted unless the facilities specified in each facility plan are available or can be provided at a level adequate to support the development. The adequacy of facilities shall be determined by the following:
1. An adopted system plan
 2. Policy guidance as provided in the City Capital Facilities Plan
 3. Appropriate engineering design standards as specified in applicable City plans, codes, and manuals as approved by the City Engineer
 4. Environmental Review standards (adequacy includes the absence of an unacceptable adverse impact on a public facility system)
 5. Case-by-case evaluation of the impacts of a proposed development on public facilities systems, first to determine the minimum level of facilities necessary to support the development, and second to determine a proportionate share of the system to be developed or financially guaranteed before approving the development

The proposed concurrent rezone to R-16 would allow up to 601 units for the entire 37.6 acres; however the Applicant has agreed with the rezone all six of its parcels to R-16 zoning with to a maximum density of 12 du/acre (+/- 10%) and duplexes, attached townhomes, and/or no more than 125 multiple-family units. This would be below the maximum impact analyzed by Gibson.

The Gibson analysis found that the level of service analysis of the highest potential density (R-20) of 624 units showed that the intersection of I Street NE at 42nd Street NE will operate at acceptable LOS C with the existing and proposed rezone. However, the intersection of I Street NE at 40th Street NE is likely to require some level of improvement, but can operate at an acceptable level of service with the rezone and with improvements.

~~More important to note the Gibson Analysis found that the proposed designation and zoning for multiple family:~~

- ~~• Only resulted in two intersections exceeding the threshold requiring a added analysis of PM peak-hour trips~~
- ~~• That additional analysis showed both intersections could operate at an acceptable level of service with restriping~~
- ~~• Average daily trips for I Street NE (classified as a minor arterial) fell within the acceptable range for minor arterials~~

3. Assumptions upon which the comprehensive plan is based are found to be invalid

Applicant Discussion:

Two of Applicant's three R-7 parcels have split zoning ~~as a result of~~ resulting from a rezone that was granted by Ordinance 4299 in 1988. Therefore, the portions of the two parcels with R-20 zoning are presently ~~not in~~ inconsistent the current single-family land use designation. To create consistency between the comprehensive plan and zoning map, the land use designation should be changed appropriately to reflect the zoning that has already been established.

In looking at how best to resolve this inconsistency, the Applicant has identified objectives, policies, community visioning and more (see *Applicant's Discussion to questions #1 and #2 above*) which strong suggests that the assumptions by which this area was designated single-family were incorrect.

Further, since the single-family ~~designated~~ edion property to the south of Applicant's parcels is owned by the Auburn School District and very likely to become a future school site, the assumptions within the existing comprehensive plan that this area would become single family residential housing ~~is~~ are not valid. Therefore, Applicant believes the City should review its requested change on the grounds~~in light of~~:

- The requested change in land use designation to moderate density residential ~~multiple family~~ would not be inconsistent with future single-family land use to the south, as this is very likely to become a school.
- The development of a school south of the Applicant's parcels would thus remove residential capacity from the City's comprehensive plan, which could be made up by the designation of Applicant's parcels as moderate density residential ~~multiple family~~.
- This "reallocation" of housing density to Applicant's parcel would further limit the need to account for added density in a different location where infrastructure may be less capable of handling such density.

Applicant believes that applying the land use designation of multiple-family across all its parcels will correct an inconsistency and ~~correctly support needed housing options plan for development in this~~ in accordance with the broader policy direction of the Comprehensive Plan.

4. A determination of change or lack of change in conditions or circumstances has occurred since the adoption of the latest amendment to the specific section of the comprehensive plan that dictates the need for a proposed amendment;

Several changes in conditions and circumstances have occurred since the adoption of the latest amendments to the

Comprehensive Plan's land use designations, including:

- The continued, chronic lack of housing options to effectively create enough housing diversity to improve the area jobs-to-housing imbalance and provide housing options within closer proximities to employment districts
- The passage of I-967 and the resulting impacts to transportation projects and transit services, which
 - heightens the need to re-examine opportunities to locate density near major transportation and transit corridors
 - creates a greater and more urgent need to emphasize housing density that is within one-half mile of major transit routes to provide stable ridership that can support transit operations
 - suggests more emphasis needs to be placed on creating diverse housing options near areas with a concentrated cluster of employment
- A Pandemic that has dramatically impacted the economic condition of all businesses, individuals, and governments, which is likely to result (short and long term) in greater market demand for housing options that are more affordable, closer to places of employment, and near major recreation amenities (like regional and sub-regional trail systems).
- The final stages leading to the adoption of a new regional plan (PSRC VISION 2050) which continues to emphasize a Regional Growth Strategy that recommends King County's core cities like Auburn collectively accept 40% of the forecasted population growth to 2050 (up from 22% in VISION 2040)

5. If applicable, a determination that a question of consistency exists between the comprehensive plan and Chapter 36.70A RCW, the countywide planning policies for either King and/or Pierce County, as appropriate, and Vision 2040: Growth and Transportation Strategy for the Puget Sound Region;

This is *not applicable*. The proposed change in land use designation does not result from a question of consistency between Auburn's comprehensive plan and either RCW 36.70A, the countywide planning policies (King County) or Vision 2040.

However, in reviewing the Countywide Planning Policies (King County), as well as the Multi-County Planning Policies (MPPs) within the existing Vision 2040 and the proposed Vision 2050, Applicant has identified significant policy support for its proposed land use change.

► **Applicant's proposal is consistent with and furthers the Vision & Framework for the year 2030 as identified in the Countywide Planning Policies (King County), including:**

Page 6 Vibrant, diverse and compact urban communities.

Within the Urban Growth Area little undeveloped land now existing and urban infrastructure has been extended to fully serve the entire Urban Growth Area.

Development Activity is focused on redevelopment to create vibrant neighborhoods where residents can walk, bicycle or use public transit for most of their needs. Improvements to infrastructure now focus on maintaining existing capacity as opposed to extending the infrastructure into previously unserved areas. Because of the innovations developed in public and private partnerships, there is still ample capacity to accommodate the planned population and employment growth targets within the Urban Growth Area.

Applicant Discussion:

Applicant's proposed ~~moderate density residential multiple-family~~ land use designation furthers and is consistent with this county-wide vision, specifically as it will focus on "maintaining" existing utility capacity (as opposed to extensions of utilities,

roads); providing connectivity and access to transit; and ensuring that existing Urban Growth Areas can support future population density allocations and not just current allocations – *this latter policy directive is especially important as PSRC is considering the final draft of VISION 2050 and new allocations of forecasted growth.*

► **Applicant's proposal is consistent with and furthers the following countywide planning policies for King County:**

EN-16 Plan for land use patterns and transportation systems that minimize air pollution and greenhouse gas emissions, including:

- Maintaining or exceeding existing standards for carbon monoxide, ozone, and particulates;
- Directing growth to Urban Centers and other mixed use/high density locations that support mass transit, encourage non-motorized modes of travel and reduce trip lengths;
- Facilitating modes of travel other than single occupancy vehicles including transit, walking, bicycling, and carpooling;
- Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements and “green” building techniques; and
- Increasing the use of low emission vehicles, such as energy efficient electric-powered vehicles.

Applicant Discussion:

Applicant's parcels' proximity to a commercial corridor and employment district, plus its location within one-half mile of all day transit service support would benefit from the moderate density residential multiple-family land use designation as such designation would create densities needed to support and sustain transit, and encourage the use of non-motorized modes of travel, including walking, bicycling, and carpooling. They would also locate owner-occupied housing options (such as duplexes and attached townhomes) within walking distance of transit options, providing the workforce with more opportunities to locate closer to employment areas or alternatives methods of commuting.

DP-2 Promote a pattern of compact development within the Urban Growth Area that includes housing at a range of urban densities, commercial and industrial development, and other urban facilities, including medical, governmental, institutional, and educational uses and parks and open space. The Urban Growth Area will include a mix of uses that are convenient to and support public transportation in order to reduce reliance on single occupancy vehicle travel for most daily activities.

Addressed in greater detail in earlier Applicant Discussions.

DP-3 Efficiently develop and use residential, commercial, and manufacturing land in the Urban Growth Area to create healthy and vibrant urban communities with a full range of urban services, and to protect the long-term viability of the Rural Area and Resource Lands. Promote the efficient use of land within the Urban Growth Area by using methods such as:

- Directing concentrations of housing and employment growth to designated centers;
- Encouraging compact development with a mix of compatible residential, commercial, and community activities;
- Maximizing the use of the existing capacity for housing and employment; and
- Coordinating plans for land use, transportation, capital facilities and services

Addressed in greater detail in earlier Applicant Discussions.

- H-4 Provide zoning capacity within each jurisdiction in the Urban Growth Area for a range of housing types and densities, sufficient to accommodate each jurisdiction's overall housing targets and, where applicable, housing growth targets in designated Urban Centers.

Addressed in greater detail in earlier Applicant Discussions.

- H-9 Plan for housing that is accessible to major employment centers and affordable to the workforce in them so people of all incomes can live near or within reasonable commuting distance of their places of work. Encourage housing production at a level that improves the balance of housing to employment throughout the county.

Addressed in greater detail in earlier Applicant Discussions.

- H-10 Promote housing affordability in coordination with transit, bicycle, and pedestrian plans and investments and in proximity to transit hubs and corridors, such as through transit oriented development and planning for mixed uses in transit station areas.

Addressed in greater detail in earlier Applicant Discussions.

- T-5 Support countywide growth management objectives by prioritizing transit service to areas where existing housing and employment densities support transit ridership and to Urban Centers and other areas planned for housing and employment densities that will support transit ridership. Address the mobility needs of transit-dependent populations in allocating transit service and provide at least a basic level of service throughout the Urban Growth Area.

Addressed in greater detail in earlier Applicant Discussions.

► **Applicant's proposed land use designation furthers and is consistent with the following Vision 2040 goals and policies:**

Vision 2040 Goals & Policies¹⁰

- | | |
|------------|--|
| Main Goal | The region will promote the efficient use of land, prevent urbanization of rural and resource lands, and provide for the efficient delivery of services within the designated urban growth area. |
| MPP-DP-2: | Encourage efficient use of urban land by maximizing the development potential of existing urban lands, such as advancing development that achieves zoned density. |
| MPP-DP-4: | Accommodate the region's growth first and foremost in the urban growth area. Ensure that development in rural areas is consistent with the regional vision. |
| MPP-DP-14: | Preserve and enhance existing neighborhoods and create vibrant, sustainable compact urban communities that provide diverse choices in housing types, a high degree of connectivity in the street network to accommodate walking, bicycling, and transit use, and sufficient public spaces. |
| MPP-DP-35: | Develop high quality, compact urban communities throughout the region's urban growth area that impart a sense of place, preserve local character, provide for mixed uses and choices in housing types, and encourage walking, bicycling, and transit use. |
| MPP-DP-36: | Provide a wide range of building and community types to serve the needs of a diverse population. |

¹⁰ VISION 2040 addresses the benefits of density on page 48 of the plan, "Both high urban density and low-density development have costs and impacts. Low-density development, especially urban sprawl, is costly to serve, can fragment and convert resources lands and environmentally significant areas, and is challenge to serve with transportation beyond driving along. While higher density areas can experience more localized pollution and noise, compact built environments, where businesses, housing, shopping, and entertainment are in closer proximity, produce a number of benefits. These benefits include reducing demand on services (including water and energy supply), having fewer impervious surfaces (which is a factor in reducing the amount of urban run-off), and providing opportunities for economic development through infill and redevelopment.

- MPP-H-1: Provide a range of housing types and choices to meet the housing needs of all income levels and demographic groups within the region.
- MPP-H-2: Achieve and sustain — through preservation, rehabilitation, and new development — a sufficient supply of housing to meet the needs of low-income, moderate-income, middle-income, and special needs individuals and households that is equitably and rationally distributed throughout the region.
- MPP-H-4: Develop and provide a range of housing choices for workers at all income levels throughout the region in a manner that promotes accessibility to jobs and provides opportunities to live in proximity to work.

► **Applicant's proposed land use designation furthers and is consistent with the following Vision 2050 goals and policies that are awaiting the Executive Board's final approval:**

- MPP-RGS-5 Ensure long-term sustainability of the urban growth area consistent with the regional vision.
- MPP-RGS-6 Encourage the efficient use of urban land by optimizing the development potential of existing urban lands and increasing density in the urban growth areas in locations consistent with the Regional Growth Strategy.
- MPP-DP-1 Develop high-quality, compact urban communities throughout the region's urban growth area that impart a sense of place, preserve local character, provide for mixed uses and choices in housing types, and encourage walking, bicycling, and transit use.
- MPP-DP-2 Reduce disparities in access to opportunity for the region's residents through inclusive community planning and targeted public and private investments that meet the needs of current and future residents and businesses.
- MPP-DP-54 Tailor concurrency programs for centers and other subareas to encourage development that can be supported by transit.
- MPP-H-1 Plan for housing supply, forms, and densities to meet the region's current and projected needs consistent with the Regional Growth Strategy and to make significant progress towards the jobs/housing balance.
- MPP-H-2 Provide a range of housing types and choices to meet the housing needs of all income levels and demographic groups within the region.
- MPP-H-5 Promote homeownership opportunities for low-income, moderate-income, and middle-income families and individuals while recognizing historic inequalities in access to homeownership opportunities for communities of color.
- MPP-H-6 Develop and provide a range of housing choices for workers at all income levels throughout the region that is accessible to job centers and attainable to workers at anticipated wages.
- MPP-H-8 Promote the development and preservation of long-term affordable housing options in walking distance to transit by implementing zoning, regulations, and incentives.
- MPP-T-14 Increase the proportion of trips made by transportation modes that are alternatives to driving alone, especial to and within centers and along corridors connecting centers, by ensuring the availability of reliable and competitive transit options.
- MPP-T-15 Prioritize investments in transportation facilities and services in the urban growth area that support compact, pedestrian- and transit-oriented densities and development.

6. If the request is to change the land use designation of a specific property on the comprehensive land use map, the applicant must demonstrate one of the following:

a. **The current land use designation was clearly made in error or due to an oversight;**

Yes. Applicant believes it was an oversight to have a portion of its parcels zoned for R-20 (multi-family) without a consistent land use designation in the comprehensive plan. Thus, Applicant believes this and other factors justify considering re-designation to Applicant's six parcels to a land use designation of moderate density residential multiple-family from Single-Family with a concurrent rezone of all six of its parcels to R-16.

b. **The proposed land use designation is adjacent to property having similar or compatible designation, or other conditions are present to ensure compatibility with surrounding properties;**

Yes. Surrounding properties to the immediately to the west and southwest are already designated multiple-family and other more intense designations, including. ~~Additional~~ sites to the west that are designated as Heavy Commercial and Light Industrial.

An existing development to the north is designated as single-family and has been developed as a Planned Unit Development (PUD), a higher intensity single family use, which PUD is already partially surrounded on its west, north and south property lines by parcels designated multiple-family.

The property immediately south of the Applicant's is designated for single-family use, but is owned by the Auburn School District and highly likely to be a future school (institutional/public use) and not lower density single-family uses.

Thus, the designation of Applicant's parcels as moderate density residential multiple-family would be consistent with adjacent land uses, provide a more appropriate transition between land uses, and further the comprehensive plan. See **Figure 3**, page 2.

c. **There has been a change in conditions since the current land use designation came into effect.**

Yes. See earlier answer to Question 4 regarding the change in conditions since these parcels' land use designation become effective. This includes, among other things, Initiative 967, the Pandemic, and the forthcoming Vision 2050.

7. Identify anticipated impacts from the proposed change.

~~The change to the multiple family land use designation from single family could allow as many as 406 additional housing units over the existing designation.~~ Potential impacts of this change include increased demands for utilities, city services, schools¹¹, and transportation infrastructure. However, the City's existing development regulations, concurrency programs, and SEPA would require the identification of project specific impacts and, if necessary, require any impacts be mitigated provide to development to ensure adequate services.

Any future development of this site as moderate density residential multiple-family (R-16 zone) would be required to contribute system improvement charges (water/sewer) and impact fees (traffic, parks and schools) to offset impacts to services. Additional density at this location would ultimately provide a greater concentration of these contributions to the services and utilities specific to this area.

Parcel 0004200003 (furthest ~~parcel east of Applicant's parcels~~) has portions of the site within the 100-year floodplain (see attached map). Regardless of whether or not this parcel is developed in the future as single- or multiple-family, this area will need to comply with the City's regulations for flood zones, which changes are being considered presently to comply with the latest FEMA requirements.

8. Identify the implementing zoning designation to be requested

R-20 R-16 zone

¹¹ In general student generation rates for multiple-family developments are lower than single-family developments. Specifically, the most current Six Year Capital Facility Plan we found online (2017 to 2023) confirms that the Auburn School District experiences a lower student generation rate from multiple-family developments.

9. Discuss how the proposed change is consistent with the comprehensive plan designations of surrounding properties

The applicant's proposal to designate the site moderate density residential multiple-family is consistent with the surrounding land uses and serves as an appropriate transition between other higher density residential uses and adjacent heavy commercial development land use designation for the Auburn Way N. Corridor, extending to the west side of I Street NE.

Designation as moderate density residential multiple-family will ensure this site is developed consistent to adjacent uses and consistent with providing a transition between residential and non-residential uses. The existing Planned Unit Development immediate north of Applicant's parcels already shares approximately 30% of its border with ~~the~~ parcels that have the Multiple-Family land use designation

~~Further, it~~ The proposed re-designation to moderate density residential will provide more transit supportive densities for the transit service within one-half mile of the site, encourage new commercial development along Auburn Way N. and I Street NE, and provide owner and/or renter for sale and rental housing options that can ~~encourage~~ support additional economic development activity within the NW Auburn Manufacturing Village.

10. Discuss how the adopted City of Auburn utility plans and capital improvement programs support the change.

Based on a review of the City's interactive capital improvements map, there do not appear to be any pending capital improvement needs in this area, but there was a stormwater replacement project (CP1823) south of I Street NE at 35th which was completed in 2018.

Police

Based on a review of information available from the City's website there were not any level of service issues identified. Some additional police services may be required to serve an increase in population, but needs are likely to be based on multiple projects over a wide area.

Fire & EMS

Valley Regional Fire Authority (VFRA) recently adopted a Strategic Plan for 2020-2025, which has prioritized an update to its capital facilities plan. Based on a review of information available online from VFRA no immediate level of service issues were identified. The re-designation of this property in 2020 may potentially be completed before the final adoption of that plan. If not, future updates to the VFRA Capital Facilities Plan would be able to identify capital needs related to potential new development.

In Auburn, impact fees are charged per housing unit for Fire and EMS. Based on the current impact fee schedule, development under a moderate density residential multiple-family land use designation would generate as much as \$125,000 ~~more~~ in impact fees than development under the existing Single-Family designation.

Water

The applicant's site is served by water and only developer extensions of the system would be required.

Based on a review of the City's October 2015 Water Comprehensive Plan on page 4-23:

Valley Service Area: SFR is not expected to increase substantially in the Valley Service Area. All population growth was allocated to MFR. The majority of MFR development is expected to occur in the Valley floor, especially in the urban center/Downtown Auburn. The City expects limited SFR infill on the Valley, however, the magnitude and timing of the infill is unknown and therefore not considered in the demand projections.

Subsequently there does not appear to be any level of service issues or deficiencies in the Valley water service area, which is planned to support nearly 29,000 equivalent residential units (ERUs) by 2035. Further, according to the water

comprehensive plan, water PSI in the area is greater than 80 and a 10"-16" water line is in I Street NE.

Sewer

~~Sewer for this site is planned to connect to the City's system to the north. The City requested a preliminary feasibility analysis of the Auburn 40 pump station, which analysis revealed that if developed at the maximum rezoned density, the pump station would not be able to handle the additional peak flows and upgrades were likely needed to the pump, gensat, controls and electrical equipment. Future development of this site would be required to complete a more specific analysis based on its proposal, as well as be required to complete improvements, if necessary, prior to build out. This site is in the Valley Sewer Basin. Unlike development in other areas it would not require large capital investments in costly new sewer extensions and/or pump stations. Sewer exists in I Street NE and would be extended east to the development and future served by a gravity line. The area is served by gravity sewers that directionally flow south on I Street NE to the gravity sewers in 37th ST NE to the main conveyance for King County.~~

~~Based on a review of 2015 Sewer Comprehensive Plan there do not appear to be any level of service issues or future capacity issues in this area. Also, this area has only a moderate I/I rating and is not located in one of the areas more prone to be impacted by flooding.~~

Transportation

An extension of I Street NE from 45th Street NE to S. 277th Street has been identified within the current Transportation Improvement Plan (TIP). This project is schedule for 2022 and is funded by \$6.76 million in developer contributions.

Applicant's proposed land use designation change may result in new development that can further contribute to these and other localized improvements in the road system. For example, based on current traffic fees, a plat of 218 single family detached homes would generate \$1.17 million in impacts fees while a multiple family development would generate \$1.5 million.

~~The existing zoning of Applicant's three parcels would allow for as many as six parcels would allow up to 125 multiple-family units and 218 single-family detached homes. At the request of the City, an analysis was completed by Gibson Traffic Consultants to identify a worse-case scenario. According to Gibson, the a proposed re-designation and rezoning of Applicant's project would allow for as many as 624 multi-family units if the current R-7 area were rezoned to R-20, which would result in an increase of 1,337 daily trips, 64 AM peak hour trips and 59 PM peak-hour trips.~~

It is important to note that this is a worse-case analysis based on the maximum density allowed whereas actual projects typically have less than the maximum density as a result of site constraints, infrastructure, open space, etc.

~~The Gibson analysis found that at the highest potential density (the R-20 scenario) the level of service at the intersection of I Street NE at 42nd Street NE will operate at acceptable LOS C with the existing and proposed rezone. However, the intersection of I Street NE at 40th Street NE is likely to require some level of service improvement, but it can operate at an acceptable level of service with the rezone and with subject to improvements.~~

~~More important to note the Gibson Analysis found that the proposed designation and zoning for multiple family:~~

- ~~• Only resulted in two intersections exceeding the threshold requiring a added analysis of PM peak-hour trips~~
- ~~• That additional analysis showed both intersections could operate at an acceptable level of service with restriping~~
- ~~• Average daily trips for I Street NE (classified as a minor arterial) fell within the acceptable range for minor arterials~~

Storm Drainage

Based on a review of the 2015 Storm Drainage Comprehensive Plan, I Street NE would occasionally flood due to issues with the City's infiltration system near 32nd Street NE. Identified within the plan as projects 4A and 4B improvements were completed in 2018 according to the City's interactive CIP map.

Attachments – Maps

LOCATION

Figure 1 – General Location Map

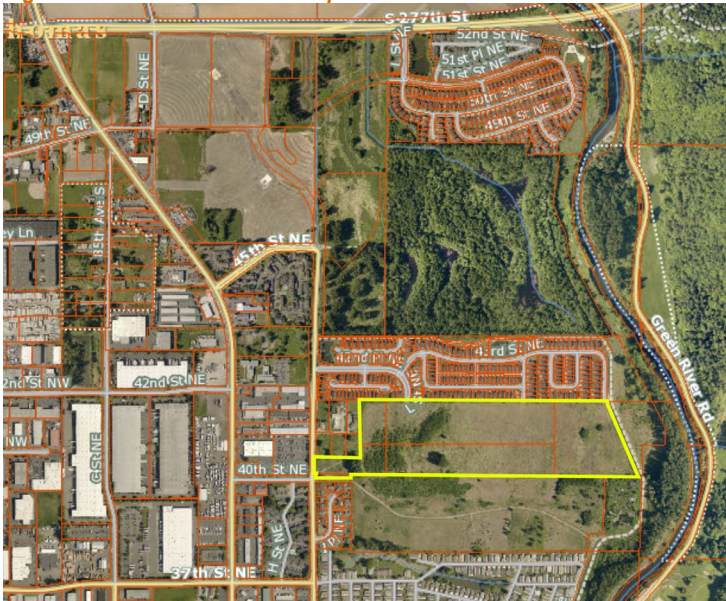
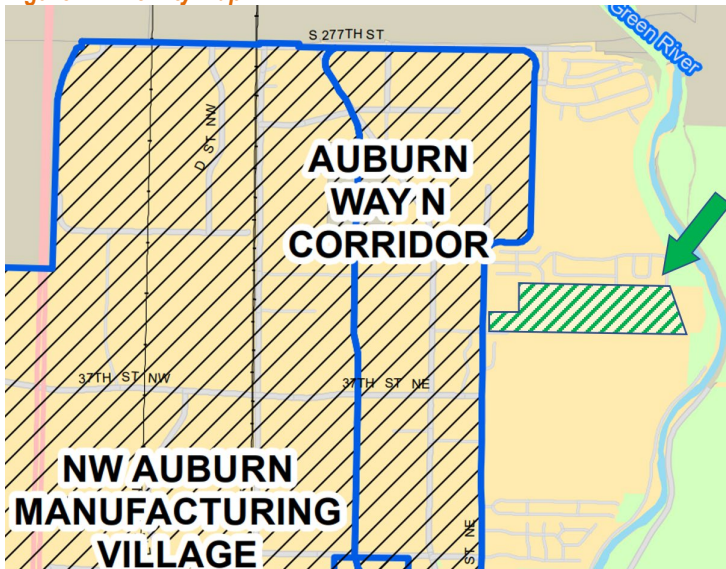


Figure 2 – Vicinity Map



EXISTING CONDITIONS

Applicant's parcels have the following current land use designation, which is also shown in Figure 4:

0004200013 – multiple family	0004200019 – multiple family	0004200025 – multiple family
0004200024 – single-family	0004200022 – single-family	0004200003 – single family

Figure 3 – Area Land Use Pattern Map

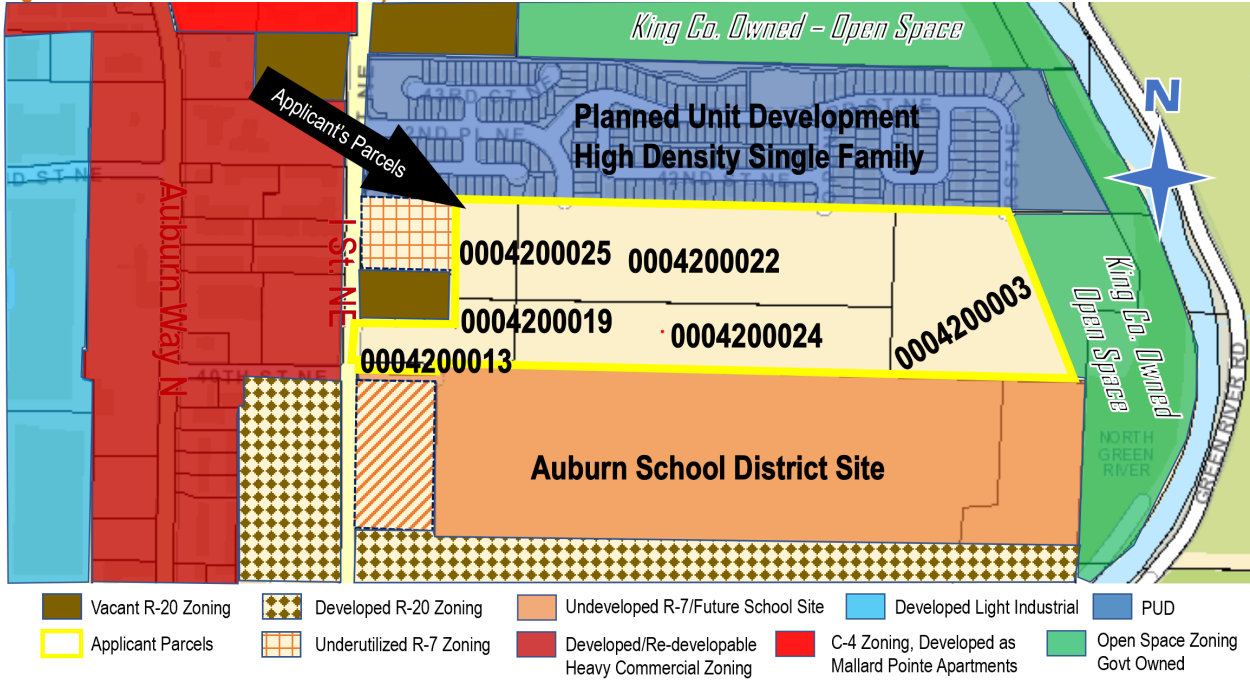


Figure 4 – Existing Land Use

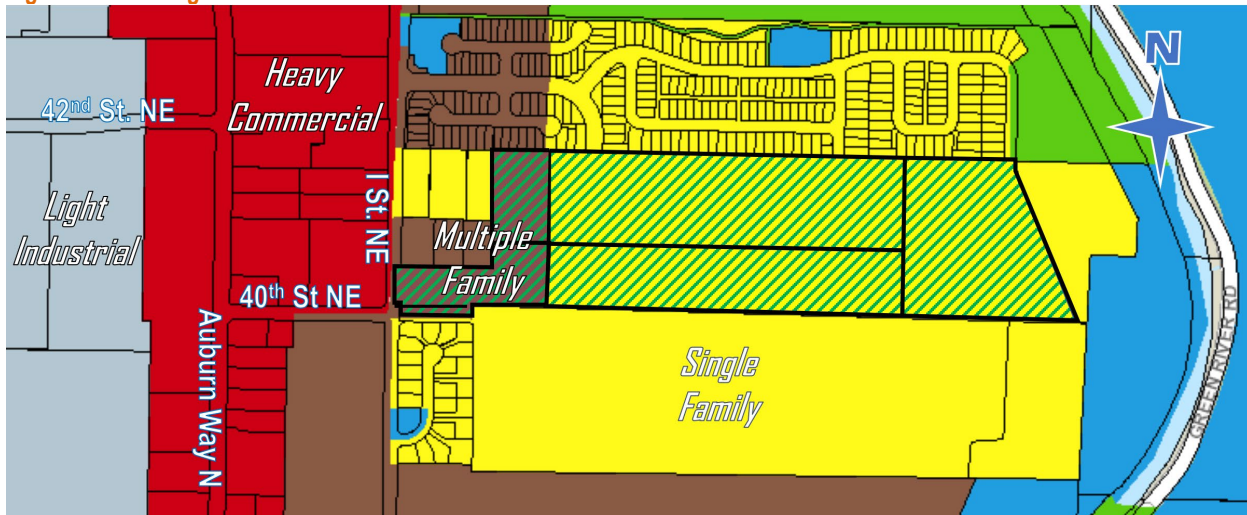
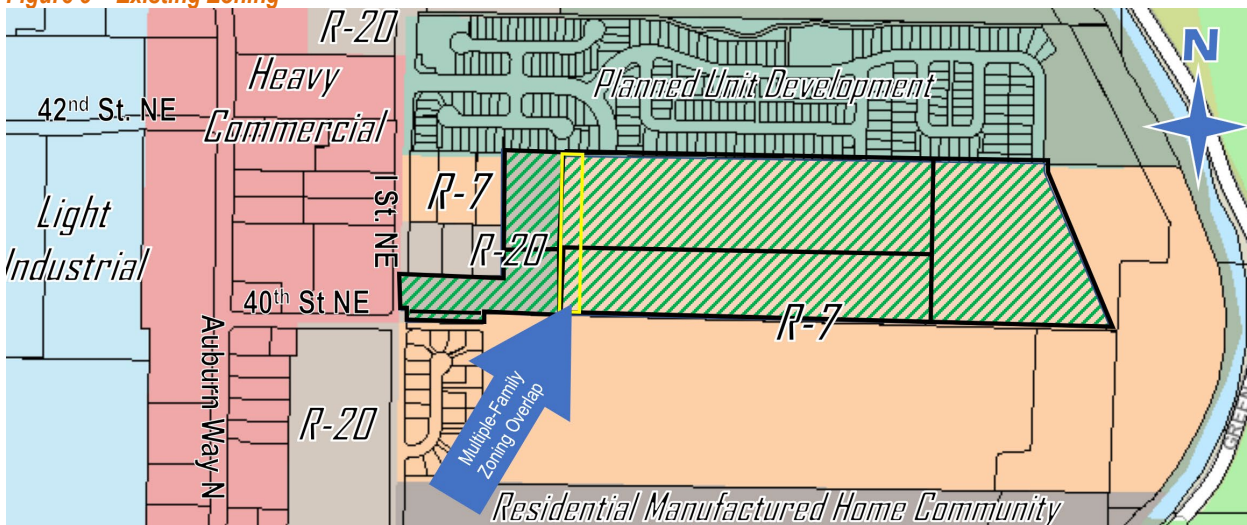


Figure 5 – Existing Zoning

**REZONE REQUESTED**

Applicant requests a rezone of ~~31.2 acres of its 32.4~~ 37.6 acres (six parcels) from R-7 and R-20 to R-16R-20. The rezone would:

- ~~correct an inconsistency~~ improve the compatibility between the zoning and future land use maps;
- further and be consistent with Auburn's comprehensive plan;
- result in a logical extension of multiple-family zoning in an area adjacent to more intensive uses;
- support the creation of a mix of for sale attached and detached single-family units, rowhouse/townhouse, and multiplex units (e.g. duplex, tri-plex and four-plex), as well as and multi-family housing options within 1 mile of a key commercial corridor (Auburn Way N) and a significant area for employment (NW Auburn Manufacturing Village); and
- create transit compatible densities within a half-mile of all-day transit services along Auburn Way N, which is consistent with local, county and regional policies for land use, development patterns, etc.
- encourage new, more affordable owner occupied missing middle housing options

This rezone request is being made concurrent with a request to amend the comprehensive plan land use designation of these parcels from single family residential and multiple family residential to moderate density residential.

WRITTEN STATEMENT

Applicant is required as part of its rezone application to submit a written statement addressing how the rezone is consistent with the comprehensive plan and whether municipal services are available to serve the rezone.

1. Is the rezone consistent with the comprehensive plan?

Applicant's parcels are ~~part of a small area of~~ currently zoned a combination of R-7 and R-20, zoning that ~~borders~~borders a key, planned commercial corridor (Auburn Way N. Corridor) and a significant employment district (NW Auburn Manufacturing Village). The R-7 zoning in this area is nearly surrounded by higher intensity land use zones, including the R-20, Heavy Commercial, Light Industrial, Planned Unit Development and Residential Manufactured Housing Community zones. Further, the Auburn School District is the owner of nearly all of the R-7 zoned parcels outside of what is owned by the Applicant and the R-7 zoned property immediately south of the Applicant is most likely to become a future school.

The following demonstrates how the proposal furthers and is consistent with the comprehensive plan:

- **Applicant's proposed rezone would be consistent with the description and designation criteria for where ~~multiple-family zoning~~ moderate density residential (like the ~~R-16~~R-20) should be located:**

Description. Moderate Density Residential designated areas are planned to accommodate a variety of residential dwelling types. Varying intensities may be permitted to provide a transition between single-family residential and other more intensive uses or activities (such as arterial streets) based on adjacent density, intensity, and/or character. Appropriate densities in these areas generally range from 7 up to 20 dwelling units per acre. Dwelling types generally range from single-family dwellings to multiple-family dwellings, with larger structures allowed (within the density range) where offsetting community benefits can be identified.

Designation Criteria

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

Applicant Discussion

~~Two of Applicant's three~~ parcels have split zoning of R-20 and R-7. The current R-20 zone is the result of multiple-family zoning established pre-Growth Management Act (GMA)^{2,3} in 1988 by Ordinance 4299, which zoning was carried forward in the City's subsequent GMA plans and zoning maps. The area features a mix of zoning ranging from R-7 to R-20 to Heavy Commercial. Existing multiple-family designated properties are located adjacent to single family properties, which does not promote appropriate density transitions. Applicant's proposal would improve the transition between the existing lower density residential uses and the surrounding higher intensity uses. The allowance of R-20 (multiple family) zoning in this area was based on planning for uses that transition from more intense to less intense uses, as well as recognizing that areas designated for commercial and light industrial uses benefit from adjacent residential development.

In the 25 years since the first GMA comprehensive plan was adopted, the growth and employment targets in Auburn have increased and land use designations and zones have since been modified to reflect regional policies that seek to hold the present Urban Growth Area boundary in place. This has resulted in the need for more and higher densities based on specific principals which include planning for these higher intensity residential uses (~~multiple family; R-20~~) to develop within one-half mile of transit routes, adjacent to major commercial or mixed-uses areas (centers), and/or close to employment centers (and industrial centers).

Applicant's parcels adhere to those planning principals as it is proximate to all-day transit, a commercial corridor, and an significant employment district. The extension of R-20 The rezone to R-16 of the Applicant's R-7 over the remaining portions of parcels 0004200022 and 0004200024, as well as 0004200003, is consistent with the comprehensive plan's description and designation criteria for where moderate density multiple family uses should be placed.

- **Applicant's proposal is consistent with how the Comprehensive Plan views the administration of development regulations in furtherance of comprehensive plan goals and policies:**

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

supplemental use of CPTED, and supplemental use of low-impact development techniques.

Applicant Discussion:

This rezone to R-~~1620~~ would promote a greater level of innovative site and building design techniques in a location where such innovative design can be used to better incorporate open spaces that will connect with and help supplement the adjacent natural resource areas around the Green River, as well as:

- provide nonmotorized connectivity to both (North Green River Park and the Green River Trail) and commercial areas (the Auburn Way N Corridor)
- locate affordable and accessible ~~owner-occupied for-sale single family, multi-duplex, attached townhome, and multiple family~~ housing options, *including opportunities for workforce housing*, within a half-mile proximity^{4,5} of all-day transit services (Route 180)

² Prior comprehensive planning and land use documents have indicated the City's first modern comprehensive plan was adopted in 1986, two years before Ordinance 4299.

³ The City's first GMA-compliant comprehensive plan was adopted in 1995.

⁴ The Puget Sound Regional Council's (PSRC) "Growing Transit Communities Strategy" address the need to create thriving and equitable transit communities in the region (including Auburn), describing transit communities on page 4 as "**generally the areas within a half mile radius of, or approximately ten-minute walking distance from, high-capacity transit stations, such as light rail, bus rapid transit, streetcar, and other major transit hubs.**" Applicant's parcels are within ½ mile all-day transit services via Route 180.

⁵ King County Metro Route 180 includes northbound stop (#57915) at 37th & Auburn Way N. and southbound stop (#58235) at 42nd & Auburn Way. This route provides frequent all-day service and includes night owl service, which specifically is critical to supporting transportation options for the workforce working shifts. Sidewalks within the future development can be extended to connect with existing sidewalks in the area to provide access to this service. Route 180 is an all-day route with "night owl" service and Route 180 is planned to convert to a RapidRide I line in 2023. Route 180 provides connections to Auburn Station, Kent Station, Burien, Sea-tac, and etc. And it ~~can connecting~~ connects riders to Sound Transit bus and commuter train services. ~~Route 180 connects to both the Auburn and Kent Transit Stations, plus offers riders opportunities to connect with Sound Transit bus and train services.~~ Route 180 is the type of transit route that supports businesses and workers throughout the Puget Sound.

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Applicant emphasizes these points as they are key elements of the successful, sustainable use of alternative modes of transportation and help overcome housing accessibility obstacles for workforce housing by reducing the combined housing + transportation costs as examined in detail within the Comprehensive Plan (Figure 24, Appendix B: City of Auburn Housing Needs & Characteristics Assessment, Berk & Associates, 2014).

LU-27 Provide a variety of housing typologies to suit the needs of various potential residents.

Applicant Discussion:

The Applicant's proposed rezone to R-~~1620~~ can support a variety of housing typologies that could meet the needs of future (and existing) residents as the use matrix in Section 18.07.020 of the Auburn Municipal Code shows that the R-~~1620~~ zone allows single family, multi-duplexes, attached townhomes, and multiple-family units. ~~permits both multiple family dwellings and attached townhomes.~~

~~Multiple family dwellings and attached townhomes~~ These types of housing options are flexible housing typologies that supply needed "missing middle" housing⁶ as identified by the PSRC – housing that can be renter or owner-occupied and which is affordable and accessible to a wide range of the existing and future population, including couples, young families, seniors, etc.

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

Applicant Discussion:

This proposal would encourage additional density in an area (both locally and regionally) where ~~multiple-family~~ a broader range of more affordable for sale housing is needed in the marketplace; existing infrastructure exists (~~and does not have to be extended long distances to serve less dense traditional development patterns~~); and the specific site design flexibility of the R-~~1620~~ zone, along with its density, can promote and incentivize greater connectivity and access to open space and preservation of natural areas along the Green River.

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 area that support low-impact development. Where clustering accomplishes these objectives, it should not come at the expense of lost development potential. Variances to lot size, lot dimensions, building height, and other bulk or dimensional standards should be utilized in order to create incentives that promote preservation.

Applicant Discussion:

The rezone would support greater site design flexibility that will promote the clustering of units and/or buildings in full recognition of the need to incentivize greater preservation of open space, natural areas, and critical areas. Secondly this rezone will help support and encourage improved access to the adjacent open space and trail corridors.

► **The rezone would further and be consistent with the comprehensive plan's Housing Element and would address specific, identified housing trends and needs as follows:**

Page H-2 Trends in household size indicate that Auburn will need to ensure the availability of a variety of housing types to match the needs of both small and large households.

Applicant's rezone will add owner and renter occupied attached and detached housing typologies that are needed to match the needs of couples, empty-nesters, seniors, workers, single parent families, and more.

Page H-2 Auburn's housing stock is older than average, and much of its rental housing stock is in fair or poor condition. Though housing is affordable in Auburn, the City could lose some of its most affordable rental housing as structures approach the ends of their useful lives.

Applicant's rezone provides both short- and long-term help to address housing needs and reduce redevelopment pressures that could result in the loss of the City's most affordable rental and owner occupied housing that may otherwise be displaced by redevelopment. ~~And multiple family housing options can help to~~

⁶ A copy of the PSRC "Puget Sound Trends" addressing "Missing Middle" Housing in the Region is attached.

~~reduce displacement~~ as the market and economic conditions are expected to change over time.

Page H-4 A variety of housing choices can meet the needs of Auburn's residents of all ages and affordability levels, help residents maintain and retain their homes, and promote services and amenities that improve neighborhood livability.

Applicant's rezone will add to the housing choices of residents (and future residents) of all ages and affordability levels by expanding the overall "housing strata" that is required to allow residents to more easily transition between segments of the housing stock as they move up, down or laterally depending on their evolving needs and economic situations. The rezone to R-1620 will increase the likelihood of affordable, attached and detached owner-occupied housing opportunities in areas closer to services (including access to commercial areas, public transit services, etc.) and where improved amenities can provide new and existing residents with greater access to trails, open space, etc.

Page H-4 Well-planned housing can support Auburn's economic goals by making it attractive and possible for residents to live near their jobs and by serving as a source of customers to support commercial districts.

Applicant's rezone will increase housing opportunities within one mile of a significant area for employment (NW Auburn Manufacturing Village) and within one-half mile of an identified commercial corridor (Auburn Way N. Corridor).

Page H-4 Housing in proximity to transit or mixed use projects can help reduce the need for costly infrastructure such as roads and sewers. Housing in proximity to a variety of transportation modes can increase a household's disposable income and savings by reducing household transportation costs.

Applicant's rezone would create housing within the "optimum" proximity (one-half mile) of all-day transit and reduce the need for more costly extensions of utilities to serve areas further out. This rezone would also help address the need to create opportunities where the true cost of housing (housing + transportation costs) can be minimized.

H-4 Promote housing that meets the needs of Auburn's workforce, is located and designed to support affordable multi-modal transportation options, and contributes to a regional jobs-housing balance.

Applicant's rezone would promote housing to serve a greater number of those in the workforce^{7,8} with housing needs that require an area with access to non-motorized transportation options (including those for commuting). Doing this will further improve the region's jobs-housing balance.

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.

Applicant's rezone would support the addition of a variety of housing styles and densities in the City.

H-17 Allow manufactured housing parks, transitional housing, and multi-family housing in appropriately zoned but limited areas.

Applicant's rezone expands ~~multiple-family moderate density~~ housing zoning in other areas of the City that are less proximate to available transit, employment, city utility services, commercial corridors, and regional open space.

⁷ "Workforce housing" as defined in the King County Countywide Planning Policies, page 66:

"Housing that is affordable to households with one or more workers. Creating housing in a jurisdiction implies the consideration of the wide range of income levels that characterize working households, from one person working at minimum wage to two or more workers earning the average county wage or above. There is a particular need for workforce housing that is reasonably close to the regional and sub-regional job centers and/or easily accessible by public transportation."

⁸ See Comprehensive Plan Appendix B, *Exhibit 24*, Housing Needs & Characteristics Assessment, Berk & Associates, October 2014.

H-23 Promote affordable housing that meets the changing demographic needs.

Applicant's rezone would enable the City to respond to a range of affordable⁹ housing needs and changing demographic needs – some of which are being further impacted by Pandemic and will require even greater attention going forward.

► **Applicant's proposal is consistent with and will further the stated 'Goals' identified in the July 2014 "Community Vision Report" incorporated as Appendix A in the current comprehensive plan:**

- 1.2 Provide a variety of housing types that support a high quality of life for current residents and attract new residents to Auburn neighborhoods.

Applicant Discussion:

Applicant's rezone will not negatively impact the quality of life for nearby, current residents as the area is presently adjacent to other higher intensity zones and outside of the Applicant's parcels, the other major landowner of R-7 zoned property is the Auburn School District (future school site). Further, this rezone will:

- promote flexible site and building design and require landscaping/buffering standards between single-family and multiple-family zone;
- provide greater access and connectivity to area commercial services and open spaces;
- reduce motorized travel distances¹⁰ to commercial areas and employment opportunities and ease cumulative congestion for the greater area, as Applicant's proposal is within one-half mile of a key commercial corridor (Auburn Way N) and 1 mile of a significant portion of a major employment district (NW Auburn Manufacturing Village); and
- create transit compatible densities within a half-mile of all-day transit services along Auburn Way N which will improve the sustainability of multi-modal transit options in the greater area

- 1.5 Ensure safe, well connected and accessible neighborhoods with healthy food, parks and local services in close proximity.

Addressed in earlier Applicant Discussions.

- 2.1 "Mid-city" scale: Encourage higher density development that supports family living and mixed uses. Maintain height limitations that keep Downtown and other development to an appropriate scale.

Addressed in earlier Applicant Discussions.

- 3.1 Develop an efficient, well-connected transportation system to support a variety of travel modes, including automobile, public transit, walking and biking.

Addressed in earlier Applicant Discussions.

- 3.3 Improve the safety, connectivity and quality of the bicycle and pedestrian networks and related facilities.

Addressed in earlier Applicant Discussions.

- 3.5 Improve public transit service throughout the City and better connect the City to the region for residents, visitors

⁹ "Affordable housing" as defined in the King County Countywide Planning Policies, page 63:

"Housing that is affordable at 30% or less of a household's monthly income. This is a general term that may include housing affordable to a wide range of income."

¹⁰ It should also be pointed out that for motorized commuting options, this area is located within 1 mile of S. 277 Street and within 2 miles of SR 167 and the W. Valley Highway.

and businesses.

Addressed in earlier Applicant Discussions.

► **Applicant's proposal will further the City's efforts to capitalize on 'Opportunities' identified in the July 2014 "Community Vision Report" incorporated as Appendix A in the current comprehensive plan:**

- 1.A Controlled, well planned growth: Actively manage Auburn's progression from a suburban to an urban community, focusing on planned growth and expansion. Give careful consideration to appropriate limits on density and building height, seeking community input along the way.

Applicant Discussion:

Applicant's rezone is consistent with the evolving planning needs of Auburn, which require continuous review to determine how to best progress from a suburban to urban community as it plans for additional forecasted growth.

Specific to building heights and scale, it is important to note that the existing R7 zone is bordered by more intense land use designations like Heavy Commercial, where building heights up to 75 feet are allowed. By contrast, R-~~1620~~ zoning is limited to building heights up to ~~50-45~~ feet – the scale of which can be offset¹¹ by the separation required between R-7 and R-~~1620~~ zones per the City's landscaping and setback requirements.

The R-~~1620~~ zone can provide appropriate transition (step-down) in building height and scale from the Heavy Commercial zone to the surrounding residential areas. And the R-16 zone requires, at a minimum, that 20% of the site be landscaped open space (the R-7 zone has no such requirement).

- 1.B Diverse housing types: Encourage a diverse mix of housing types throughout Auburn, including single family homes, multi-family housing and mixed-use development. Vary housing based on neighborhood context.

Addressed further in earlier Applicant Discussions.

- 1.C Walkable neighborhoods: Create walkable neighborhoods with safe, continuous sidewalks and accessible shopping, parks, amenities and centers of community activity nearby.

Addressed further in earlier Applicant Discussions.

- 1.E Senior housing: Encourage quality senior housing in town so residents are able to stay in the community.

The R-~~1620~~ zone permits uses that are favorable for the creation of senior housing.

- 1.F Homes for the middle class: Create opportunity for the development of homes for middle income families and individuals.

The rezone will help to create "Missing Middle" housing, which includes a variety of single-family attached and detached types and multiple-family housing types, is in response to the growing needs of middle income families and individuals who are seeking affordable housing options combined with reduce transportation (commute) costs.

- 3.F Bicycle network: Address the gaps and barriers in the bicycle network. Create an expanded network of safe, connected bicycle facilities to improve travel between neighborhoods and to and from schools and commercial areas. Where possible, separate bike lanes and paths from roads.

Addressed further in earlier Applicant Discussions.

¹¹ It is common in many jurisdictions to allow increased building heights based on increase setbacks, which is typically done based on 1 additional foot of height for each additional foot of setback. Although the zones in land use designations of multiple-family have increased heights, they are required to have landscape buffers between their zone and adjacent single-family zones. Such buffering accomplishes the same type of "offset" to the scale of the building height.

- 3.G Trail and park connections: Improve Auburn's system of trails and better connect existing parks and recreation areas and amenities. Build a pedestrian bridge across the White River to provide greater access to Game Farm Wilderness Park

Addressed further in earlier Applicant Discussions.

- 5.E Park and trails connectivity: Enhance accessibility to parks and open spaces (such as the greenbelt) through hiking and biking trails that provide recreation opportunities and connect to schools and neighborhoods. Close trail gaps and complete the Green River Trail.

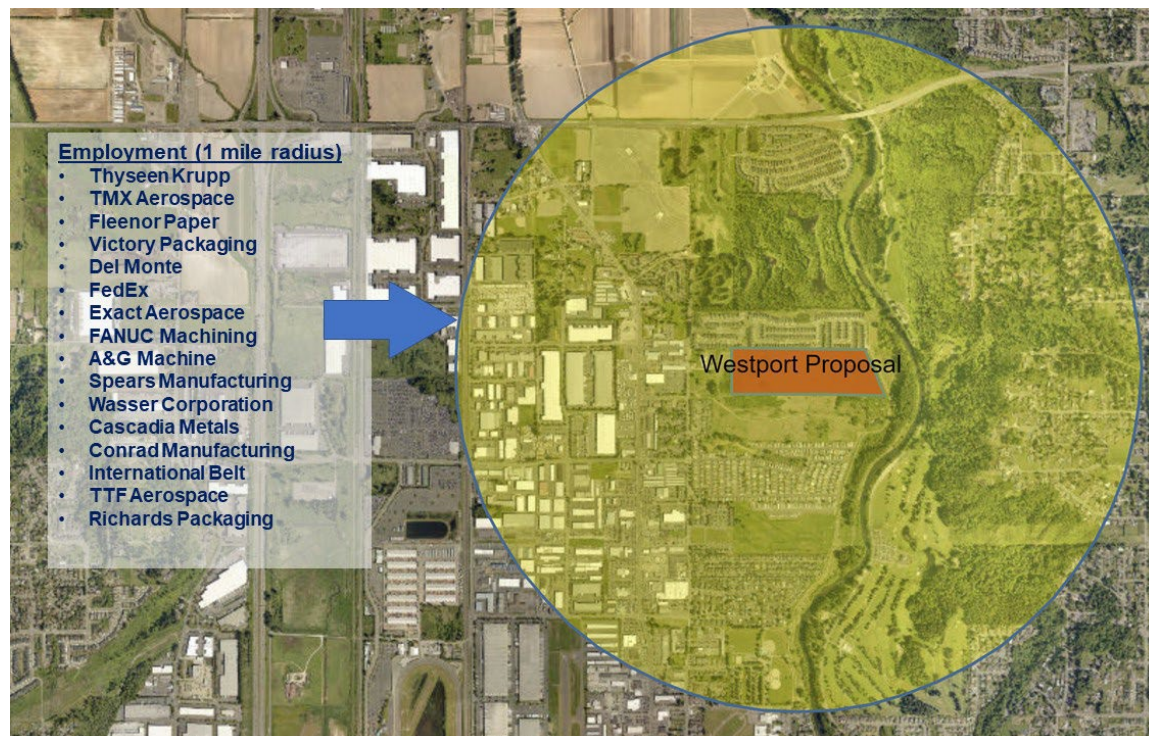
Addressed in earlier Applicant Discussion. The R-~~1620~~ zone furthers and is consistent with providing land use incentives that promote the creation of greater access from/between adjoining residential areas, the commercial corridor, and the Green River and Interurban trails.

- **Applicant's proposal will positively benefit the City's broad economic development goals and strategies because of its location.**

Applicant Discussion:

The proximity of Applicant's rezone to adjacent employment and commercial areas will add the population density needed to begin to encourage new investments in commercial development within the Auburn Way N. Corridor and along the future extension to I Street NE, which furthers several of the City's economic development goals and strategies.

This rezone will create housing options within 1 mile of the Northwest Auburn Manufacturing Village where Exact Aerospace, Thyssen Krupp Aerospace, and TMX Aerospace are among a cluster of dozens of manufacturing, production, and distribution businesses – shown below in Figure 5.



- **Applicant's proposal will further and be consistent with the Comprehensive Plan's Economic Development Element as follows:**

- 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.

Applicant's Discussion:

Applicant's rezone will create new housing opportunities adjacent to strategic economic development areas. Adding these housing options will help the City attract a workforce to support future business investments and reinvestments in these strategic locations.

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

Applicant's Discussion:

Applicant's rezone is adjacent to one of the City's manufacturing districts and will support the City's economic development strategy by encouraging more workforce housing, which will in turn attract skilled workers to the area.

Just prior to the Pandemic, Bank of America's Global Research division released a report on global supply chains, which concluded that re-shoring of manufacturing was increasing at a faster pace due to a combination of global factors. However, it also pointed out that there were roughly 400,000 jobs unfilled in manufacturing nationwide – an economic development challenge that has catapulted workforce development and recruitment to top of list in many areas.

This region's manufacturing base is highly technical in nature and it requires a highly skilled workforce. Even with the impacts caused by the Pandemic there will be a long-term need in the region for communities to attract skilled workers – a workforce whose incomes and housing needs vary greatly.

Thus, those communities with the greatest range of housing types available near area employment districts (villages) and centers will be positioned to achieve more immediate and longer term success in programs supporting Business Retention & Expansion (BRE) goals, as well as those seeking to recruit new employers to the area.

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

Applicant's Discussion:

Applicant's rezone will result in a greater concentration of population density which will further economic development strategies for the Auburn Way N. Corridor and the I-Street Corridor, enabling commercial areas to appropriately transform.

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

Applicant's Discussion:

Applicant's rezone located immediately east of I Street is consistent with and will further this economic development strategy by providing a greater density of housing to support commercial uses; housing that is within a very walkable distance of commercial development and housing that can support segments of the workforce that need multiple-family housing options with access to transit services.

2. The rezone's impact on available municipal services:

Based on a review of the City's interactive capital improvements map, there do not appear to be any pending capital improvement needs in the rezone area, but there was a stormwater replacement project (CP1823) south of I Street NE at 35th to 32nd which was completed in 2018.

Police Services

Based on a review of information available from the City's website there were not any level of service issues identified. Additional police services may be required to serve an increase in population, but needs are likely to be based on multiple projects over a wide area and would be supported by an improved ratio of assessed value per acre.

Fire & EMS Services

Valley Regional Fire Authority (VFRA) recently adopted a Strategic Plan for 2020-2025, which has prioritized an update to its capital facilities plan. Based on a review of information available online from VFRA no immediate level of service issues were identified. The rezone to R-~~1620~~ in 2020 may be completed before the final adoption of that plan. If not, future updates to the VFRA Capital Facilities Plan would be able to identify capital needs related to serving the additional future development. In Auburn, impact fees are charged per housing unit for Fire and EMS. Based on the current impact fee schedule, development under the R-~~1620~~ zone would generate as much as \$125,000 more in impact fees than development under the existing zone.

Water

The applicant's site is served by water and requires only developer extensions to the system to serve the immediate development. Based on a review of the City's October 2015 Water Comprehensive Plan on page 4-23:

Valley Service Area: SFR is not expected to increase substantially in the Valley Service Area. All population growth was allocated to MFR. The majority of MFR development is expected to occur in the Valley floor, especially in the urban center/Downtown Auburn. The City expects limited SFR infill on the Valley, however, the magnitude and timing of the infill is unknown and therefore not considered in the demand projections.

Subsequently there does not appear to be any level of service issues or deficiencies in the Valley water service area, which is planned to support nearly 29,000 equivalent residential units (ERUs) by 2035. Further, according to the water comprehensive plan, water PSI in the area is greater than 80 and a 10"-16" water line is in I Street NE.

Sewer

~~Sewer for this site is planned to connect to the City's system to the north. The City requested a preliminary feasibility analysis of the Auburn 40 pump station, which analysis revealed that if all 37.6 acres developed at the maximum rezoned density under the R-20 zone, the pump station would not be able to handle the additional peak flows and upgrades were likely needed to the pump, gensat, controls and electrical equipment. Future development of this site under the R-16 zone would still be required to complete a more specific analysis based on its proposal, as well as be required to complete improvements, if necessary, prior to build out. This site is in the Valley Sewer Basin. Unlike development in other areas is would not require large capital investments in costly new sewer extensions and/or pump stations. Sewer exists in I Street NE and would be extended east to the development and future served by a gravity line. The area is served by gravity sewers that directionally flow south on I Street NE to the gravity sewers in 37th ST NE to the main conveyance for King County.—~~

~~Based on a review of 2015 Sewer Comprehensive Plan there do not appear to be any level of service issues or future capacity issues in this area. Also, this area has only a moderate I/I rating and is not located in one of the areas more prone to be impacted by flooding.~~

Transportation

An extension of I Street NE from 45th Street NE to S. 277th Street has been identified within the current Transportation Improvement Plan (TIP). This project is schedule for 2022 and is funded by \$6.76 million in developer contributions.

Applicant's proposed land use designation change may result in new development that can further contribute to these and other localized improvements in the road system. For example, based on current traffic fees, a plat of 218 single family detached homes would generate \$1.17 million in impacts fees while a multiple family development would generate \$1.5 million.

The existing zoning of Applicant's ~~three parcels would allow for as many as six~~ parcels would allow up to 125 multiple-family units and 218 single-family detached homes. At the request of the City, an analysis was completed by Gibson Traffic Consultants. According to Gibson, the proposed re-designation and rezoning of Applicant's project would allow for as many as 624 multi-family units if the current R-7 area were rezoned to R-20, which would result in an increase of 1,337 daily

trips, 64 AM peak hour trips and 59 PM peak-hour trips.

It is important to note that this is a worse-case analysis based on the maximum density allowed whereas actual projects typically have less than the maximum density as a result of site constraints, infrastructure, open space, etc. The Applicant has agreed to establish a density limit 12 dwelling units to the acre (+/- 10%) consisting of no more than 125 multiple family units (no-change) and the balance being for-sale units consisting of at least three housing typologies.

The Gibson analysis found that at the highest potential density (the R-20 scenario) the level of service at the intersection of I Street NE at 42nd Street NE will operate at acceptable LOS C with the existing and proposed rezone. However, the intersection of I Street NE at 40th Street NE is likely to require some level of service improvement, but it can operate at an acceptable level of service with the rezone and with subject to improvements.

~~More important to note the Gibson Analysis found that the proposed designation and zoning for multiple family:~~

- ~~• Only resulted in two intersections exceeding the threshold requiring a added analysis of PM peak-hour trips~~
- ~~• That additional analysis showed both intersections could operate at an acceptable level of service with restriping~~
- ~~• Average daily trips for I Street NE (classified as a minor arterial) fell within the acceptable range for minor arterials~~

Storm Drainage

Based on a review of the 2015 Storm Drainage Comprehensive Plan, I Street NE would occasionally flood due to issues with the City's infiltration system near 32nd Street NE. Identified within the plan as projects 4A and 4B improvements were completed in 2018 according to the City's interactive CIP map.

Maps Attached



October 14, 2020

Community Development
Attn: Thaniel Gouk
City of Auburn
25 W. Main Street
Auburn, WA 98001

RE: CONDITIONS OF APPROVAL FOR CPA 20-0002 and REZ20-0002

Dear Mr. Gouk:

On behalf of our client, Westport Capital Investment, we have submitted a revised application for redesignation of approximately 31.3 acres (out of our Client's 37.6 acres) from the single family land use designation to the "Moderate Density Residential" land use designation with a concurrent rezone for all of the approximately 37.6 acres from R-7 and R-20 to R-16.

We understand during discussions with the City of Auburn that this request could be supportable with appropriate conditions to ensure a mix of housing types, especially for-sale housing options not currently available in Auburn.

We can agree with the following conditions expected to be imposed by the City:

1. A cap on density at 12 dwelling units to the acre (+/- 10%)
2. A limit of 125 multiple-family apartment units, which would be required to locate in the southern ½ of the six parcels
3. For-sale housing units (approximately 360) consisting of three housing typologies with no type less than 15% of the total
4. For-sale housing typologies include, but may not be limited to, single family detached homes, rowhouses, townhomes, multiplexes (duplex, tri-plex and four-plex) and like options

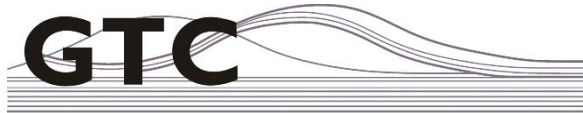
Attached you will find the following:

- A. Revised SEPA Checklist dated October 14, 2020
- B. Revised Comprehensive Plan Amendment Description and Narrative
- C. Revised Rezone Description and Narrative

Should you have any questions or require additional information, please do not hesitate to contact me at any time.

Sincerely,

David K. Toyer
President



Gibson Traffic Consultants
2813 Rockefeller Avenue
Suite B
Everett, WA 98201
425.339.8266

Westport Rezone Comment Response

Jurisdiction: City of Auburn

August 2020

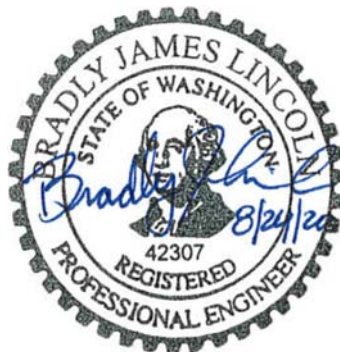


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Turning Movement Counts A

Existing Zoning Turning Movement Calculations B

Proposed Zoning Turning Movement Calculations C

Level of Service Calculations D

1. DEVELOPMENT IDENTIFICATION

Gibson Traffic Consultants, Inc. (GTC) completed the initial traffic impact analysis for the Westport Rezone in April 2020. This report addresses comments from City of Auburn staff requesting analysis of the intersection of I Street NE at 40th Street NE. The overall proposed rezone has not changed from the previous analysis completed in April 2020. Brad Lincoln, responsible for this report and traffic analysis, is a licensed professional engineer (Civil) in the State of Washington and member of the Washington State section of ITE.

2. TURNING MOVEMENT CALCULATIONS

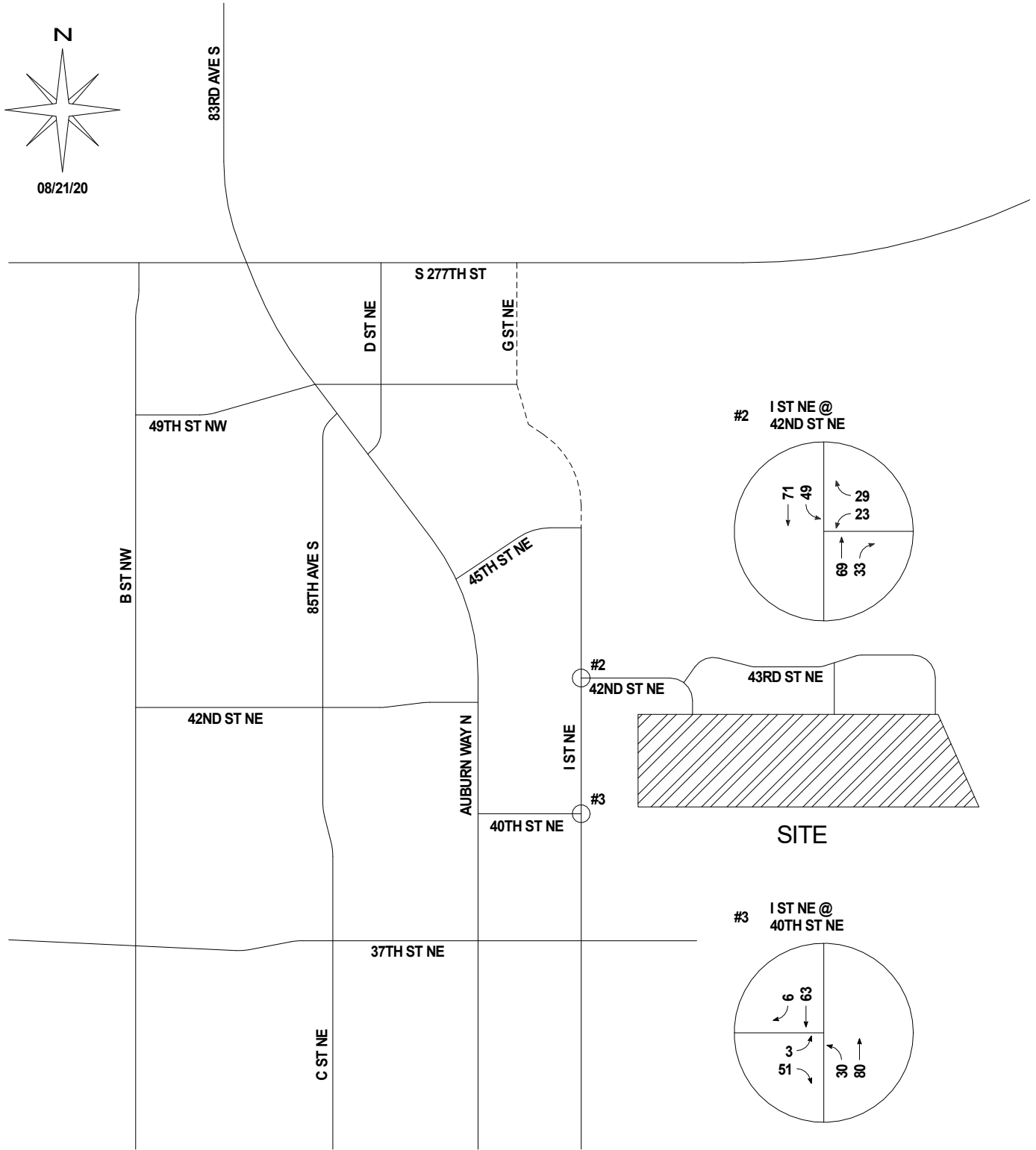
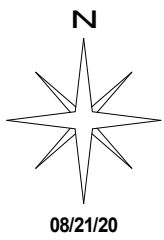
The intersections that have been analyzed as part of this comment response are:

1. I Street NE at 42nd Street NE
2. I Street NE at 40th Street NE

The intersection of I Street NE at 42nd Street NE has been updated from the April 2020 report to use counts collected in February 2020 and published by the City of Auburn. This count was collected before the Covid-19 pandemic closures took affect. The count for the intersection of I Street NE at 40th Street NE is based on count collected by the independent count firm IDAX in July 2020. This count data was relatively similar to the count data for the intersection of I Street NE at 42nd Street NE, when accounting for the several commercial driveways between the two intersections. The existing turning movement volumes are shown in Figure 1 for the PM peak-hour.

The 2025 future volumes are based on a 5-year horizon year. The 2025 baseline volumes are based on the 2024 future with development volumes for the Copper Gate development, which includes trips from pipeline developments, plus an additional year with 2% growth rate. The trips from the Copper Gate development includes a trip redirection due to the completion of the I Street extension between 45th Street NE and S 277th Street. Additionally, the growth has been applied to the trips on 42nd Place NE from the Monterey Park development even though additional growth is not anticipated. The 2025 baseline turning movements at the study intersections are shown in Figure 2 for the PM peak-hour.

The 2025 future with development turning movements are calculated by adding the trips generated per the existing zoning and the proposed zoning to the 2025 baseline turning movements. The 2025 future with existing zoning turning movements are shown in Figure 3 for the PM peak-hour and the 2025 future with proposed zoning turning movements are shown in Figure 4 for the PM peak-hour. It is important to note that the turning movement calculations with the existing zoning and proposed zoning includes crossover between the existing Monterey Park development and the subject area since there will be connectivity. The turning movement calculations are included in the attachments.



GIBSON TRAFFIC CONSULTANTS

TRAFFIC IMPACT STUDY
GTC #20-113

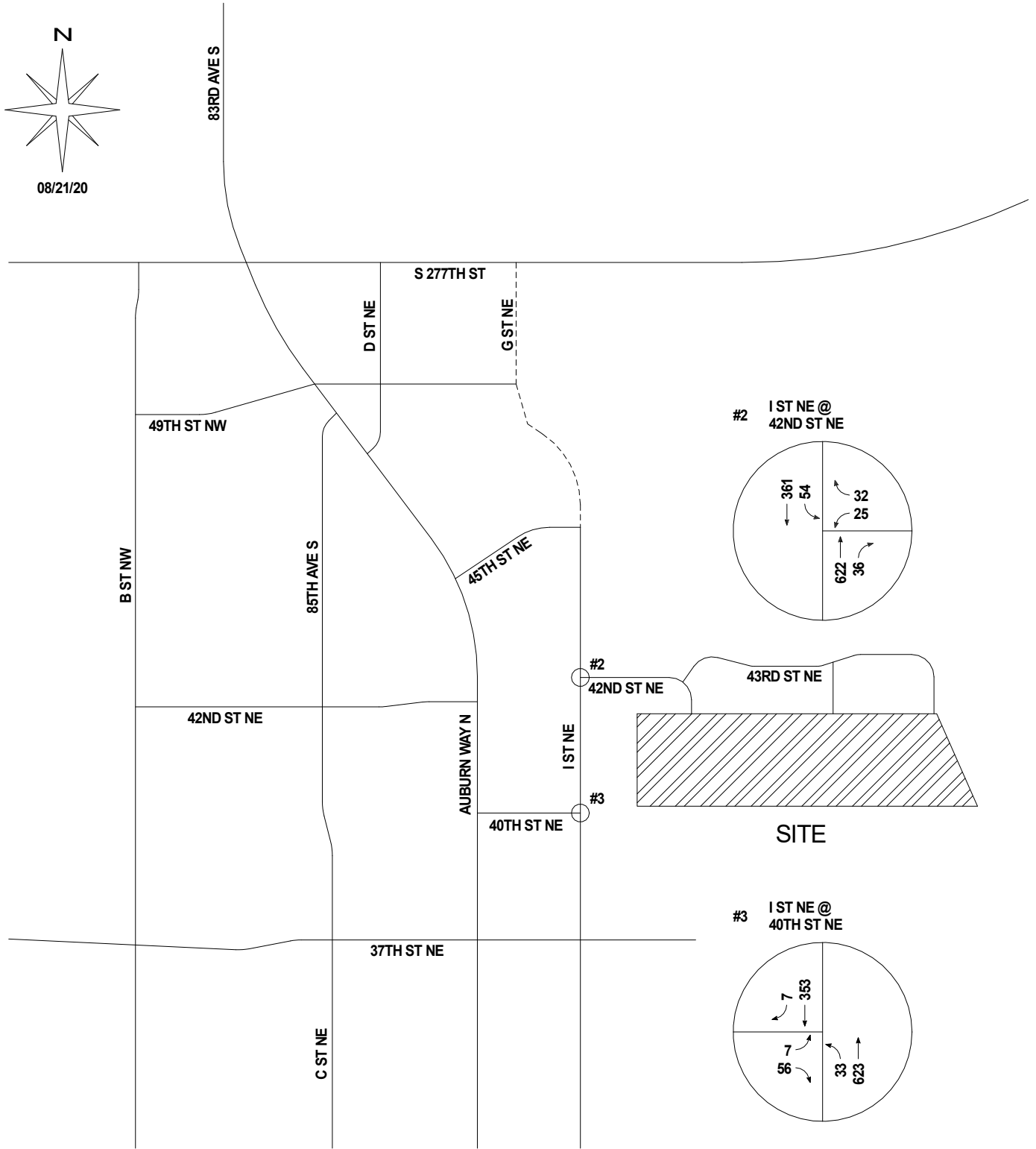
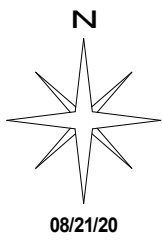
WESTPORT REZONE

LEGEND

XXX → PM PEAK-HOUR
TURNING MOVEMENT VOLUMES

FIGURE 1
EXISTING
TURNING MOVEMENTS

CITY OF AUBURN



GIBSON TRAFFIC CONSULTANTS

TRAFFIC IMPACT STUDY
GTC #20-113

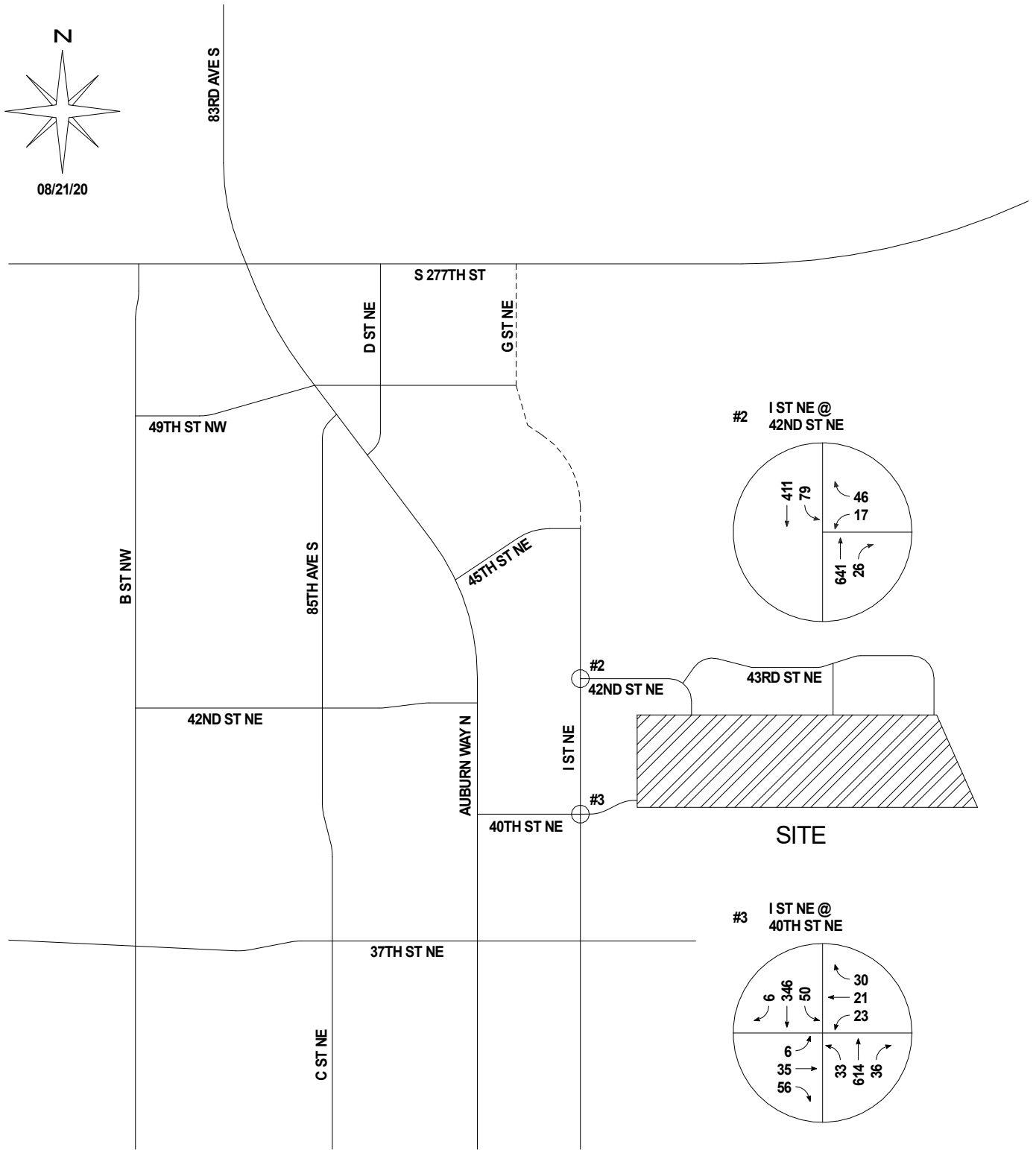
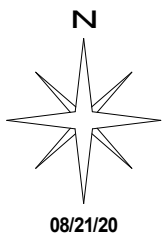
WESTPORT REZONE

LEGEND

XXX → PM PEAK-HOUR
TURNING MOVEMENT VOLUMES

FIGURE 2
2025 BASELINE
TURNING MOVEMENTS

CITY OF AUBURN



GIBSON TRAFFIC CONSULTANTS

TRAFFIC IMPACT STUDY
GTC #20-113

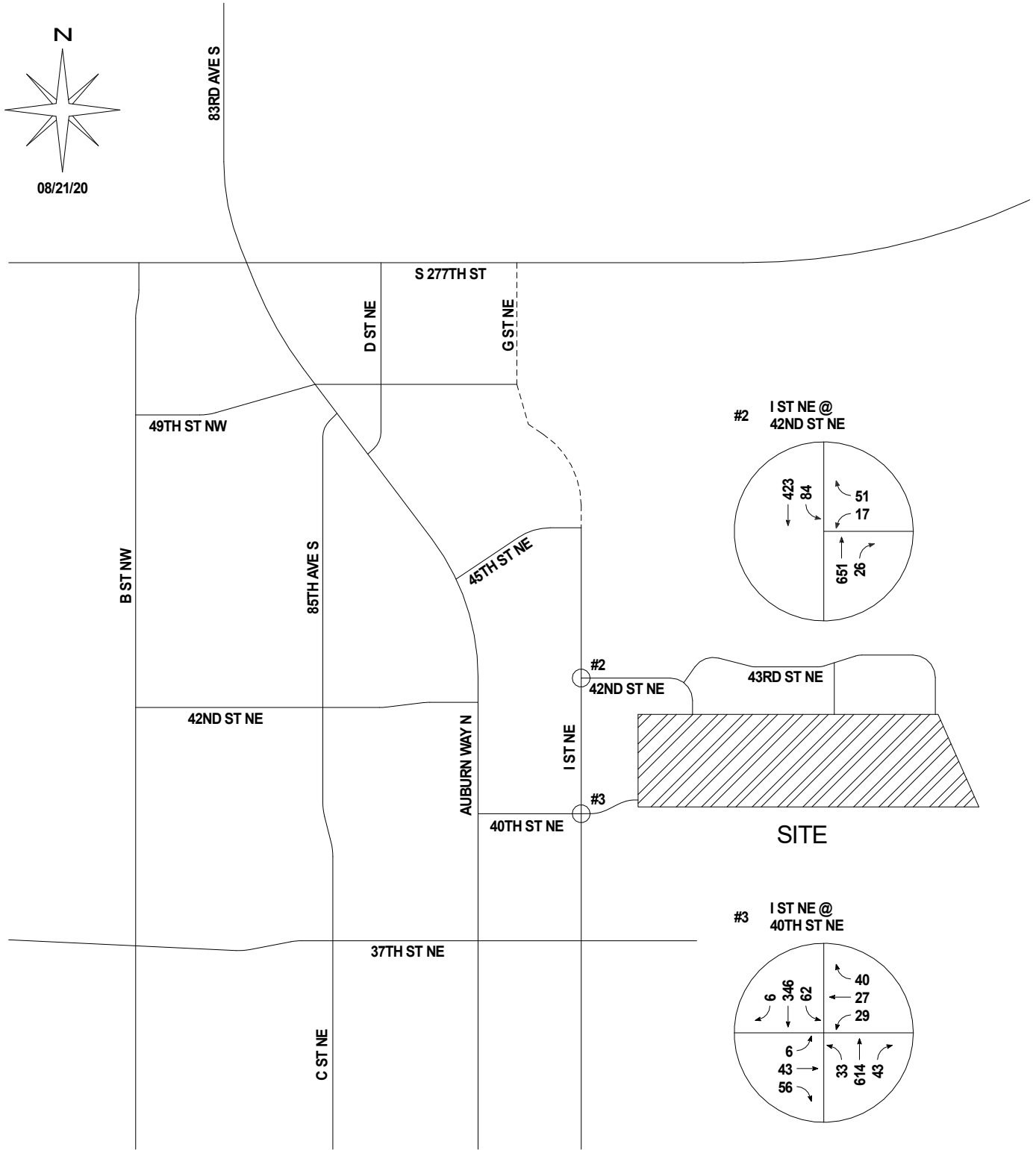
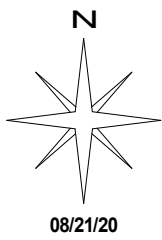
WESTPORT REZONE

LEGEND

XXX → PM PEAK-HOUR
TURNING MOVEMENT VOLUMES

CITY OF AUBURN

FIGURE 3
2025 FUTURE WITH
EXISTING ZONING
TURNING MOVEMENTS



GIBSON TRAFFIC CONSULTANTS

TRAFFIC IMPACT STUDY
GTC #20-113

WESTPORT REZONE

LEGEND

XXX → PM PEAK-HOUR
TURNING MOVEMENT VOLUMES

CITY OF AUBURN

FIGURE 4

**2025 FUTURE WITH
PROPOSED ZONING
TURNING MOVEMENTS**

3. INTERSECTION IMPACTS

The operations of the study intersections during the PM peak-hour are summarized in Table 1.

Table 1: Intersection Level of Service Summary

Intersection	Existing Conditions		2025 Baseline Conditions		2025 Future with Project Conditions – Existing Zoning		2025 Future with Project Conditions – Proposed Zoning	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
2 I Street NE at 42 nd Street NE	A	9.6 sec	C	20.4 sec	C	20.1 sec	C	20.5 sec
w Copper Gate Phase I Only	---	---	---	---	C	17.6 sec	C	18.0 sec
3 I Street NE at 40 th Street NE	A	9.0 sec	B	12.7 sec	E	46.4 sec	F	70.0 sec
w Signal	---	---	---	---	A	6.9 sec	A	7.4 sec
w Roundabout					A	7.0 sec 0.704 v/c	A	7.4 sec 0.728 v/c
w Copper Gate Phase I Only	---	---	---	---	D	33.0 sec	E	44.1 sec
w Copper Gate Phase I & Signal	---	---	---	---	---	---	A	7.1 sec
w Copper Gate Phase I & Roundabout							A	7.2 sec 0.659 v/c

The level of service analysis shows the intersection of I Street NE at 42nd Street NE will operate at acceptable LOS C with the existing zoning and the proposed rezone. The intersection of I Street NE at 40th Street NE will operate at deficient levels of service with the existing zoning or the proposed zoning. This is primarily due to the diversion of trips to I Street NE from Auburn Way N with the extension of I Street NE to S 277th Street with the Copper Gate development. The level of service results for the intersection of I Street NE at 42nd Street NE are slightly different from the April 2020 report since new count data was used for the intersection and the analysis in this comment response report assumes an access to 40th Street NE, as opposed to all the trips from the rezone site utilizing the 42nd Street NE intersection.

There are improvements to the intersection of I Street NE at 40th Street NE that could be performed to mitigate the impacts of development, either under the existing zoning or proposed zoning. It is important to note that the need for improvements will be driven by several factors other than the rezone. These include the amount of traffic that shifts from Auburn Way N to I Street NE with an extension to S 277th Street and the number of trips generated by the Copper Gate development at the intersection. The analysis as part of the project specific development will fully analyze if these assumptions are valid and what level of improvement is necessary for the intersection. A general condition to improve the intersection should be included in the rezone conditions, but a specific condition for channelization improvements, a signal or a roundabout should be part of the project specific conditions and not the rezone.

4. CONCLUSIONS

The level of service analysis shows that the intersection of I Street NE at 42nd Street NE will operate at acceptable LOS C with the existing and proposed rezone. The intersection of I Street NE at 40th Street NE is likely to require some level of improvement, but can operate at an acceptable level of service with the rezone and with improvements. Additional analysis of the intersection will be necessary at the time of any future development application to evaluate the trips generated by the Copper Gate development, the amount of traffic that would shift to I Street NE from Auburn Way S with the extension to S 277th Street, the impacts of any proposed development on the site and potential improvements. A general condition to make improvements to the intersection of I Street NE at 40th Street NE for the rezone should be appropriate for this rezone application.

Turning Movement Counts



Prepared for: **City of Auburn**

Traffic Count Consultants, Inc.

Phone: (253) 770-1407 FAX: (253) 770-1411 E-Mail: Team@TC2inc.com

WBE/DBE

Intersection: I St NE & 42nd St NE

Date of Count: Thu 02/27/2020

Location: Auburn, Washington

Checked By: Jen

Time Interval Ending at	From North on (SB) I St NE				From South on (NB) I St NE				From East on (WB) 42nd St NE				From West on (EB) 0				Interval Total
	T	L	S	R	T	L	S	R	T	L	S	R	T	L	S	R	
4:15 P	2	13	19	0	0	0	11	10	0	4	0	7	0	0	0	0	64
4:30 P	1	13	23	0	1	0	7	8	0	6	0	10	0	0	0	0	67
4:45 P	3	9	21	0	2	0	22	9	0	9	0	6	0	0	0	0	76
5:00 P	0	17	14	0	3	0	16	9	1	2	0	8	0	0	0	0	66
5:15 P	0	10	13	0	0	0	24	7	1	6	0	5	0	0	0	0	65
5:30 P	0	12	16	0	0	0	15	9	0	3	0	5	0	0	0	0	60
5:45 P	1	13	14	0	2	0	16	8	0	11	0	11	0	0	0	0	73
6:00 P	0	13	12	0	0	0	21	8	0	7	0	3	0	0	0	0	64
6:15 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	7	100	132	0	8	0	132	68	2	48	0	55	0	0	0	0	535

Peak Hour: 4:15 PM to 5:15 PM

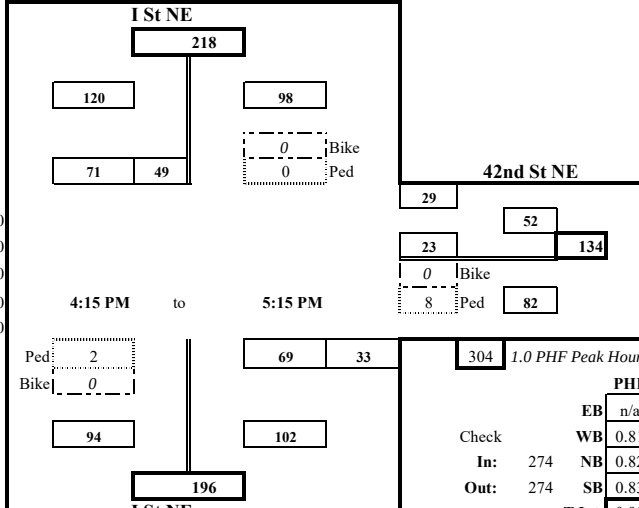
Total	4	49	71	0	6	0	69	33	2	23	0	29	0	0	0	0	274
Approach	120				102				52				0				274
%HV	3.3%				5.9%				3.8%				n/a				4.4%
PHF	0.83				0.82				0.81				n/a				0.90



PEDs Across:

	N	S	E	W
INT 01	0	1	1	0
INT 02	0	0	0	0
INT 03	0	0	4	0
INT 04	0	1	2	0
INT 05	0	1	2	0
INT 06	0	2	1	0
INT 07	2	0	1	0
INT 08	0	0	1	0
INT 09				
INT 10				
INT 11				
INT 12				
	2	5	12	0

Special Notes



PHF %HV

	EB	WB	NB	SB
Check	n/a	0.81	0.82	0.83
In: 274				
Out: 274				
T Int.	0.90			

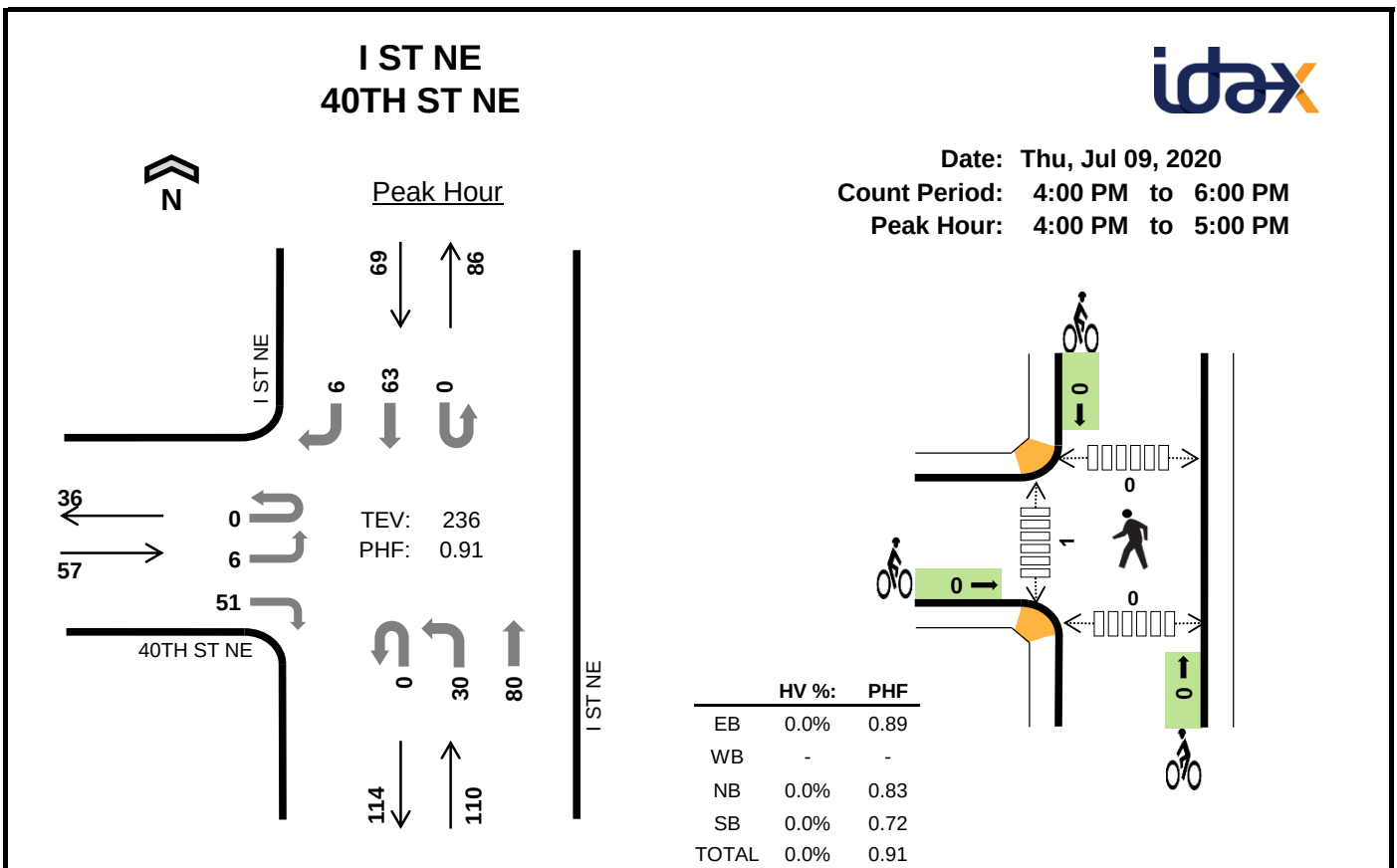
Bicycles From:

	N	S	E	W
INT 01	0	1	1	0
INT 02	0	0	0	0
INT 03	0	0	0	0
INT 04	0	0	0	0
INT 05	0	0	0	0
INT 06	0	0	0	0
INT 07	0	0	0	0
INT 08	0	0	0	0
INT 09				
INT 10				
INT 11				
INT 12				
	0	1	1	0

N U's S U's E U's W U's

	N U's	S U's	E U's	W U's
INT 01				
INT 02				
INT 03				
INT 04				
INT 05				
INT 06				
INT 07				
INT 08				
INT 09				
INT 10				
INT 11				
INT 12				
	0	0	5	0

AUB20006M_151P



Two-Hour Count Summaries

Interval Start	40TH ST NE				0				I ST NE				I ST NE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	2	0	14	0	0	0	0	0	11	22	0	0	0	12	1	62	0
4:15 PM	0	1	0	13	0	0	0	0	0	9	18	0	0	0	22	2	65	0
4:30 PM	0	3	0	10	0	0	0	0	0	4	19	0	0	0	10	1	47	0
4:45 PM	0	0	0	14	0	0	0	0	0	6	21	0	0	0	19	2	62	236
5:00 PM	0	1	0	9	0	0	0	0	0	3	21	0	0	0	15	1	50	224
5:15 PM	0	2	0	14	0	0	0	0	0	4	18	0	0	0	26	0	64	223
5:30 PM	2	1	0	11	0	0	0	0	0	2	20	0	0	0	11	1	48	224
5:45 PM	0	1	0	9	0	0	0	0	0	6	12	0	0	0	11	1	40	202
Count Total	2	11	0	94	0	0	0	0	0	45	151	0	0	0	126	9	438	0
Peak Hour	0	6	0	51	0	0	0	0	0	30	80	0	0	0	63	6	236	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
Count Total	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5
Peak Hr	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1

Existing Zoning Turning Movement Calculations

Existing Zoning

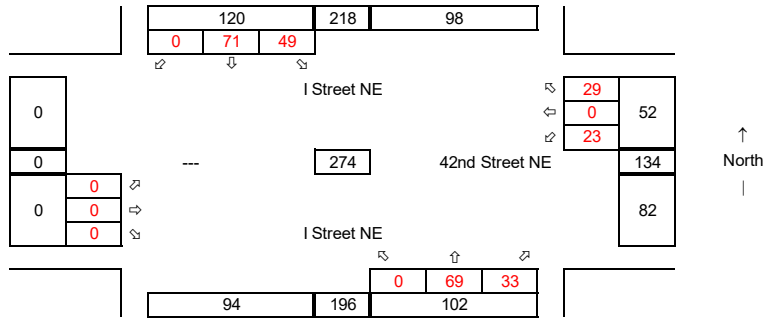
2 I St NE @ 42nd St NE

Synchro ID: 2

ExistingAverage Weekday
PM Peak Hour

Year: 2/27/2020

Data Source: TCC

**Pipeline Trips**Average Weekday
PM Peak HourCopper Gate (Full Dev.)
includes Reassignment
with I Street connection**Baseline**Average Weekday
PM Peak HourYear: 2025
Growth Rate = 2.0%
Years of Growth = 5
Total Growth = 1.1041**Development Trips**Average Weekday
PM Peak HourIncludes 33% crossover
between existing
development and rezone area**Future with Development**Average Weekday
PM Peak Hour

Existing Zoning

3 I St NE @ 40th St NE

Synchro ID: 3

ExistingAverage Weekday
PM Peak Hour

Year: 7/9/2020

Data Source: IDAX

**Pipeline Trips**Average Weekday
PM Peak HourCopper Gate (Full Dev.)
includes Reassignment
with I Street connection**Baseline**Average Weekday
PM Peak HourYear: 2025
Growth Rate = 2.0%
Years of Growth = 5
Total Growth = 1.1041**Development Trips**Average Weekday
PM Peak HourIncludes trips reassigned
due to cross-connectivity
with existing development**Future with Development**Average Weekday
PM Peak Hour

Existing Zoning
Copper Gate Phase 1 Only

2 I St NE @ 42nd St NE

Synchro ID: 2

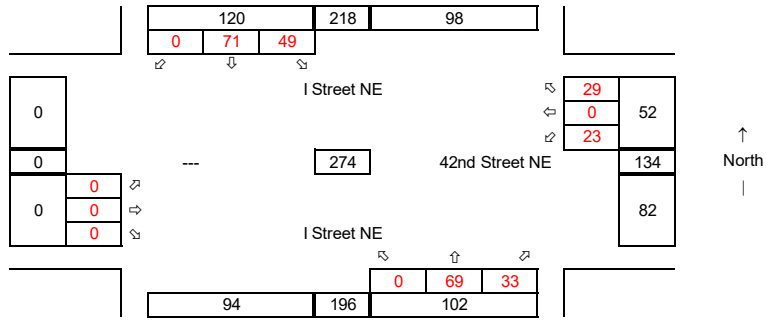
Existing

Average Weekday

PM Peak Hour

Year: 2/27/2020

Data Source: TCC



Pipeline Trips

Average Weekday

PM Peak Hour

Copper Gate (Phase 1)
includes Reassignment
with I Street connection



Baseline

Average Weekday

PM Peak Hour

Year: 2025

Growth Rate = 2.0%

Years of Growth = 5

Total Growth = 1.1041



Development Trips

Average Weekday

PM Peak Hour

Includes 33% crossover
between existing
development and rezone area



Future with Development

Average Weekday

PM Peak Hour



Existing Zoning
Copper Gate Phase 1 Only

3 I St NE @ 40th St NE

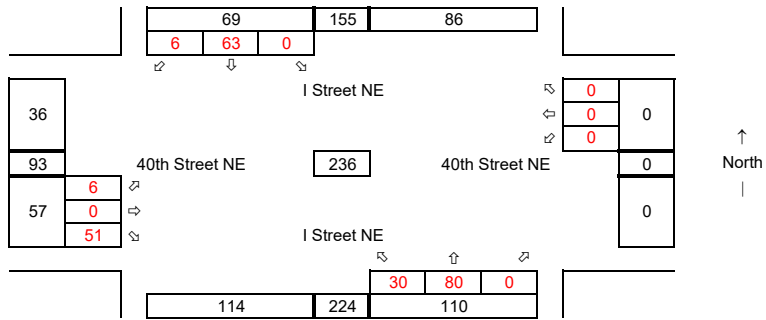
Synchro ID: 3

Existing

Average Weekday
PM Peak Hour

Year: 7/9/2020

Data Source: IDAX



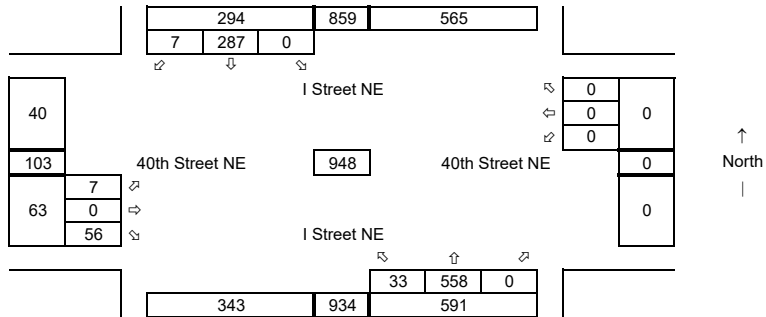
Pipeline Trips
Average Weekday
PM Peak Hour

Copper Gate (Phase 1)
includes Reassignment
with I Street connection



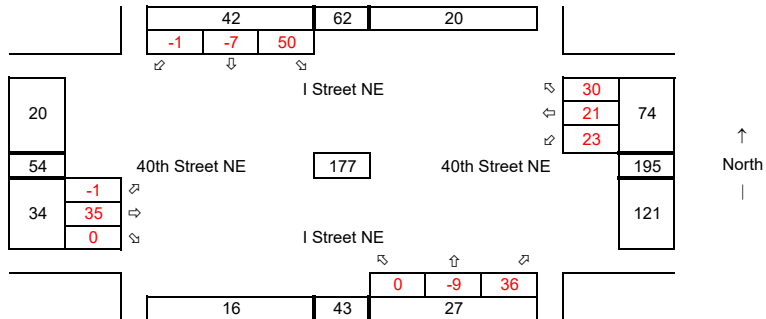
Baseline
Average Weekday
PM Peak Hour

Year: 2025
Growth Rate = 2.0%
Years of Growth = 5
Total Growth = 1.1041



Development Trips
Average Weekday
PM Peak Hour

Includes trips reassigned
due to cross-connectivity
with existing development



Future with Development
Average Weekday
PM Peak Hour



Proposed Zoning Turning Movement Calculations

Proposed Zoning

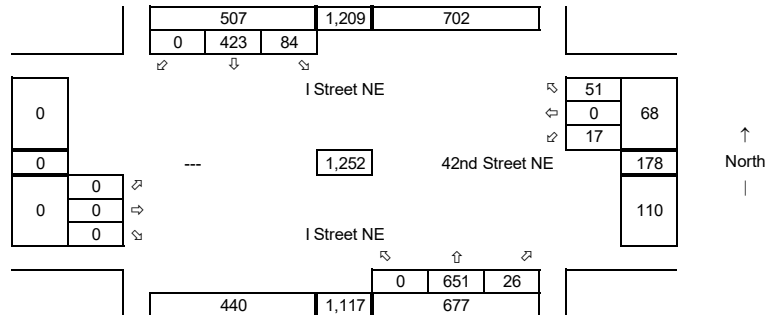
2 I St NE @ 42nd St NE

Synchro ID: 2

ExistingAverage Weekday
PM Peak Hour

Year: 2/27/2020

Data Source: TCC

**Pipeline Trips**Average Weekday
PM Peak HourCopper Gate (Full Dev.)
includes Reassignment
with I Street connection**Baseline**Average Weekday
PM Peak HourYear: 2025
Growth Rate = 2.0%
Years of Growth = 5
Total Growth = 1.1041**Development Trips**Average Weekday
PM Peak HourIncludes 33% crossover
between existing
development and rezone area**Future with Development**Average Weekday
PM Peak Hour

Proposed Zoning

3 I St NE @ 40th St NE

Synchro ID: 3

ExistingAverage Weekday
PM Peak Hour

Year: 7/9/2020

Data Source: IDAX

**Pipeline Trips**Average Weekday
PM Peak HourCopper Gate (Full Dev.)
includes Reassignment
with I Street connection**Baseline**Average Weekday
PM Peak HourYear: 2025
Growth Rate = 2.0%
Years of Growth = 5
Total Growth = 1.1041**Development Trips**Average Weekday
PM Peak HourIncludes trips reassigned
due to cross-connectivity
with existing development**Future with Development**Average Weekday
PM Peak Hour

Exhibit 6

Proposed Zoning Copper Gate Phase 1 Only

2 I St NE @ 42nd St NE

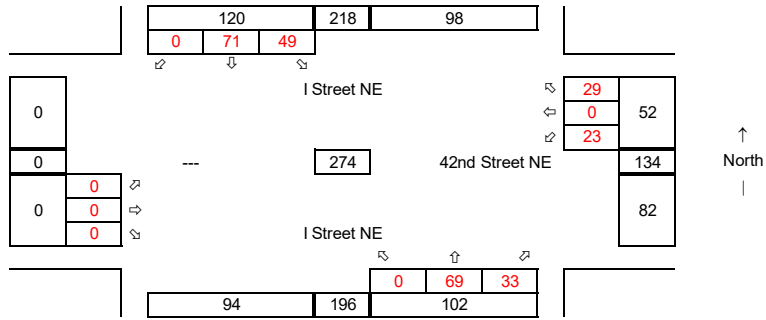
Synchro ID: 2

Existing

Average Weekday
PM Peak Hour

Year: 2/27/2020

Data Source: TCC



Pipeline Trips

Average Weekday
PM Peak Hour

Copper Gate (Phase 1)
includes Reassignment
with I Street connection



Baseline

Average Weekday
PM Peak Hour

Year: 2025
Growth Rate = 2.0%
Years of Growth = 5
Total Growth = 1.1041



Development Trips

Average Weekday
PM Peak Hour

Includes 33% crossover
between existing
development and rezone area



Future with Development

Average Weekday
PM Peak Hour



**Proposed Zoning
Copper Gate Phase 1 Only**

3 I St NE @ 40th St NE

Synchro ID: 3

Existing

Average Weekday
PM Peak Hour

Year: 7/9/2020

Data Source: IDAX



Pipeline Trips

Average Weekday
PM Peak Hour

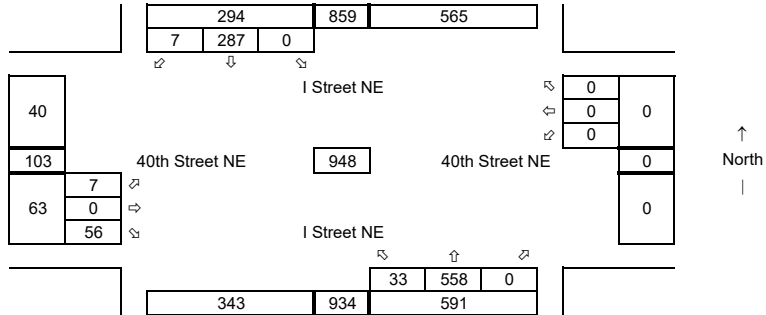
Copper Gate (Phase 1)
includes Reassignment
with I Street connection



Baseline

Average Weekday
PM Peak Hour

Year: 2025
Growth Rate = 2.0%
Years of Growth = 5
Total Growth = 1.1041



Development Trips

Average Weekday
PM Peak Hour

Includes trips reassigned
due to cross-connectivity
with existing development



Future with Development

Average Weekday
PM Peak Hour



Level of Service Calculations

HCM 6th TWSC

2: I Street NE & 42nd Place NE

Westport Rezone

Intersection

Int Delay, s/veh 3.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	23	29	69	33	49	71
Future Vol, veh/h	23	29	69	33	49	71
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	26	32	77	37	54	79

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	283	96	0
Stage 1	96	-	-
Stage 2	187	-	-
Critical Hdwy	6.44	6.24	-
Critical Hdwy Stg 1	5.44	-	-
Critical Hdwy Stg 2	5.44	-	-
Follow-up Hdwy	3.536	3.336	-
Pot Cap-1 Maneuver	703	955	-
Stage 1	923	-	-
Stage 2	840	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	676	955	-
Mov Cap-2 Maneuver	676	-	-
Stage 1	923	-	-
Stage 2	807	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.6	0	3.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	-	676	955
HCM Lane V/C Ratio	-	-	0.038	0.034
HCM Control Delay (s)	-	-	10.5	8.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

Westport Rezone

Intersection

Int Delay, s/veh 3.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
----------	-----	-----	-----	-----	-----	-----

Lane Configurations						
Traffic Vol, veh/h	6	51	30	80	63	6
Future Vol, veh/h	6	51	30	80	63	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	56	33	88	69	7

Major/Minor	Minor2	Major1		Major2	
-------------	--------	--------	--	--------	--

Conflicting Flow All	227	73	76	0	-	0
Stage 1	73	-	-	-	-	-
Stage 2	154	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	766	995	1536	-	-	-
Stage 1	955	-	-	-	-	-
Stage 2	879	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	748	995	1536	-	-	-
Mov Cap-2 Maneuver	748	-	-	-	-	-
Stage 1	933	-	-	-	-	-
Stage 2	879	-	-	-	-	-

Approach	EB	NB	SB
----------	----	----	----

HCM Control Delay, s	9	2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
-----------------------	-----	-----	-------	-----	-----

Capacity (veh/h)	1536	-	962	-	-
HCM Lane V/C Ratio	0.021	-	0.065	-	-
HCM Control Delay (s)	7.4	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

HCM 6th TWSC

2: I Street NE & 42nd Place NE

Westport Rezone

Intersection

Int Delay, s/veh 1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	32	611	36	54	361
Future Vol, veh/h	25	32	611	36	54	361
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	28	36	679	40	60	401

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1220	699	0
Stage 1	699	-	-
Stage 2	521	-	-
Critical Hdwy	6.44	6.24	-
Critical Hdwy Stg 1	5.44	-	-
Critical Hdwy Stg 2	5.44	-	-
Follow-up Hdwy	3.536	3.336	-
Pot Cap-1 Maneuver	197	436	-
Stage 1	489	-	-
Stage 2	592	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	180	436	-
Mov Cap-2 Maneuver	180	-	-
Stage 1	489	-	-
Stage 2	540	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.4	0	1.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	180	436	873	-
HCM Lane V/C Ratio	-	-	0.154	0.082	0.069	-
HCM Control Delay (s)	-	-	28.6	14	9.4	0
HCM Lane LOS	-	-	D	B	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.3	0.2	-

HCM 6th TWSC

3: I Street NE & 40th Street NE

Westport Rezone

Intersection

Int Delay, s/veh 1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
----------	-----	-----	-----	-----	-----	-----

Lane Configurations						
Traffic Vol, veh/h	7	56	33	623	353	7
Future Vol, veh/h	7	56	33	623	353	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	62	36	685	388	8

Major/Minor	Minor2	Major1	Major2
-------------	--------	--------	--------

Conflicting Flow All	1149	392	396	0	-	0
Stage 1	392	-	-	-	-	-
Stage 2	757	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	221	661	1174	-	-	-
Stage 1	687	-	-	-	-	-
Stage 2	467	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	210	661	1174	-	-	-
Mov Cap-2 Maneuver	210	-	-	-	-	-
Stage 1	653	-	-	-	-	-
Stage 2	467	-	-	-	-	-

Approach	EB	NB	SB
----------	----	----	----

HCM Control Delay, s	12.7	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
-----------------------	-----	-----	-------	-----	-----

Capacity (veh/h)	1174	-	534	-	-
HCM Lane V/C Ratio	0.031	-	0.13	-	-
HCM Control Delay (s)	8.2	0	12.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

HCM 6th TWSC

2: I Street NE & 42nd Place NE

Westport Rezone

Intersection

Int Delay, s/veh 1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	46	641	26	79	411
Future Vol, veh/h	17	46	641	26	79	411
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	19	51	712	29	88	457

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1360	727	0
Stage 1	727	-	-
Stage 2	633	-	-
Critical Hdwy	6.44	6.24	-
Critical Hdwy Stg 1	5.44	-	-
Critical Hdwy Stg 2	5.44	-	-
Follow-up Hdwy	3.536	3.336	-
Pot Cap-1 Maneuver	162	421	-
Stage 1	475	-	-
Stage 2	525	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	140	421	-
Mov Cap-2 Maneuver	140	-	-
Stage 1	475	-	-
Stage 2	453	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.1	0	1.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	140	421	857	-
HCM Lane V/C Ratio	-	-	0.135	0.121	0.102	-
HCM Control Delay (s)	-	-	34.7	14.7	9.7	0
HCM Lane LOS	-	-	D	B	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.4	0.3	-

HCM 6th TWSC

3: I Street NE & 40th Street NE

Westport Rezone

Intersection

Int Delay, s/veh 5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	35	56	23	21	30	33	614	36	50	346	6
Future Vol, veh/h	6	35	56	23	21	30	33	614	36	50	346	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	92	91	92	92	92	91	91	92	92	91	91
Heavy Vehicles, %	0	2	0	2	2	2	0	0	2	2	0	0
Mvmt Flow	7	38	62	25	23	33	36	675	39	54	380	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1287	1278	384	1309	1262	695	387	0	0	714	0	0
Stage 1	492	492	-	767	767	-	-	-	-	-	-	-
Stage 2	795	786	-	542	495	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.52	6.2	7.12	6.52	6.22	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.018	3.3	3.518	4.018	3.318	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	142	166	668	136	170	442	1183	-	-	886	-	-
Stage 1	562	548	-	395	411	-	-	-	-	-	-	-
Stage 2	384	403	-	525	546	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	109	151	668	93	155	442	1183	-	-	886	-	-
Mov Cap-2 Maneuver	109	151	-	93	155	-	-	-	-	-	-	-
Stage 1	545	515	-	383	399	-	-	-	-	-	-	-
Stage 2	325	391	-	415	513	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	27.8	46.4	0.4	1.1
HCM LOS	D	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1183	-	-	262	164	886	-
HCM Lane V/C Ratio	0.031	-	-	0.405	0.49	0.061	-
HCM Control Delay (s)	8.1	-	-	27.8	46.4	9.3	-
HCM Lane LOS	A	-	-	D	E	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.9	2.4	0.2	-

Lanes, Volumes, Timings

3: I Street NE & 40th Street NE

Lane Group	Westport Rezone									
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBR
Lane Configurations	6	35	56	23	21	30	33	614	36	50
Traffic Volume (vph)										
Future Volume (vph)	6	35	56	23	21	30	33	614	36	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	0	0	0	100	0	100	0
Storage Lanes	0	0	0	0	0	0	1	0	1	0
Taper Length (ft)	25	0	0	0	0	0	25	0	25	0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.922	0.997	0.945	0.985	0.985	0.985	0.950	0.992	0.950	0.997
Flt Protected										
Satd. Flow (prot)	0	1734	0	0	1734	0	1805	1883	0	1770
Flt Permitted							0.533	0.533	0.314	0.314
Satd. Flow (perm)	0	1887	0	0	1554	0	1013	1883	0	585
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	62	33	33	33	33	33	8	8	8	2
Link Speed (mph)	30	30	30	30	30	30	30	30	30	30
Link Distance (ft)	513	513	687	15.6	15.6	15.6	19.7	19.7	15.4	676
Travel Time (s)	11.7	11.7	15.6	0.92	0.92	0.92	0.91	0.91	0.92	0.91
Peak Hour Factor	0.91	0.92	0.91	0.92	0.92	0.92	0.91	0.91	0.92	0.91
Heavy Vehicles (%)	0%	2%	0%	2%	2%	2%	0%	0%	2%	0%
Adj. Flow (vph)	7	38	62	25	23	33	36	675	39	54
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	107	0	0	81	0	36	714	0	54
Turn Type	Perm	NA	NA	Perm	NA	NA	Perm	NA	Perm	NA
Protected Phases										
Permitted Phases	4	4	8	8	8	8	2	2	6	6
Detector Phase	4	4	8	8	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	37.0	37.0	37.0	37.0
Total Split (%)	38.3%	38.3%	38.3%	38.3%	38.3%	38.3%	61.7%	61.7%	61.7%	61.7%
Maximum Green (s)	18.5	18.5	18.5	18.5	18.5	18.5	32.5	32.5	32.5	32.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag										
Lead-Lag Optimize?										
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	Min	Min	Min	Min
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Don't Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0
Act Effect Green (s)	7.2	7.2	7.2	7.2	7.2	7.2	26.6	26.6	26.6	26.6
Actuated g/C Ratio	0.18	0.18	0.18	0.18	0.18	0.18	0.68	0.68	0.68	0.68
v/c Ratio	0.30	0.30	0.26	0.26	0.26	0.26	0.05	0.56	0.14	0.30
Control Delay	10.9	10.9	12.9	12.9	12.9	12.9	3.9	7.1	4.9	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2025 future Conditions with Existing Zoning with Signal
Gibson Traffic Consultants, Inc. [BJL #20-113]

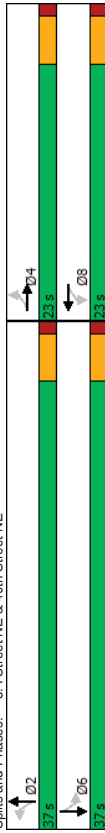
PM Peak-Hour

Lanes, Volumes, Timings

3: I Street NE & 40th Street NE

Lane Group	Westport Rezone									
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBR
Total Delay	10.9	10.9	12.9	12.9	12.9	12.9	3.9	7.1	4.9	4.7
LOS	B	B	B	B	B	B	A	A	A	A
Approach Delay	10.9	10.9	12.9	12.9	12.9	12.9	A	A	A	A
Approach LOS	B	B	B	B	B	B	A	A	A	A
Queue Length 50th (ft)	7	7	8	8	8	8	3	76	4	33
Queue Length 95th (ft)	45	45	42	42	42	42	11	177	16	76
Internal Link Dist (ft)	433	433	607	607	607	607	100	785	100	596
Turn Bay Length (ft)							100	842	486	1576
Base Capacity (vph)	866	866	785	785	785	785	0	1568	0	0
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.12	0.10	0.10	0.10	0.10	0.04	0.46	0.11	0.25
Intersection Summary	Other									
Area Type:	Other									
Cycle Length:	60									
Actuated Cycle Length:	39									
Natural Cycle:	60									
Control Type:	Actuated-Uncoordinated									
Maximum v/c Ratio:	0.56									
Intersection Signal Delay:	6.9									
Intersection LOS:	A									
ICU Level of Service B										
Intersection Capacity Utilization	59.9%									
Analysis Period (min)	15									

Splits and Phases: 3: I Street NE & 40th Street NE



2025 future Conditions with Existing Zoning with Signal
Gibson Traffic Consultants, Inc. [BJL #20-113]

PM Peak-Hour

INPUT VOLUMES

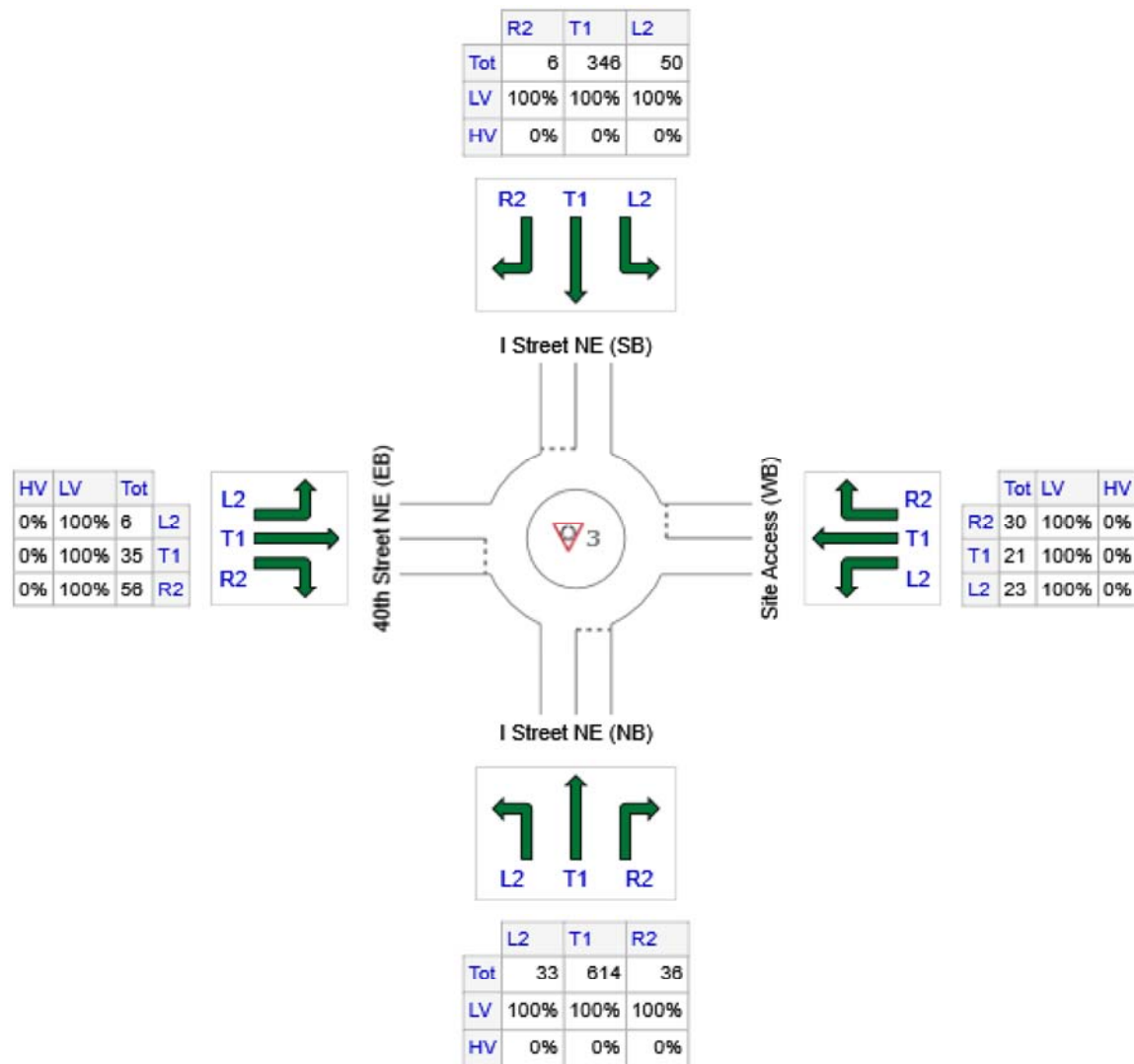
Vehicles and pedestrians per 60 minutes



Site: 3 [2025 Future w Existing Zoning]

I Street NE at 40th Street NE
Site Category: PM Peak-Hour
Roundabout

Volume Display Method: Total and %



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
S: I Street NE (NB)	683	683	0
E: Site Access (WB)	74	74	0
N: I Street NE (SB)	402	402	0
W: 40th Street NE (EB)	97	97	0
Total	1256	1256	0

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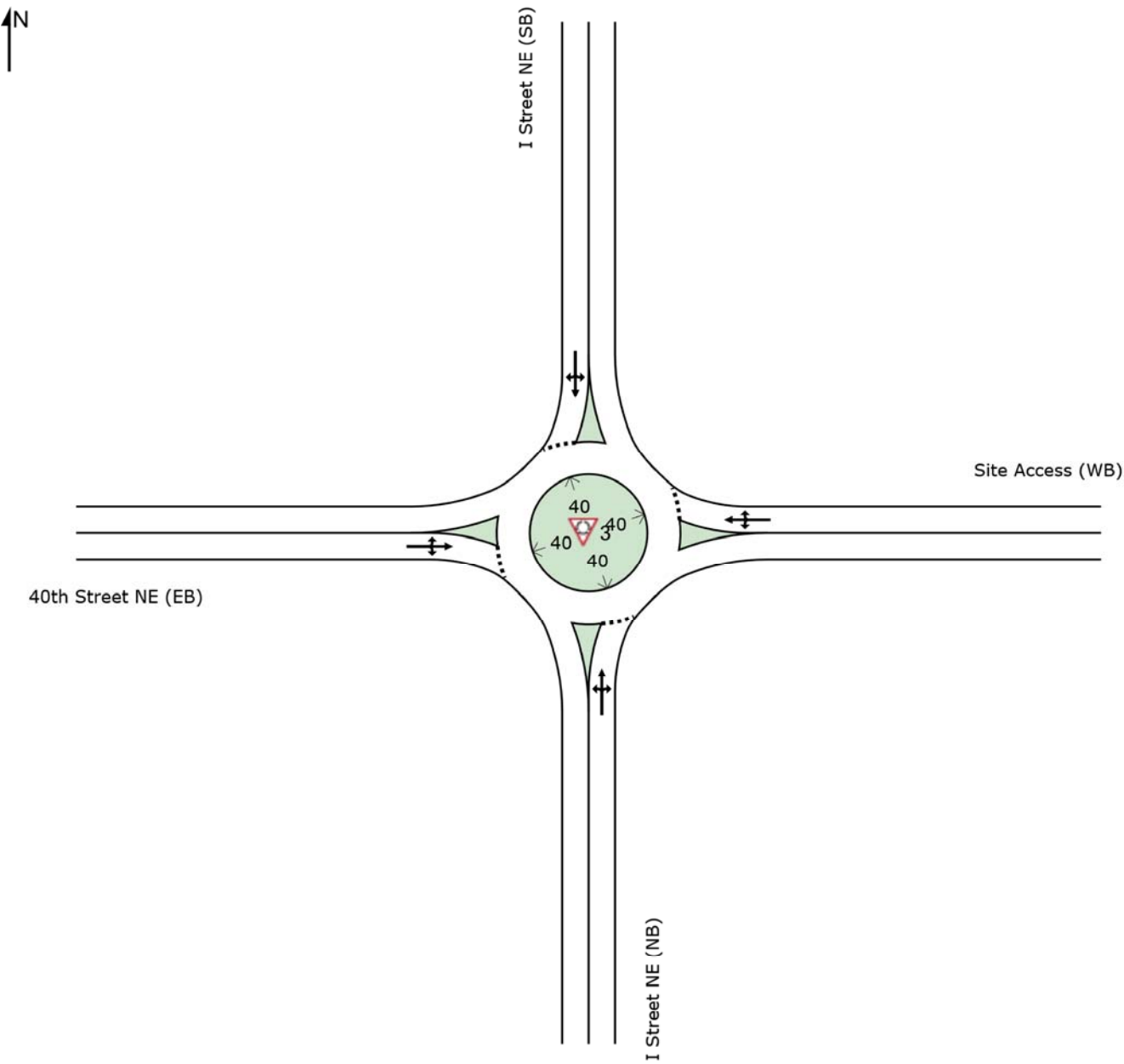
Organisation: GIBSON TRAFFIC CONSULTANTS | Created: Friday, August 21, 2020 10:01:31 AM

Project: C:\Users\Brad Lincoln\Desktop\GTC Files\20-113\Comment Response #2\Sidra\3 I Street NE at 40th Street NE.sip8

SITE LAYOUT

 Site: 3 [2025 Future w Existing Zoning]

I Street NE at 40th Street NE
Site Category: PM Peak-Hour
Roundabout



MOVEMENT SUMMARY

 **Site: 3 [2025 Future w Existing Zoning]**

I Street NE at 40th Street NE
Site Category: PM Peak-Hour
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: I Street NE (NB)												
3	L2	36	0.0	0.704	10.2	LOS B	8.0	199.8	0.61	0.56	0.61	34.2
8	T1	675	0.0	0.704	6.6	LOS A	8.0	199.8	0.61	0.56	0.61	34.4
18	R2	40	0.0	0.704	6.4	LOS A	8.0	199.8	0.61	0.56	0.61	33.8
Approach		751	0.0	0.704	6.8	LOS A	8.0	199.8	0.61	0.56	0.61	34.4
East: Site Access (WB)												
1	L2	25	0.0	0.148	14.1	LOS B	0.9	21.8	0.76	0.82	0.76	32.5
6	T1	23	0.0	0.148	10.5	LOS B	0.9	21.8	0.76	0.82	0.76	32.7
16	R2	33	0.0	0.148	10.3	LOS B	0.9	21.8	0.76	0.82	0.76	32.2
Approach		81	0.0	0.148	11.5	LOS B	0.9	21.8	0.76	0.82	0.76	32.4
North: I Street NE (SB)												
7	L2	55	0.0	0.409	9.4	LOS A	3.0	75.7	0.37	0.53	0.37	34.7
4	T1	380	0.0	0.409	5.8	LOS A	3.0	75.7	0.37	0.53	0.37	35.0
14	R2	7	0.0	0.409	5.6	LOS A	3.0	75.7	0.37	0.53	0.37	34.3
Approach		442	0.0	0.409	6.2	LOS A	3.0	75.7	0.37	0.53	0.37	34.9
West: 40th Street NE (EB)												
5	L2	7	0.0	0.141	11.8	LOS B	0.8	18.9	0.60	0.70	0.60	34.1
2	T1	38	0.0	0.141	8.2	LOS A	0.8	18.9	0.60	0.70	0.60	34.4
12	R2	62	0.0	0.141	7.9	LOS A	0.8	18.9	0.60	0.70	0.60	33.7
Approach		107	0.0	0.141	8.3	LOS A	0.8	18.9	0.60	0.70	0.60	34.0
All Vehicles		1380	0.0	0.704	7.0	LOS A	8.0	199.8	0.54	0.57	0.54	34.4

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

Intersection and Approach LOS values are based on average delay for all movements (v/c not used).

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: C:\Users\Brad Lincoln\Desktop\GTC Files\20-113\Comment Response #2\Sidra\3 I Street NE at 40th Street NE.sip8

HCM 6th TWSC

2: I Street NE & 42nd Place NE

Westport Rezone

Intersection

Int Delay, s/veh 1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	46	576	26	79	345
Future Vol, veh/h	17	46	576	26	79	345
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	19	51	640	29	88	383

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1214	655	0
Stage 1	655	-	-
Stage 2	559	-	-
Critical Hdwy	6.44	6.24	-
Critical Hdwy Stg 1	5.44	-	-
Critical Hdwy Stg 2	5.44	-	-
Follow-up Hdwy	3.536	3.336	-
Pot Cap-1 Maneuver	199	463	-
Stage 1	513	-	-
Stage 2	568	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	175	463	-
Mov Cap-2 Maneuver	175	-	-
Stage 1	513	-	-
Stage 2	498	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.6	0	1.7
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	-	175	463
HCM Lane V/C Ratio	-	-	0.108	0.11
HCM Control Delay (s)	-	-	28	13.7
HCM Lane LOS	-	-	D	B
HCM 95th %tile Q(veh)	-	-	0.4	0.4

HCM 6th TWSC

3: I Street NE & 40th Street NE

Westport Rezone

Intersection

Int Delay, s/veh 4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	35	56	23	21	30	33	549	36	50	280	6
Future Vol, veh/h	6	35	56	23	21	30	33	549	36	50	280	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	92	91	92	92	92	91	91	92	92	91	91
Heavy Vehicles, %	0	2	0	2	2	2	0	0	2	2	0	0
Mvmt Flow	7	38	62	25	23	33	36	603	39	54	308	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1143	1134	312	1165	1118	623	315	0	0	642	0	0
Stage 1	420	420	-	695	695	-	-	-	-	-	-	-
Stage 2	723	714	-	470	423	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.52	6.2	7.12	6.52	6.22	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.018	3.3	3.518	4.018	3.318	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	179	203	733	171	207	486	1257	-	-	943	-	-
Stage 1	615	589	-	433	444	-	-	-	-	-	-	-
Stage 2	421	435	-	574	588	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	142	186	733	124	190	486	1257	-	-	943	-	-
Mov Cap-2 Maneuver	142	186	-	124	190	-	-	-	-	-	-	-
Stage 1	597	555	-	420	431	-	-	-	-	-	-	-
Stage 2	361	422	-	462	554	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	22		33		0.4		1.3	
HCM LOS	C		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1257	-	-	317	207	943	-
HCM Lane V/C Ratio	0.029	-	-	0.335	0.389	0.058	-
HCM Control Delay (s)	7.9	-	-	22	33	9.1	-
HCM Lane LOS	A	-	-	C	D	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.4	1.7	0.2	-

HCM 6th TWSC

2: I Street NE & 42nd Place NE

Westport Rezone

Intersection

Int Delay, s/veh 1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	51	651	26	84	423
Future Vol, veh/h	17	51	651	26	84	423
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	19	57	723	29	93	470

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1394	738	0
Stage 1	738	-	-
Stage 2	656	-	-
Critical Hdwy	6.44	6.24	-
Critical Hdwy Stg 1	5.44	-	-
Critical Hdwy Stg 2	5.44	-	-
Follow-up Hdwy	3.536	3.336	-
Pot Cap-1 Maneuver	154	415	-
Stage 1	469	-	-
Stage 2	513	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	131	415	-
Mov Cap-2 Maneuver	131	-	-
Stage 1	469	-	-
Stage 2	437	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.5	0	1.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	131	415	849	-
HCM Lane V/C Ratio	-	-	0.144	0.137	0.11	-
HCM Control Delay (s)	-	-	37.1	15	9.8	0
HCM Lane LOS	-	-	E	C	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.5	0.4	-

Westport Rezone

Intersection

Int Delay, s/veh 8.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	43	56	29	27	40	33	614	43	62	346	6
Future Vol, veh/h	6	43	56	29	27	40	33	614	43	62	346	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	92	91	92	92	92	91	91	92	92	91	91
Heavy Vehicles, %	0	2	0	2	2	2	0	0	2	2	0	0
Mvmt Flow	7	47	62	32	29	43	36	675	47	67	380	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1325	1312	384	1343	1292	699	387	0	0	722	0	0
Stage 1	518	518	-	771	771	-	-	-	-	-	-	-
Stage 2	807	794	-	572	521	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.52	6.2	7.12	6.52	6.22	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.018	3.3	3.518	4.018	3.318	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	134	159	668	129	163	440	1183	-	-	880	-	-
Stage 1	544	533	-	393	410	-	-	-	-	-	-	-
Stage 2	378	400	-	505	532	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	94	142	668	81	146	440	1183	-	-	880	-	-
Mov Cap-2 Maneuver	94	142	-	81	146	-	-	-	-	-	-	-
Stage 1	528	492	-	381	398	-	-	-	-	-	-	-
Stage 2	306	388	-	383	492	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	34.4	70	0.4	1.4
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1183	-	-	234 151	880	-	-
HCM Lane V/C Ratio	0.031	-	-	0.491 0.691	0.077	-	-
HCM Control Delay (s)	8.1	-	-	34.4 70	9.4	-	-
HCM Lane LOS	A	-	-	D F	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2.5 4	0.2	-	-

Lanes, Volumes, Timings

3: I Street NE & 40th Street NE

Lane Group	Westport Rezone									
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBR
Lane Configurations	6	43	56	29	27	40	33	614	43	62
Traffic Volume (vph)	6	43	56	29	27	40	33	614	43	62
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	0	0	0	0	0	0	0	0	0	0
Storage Length (ft)	0	0	0	0	0	0	0	0	0	0
Storage Lanes	25	0	0	0	0	0	0	0	0	0
Taper Length (ft)	1.00	0.928	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	0.997	0.997	0.997	0.997	0.997	0.997	0.997	0.997	0.997	0.997
Fit Protected	0	1744	0	0	1732	0	1805	1879	0	1770
Satd. Flow (prot)	0	0.972	0	0	0.890	0	0.533	0.302	0	0.302
Fit Permitted	0	1700	0	0	1565	0	1013	1879	0	1894
Satd. Flow (perm)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Right Turn on Red	62	43	30	30	687	15.6	19.7	19.7	0.92	0.91
Satd. Flow (RTOR)	513	11.7	0.91	0.92	0.92	0.92	0.91	0.91	0.92	0.91
Link Speed (mph)	30	30	30	30	30	30	30	30	30	30
Link Distance (ft)	11.7	15.6	19.7	19.7	19.7	19.7	19.7	19.7	19.7	19.7
Travel Time (s)	0.91	0.92	0.91	0.92	0.92	0.92	0.91	0.91	0.92	0.91
Peak Hour Factor	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Heavy Vehicles (%)	7	47	62	32	29	43	36	675	47	380
Adj. Flow (vph)	0	116	0	0	104	0	36	722	0	67
Shared Lane Traffic (%)	Perm	NA	Perm	NA	NA	Perm	Perm	NA	Perm	NA
Lane Group Flow (vph)	4	4	8	8	8	8	2	2	6	6
Turn Type	4	4	8	8	8	8	2	2	6	6
Protected Phases	5.0	22.5	22.5	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Permitted Phases	23.0	23.0	23.0	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Detector Phase	38.3%	38.3%	38.3%	61.7%	61.7%	61.7%	61.7%	61.7%	61.7%	61.7%
Switch Phase	18.5	18.5	18.5	32.5	32.5	32.5	32.5	32.5	32.5	32.5
Minimum Initial (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Minimum Split (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Total Split (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Split (%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Maximum Green (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lead/Lag	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lead-Lag Optimize?	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Vehicle Extension (s)	None	None	None	None	None	None	None	None	None	None
Recall Mode	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Walk Time (s)	0	0	0	0	0	0	0	0	0	0
Flash Don't Walk (s)	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5
Pedestrian Calls (#/hr)	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19
Act Effect Green (s)	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31
Actuated g/C Ratio	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
v/c Ratio	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2025 future Conditions with Proposed Zoning
Gibson Traffic Consultants, Inc. [B.J.L #20-113]

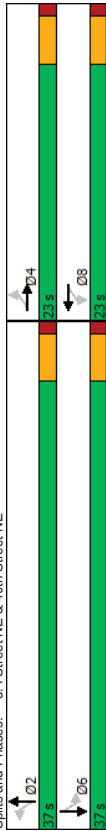
PM Peak-Hour

Lanes, Volumes, Timings

3: I Street NE & 40th Street NE

Lane Group	Westport Rezone									
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBR
Total Delay	11.1	13.0	13.0	13.0	13.0	13.0	4.1	7.6	5.6	5.0
LOS	B	B	B	B	B	B	A	A	A	A
Approach Delay	11.1	13.0	13.0	13.0	13.0	13.0	A	A	A	A
Approach LOS	B	B	B	B	B	B	A	A	A	A
Queue Length 50th (ft)	9	10	10	10	10	10	3	80	5	34
Queue Length 95th (ft)	48	49	49	49	49	49	11	191	21	81
Internal Link Dist (ft)	433	607	607	607	607	607	785	785	596	596
Turn Bay Length (ft)	883	883	883	883	883	883	100	100	100	100
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.13	0.13	0.13	0.13	0.13	0.04	0.45	0.14	0.24
Intersection Summary										
Area Type: Other										
Cycle Length: 60										
Actuated Cycle Length: 38.5										
Natural Cycle: 60										
Control Type: Actuated-Uncoordinated										
Maximum v/c Ratio: 0.57										
Intersection Signal Delay: 7.4										
Intersection LOS: A										
ICU Level of Service B										
Intersection Capacity Utilization 62.5%										
Analysis Period (min) 15										

Splits and Phases: 3: I Street NE & 40th Street NE



2025 future Conditions with Proposed Zoning
Gibson Traffic Consultants, Inc. [B.J.L #20-113]

PM Peak-Hour

INPUT VOLUMES

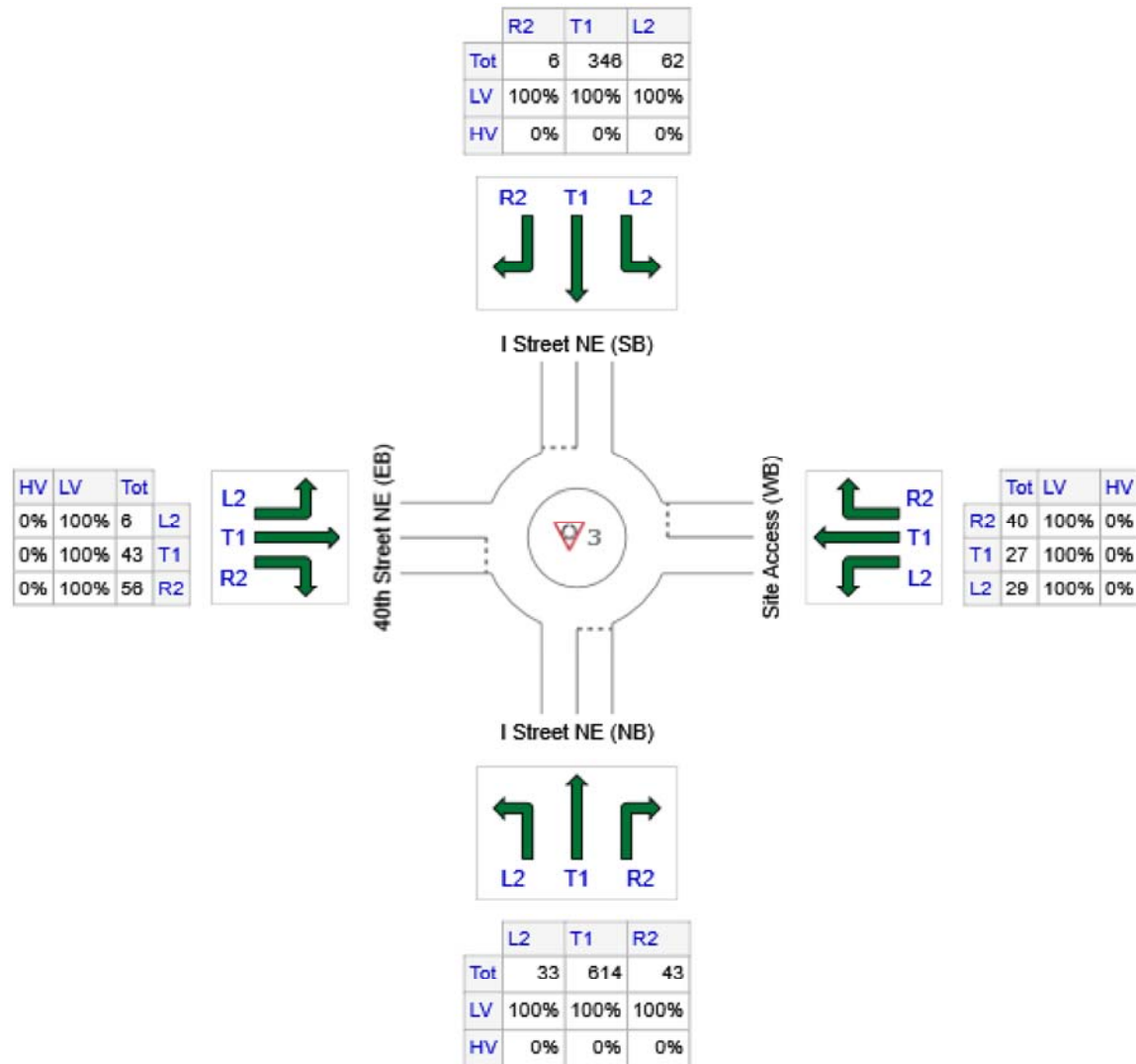
Vehicles and pedestrians per 60 minutes



Site: 3 [2025 Future w Proposed Zoning]

I Street NE at 40th Street NE
Site Category: PM Peak-Hour
Roundabout

Volume Display Method: Total and %



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
S: I Street NE (NB)	690	690	0
E: Site Access (WB)	96	96	0
N: I Street NE (SB)	414	414	0
W: 40th Street NE (EB)	105	105	0
Total	1305	1305	0

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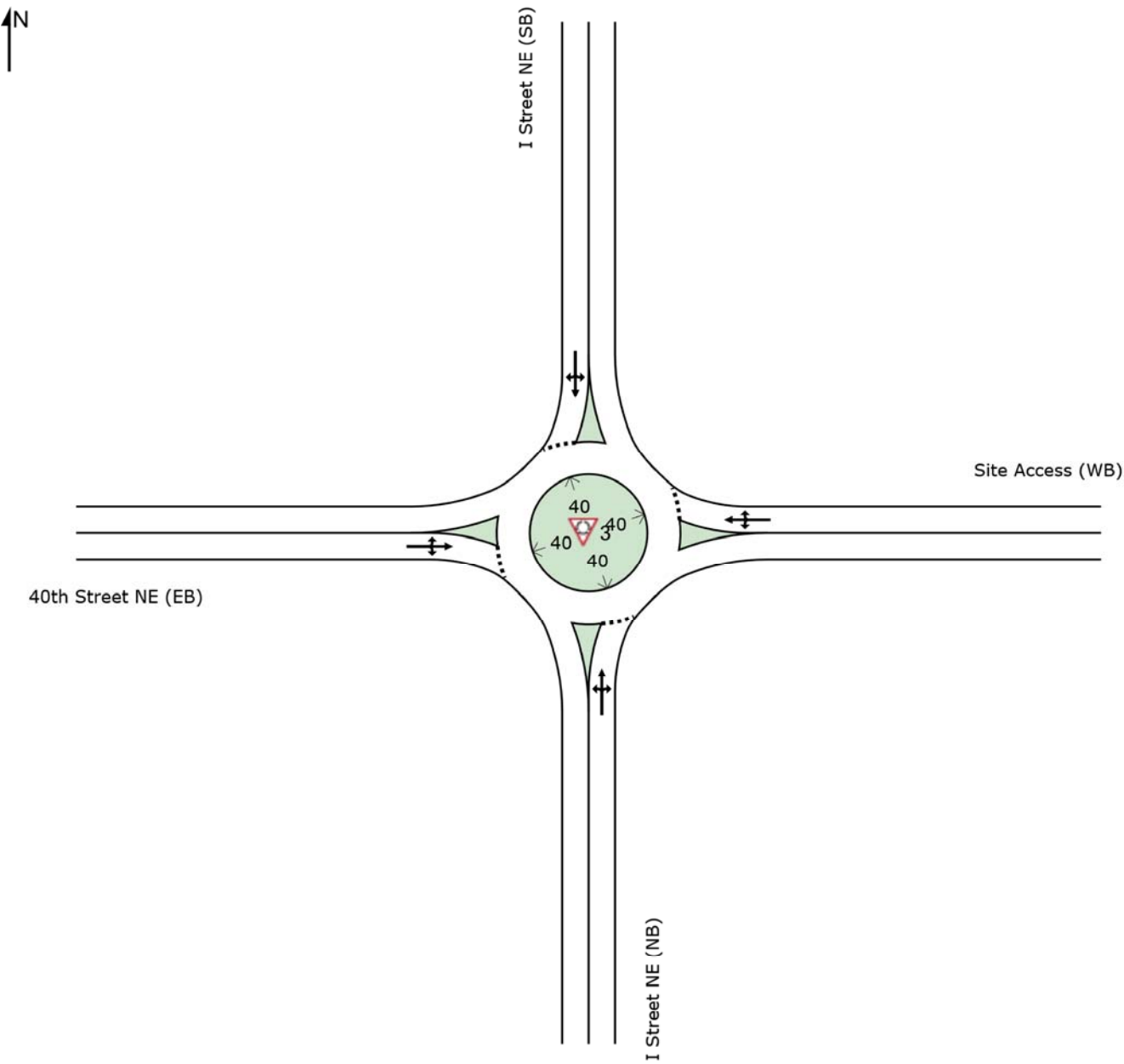
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Project: C:\Users\Brad Lincoln\Desktop\GTC Files\20-113\Comment Response #2\Sidra\3 I Street NE at 40th Street NE.sip8

SITE LAYOUT

 Site: 3 [2025 Future w Proposed Zoning]

I Street NE at 40th Street NE
Site Category: PM Peak-Hour
Roundabout



MOVEMENT SUMMARY

Site: 3 [2025 Future w Proposed Zoning]

I Street NE at 40th Street NE
 Site Category: PM Peak-Hour
 Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back Vehicles veh	of Queue Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: I Street NE (NB)												
3	L2	36	0.0	0.728	10.6	LOS B	8.4	208.8	0.69	0.59	0.69	34.0
8	T1	675	0.0	0.728	7.0	LOS A	8.4	208.8	0.69	0.59	0.69	34.3
18	R2	47	0.0	0.728	6.8	LOS A	8.4	208.8	0.69	0.59	0.69	33.6
Approach		758	0.0	0.728	7.2	LOS A	8.4	208.8	0.69	0.59	0.69	34.2
East: Site Access (WB)												
1	L2	32	0.0	0.195	14.3	LOS B	1.2	29.8	0.79	0.85	0.79	32.5
6	T1	30	0.0	0.195	10.7	LOS B	1.2	29.8	0.79	0.85	0.79	32.7
16	R2	44	0.0	0.195	10.4	LOS B	1.2	29.8	0.79	0.85	0.79	32.1
Approach		105	0.0	0.195	11.7	LOS B	1.2	29.8	0.79	0.85	0.79	32.4
North: I Street NE (SB)												
7	L2	68	0.0	0.429	9.5	LOS A	3.3	81.3	0.41	0.54	0.41	34.6
4	T1	380	0.0	0.429	5.9	LOS A	3.3	81.3	0.41	0.54	0.41	34.8
14	R2	7	0.0	0.429	5.7	LOS A	3.3	81.3	0.41	0.54	0.41	34.2
Approach		455	0.0	0.429	6.5	LOS A	3.3	81.3	0.41	0.54	0.41	34.8
West: 40th Street NE (EB)												
5	L2	7	0.0	0.157	12.0	LOS B	0.9	21.3	0.62	0.72	0.62	34.0
2	T1	47	0.0	0.157	8.4	LOS A	0.9	21.3	0.62	0.72	0.62	34.3
12	R2	62	0.0	0.157	8.1	LOS A	0.9	21.3	0.62	0.72	0.62	33.6
Approach		115	0.0	0.157	8.4	LOS A	0.9	21.3	0.62	0.72	0.62	33.9
All Vehicles		1434	0.0	0.728	7.4	LOS A	8.4	208.8	0.60	0.61	0.60	34.2

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

Intersection and Approach LOS values are based on average delay for all movements (v/c not used).

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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HCM 6th TWSC2: I Street NE & 42nd Place NE

Westport Rezone

Intersection

Int Delay, s/veh 1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	51	586	26	84	357
Future Vol, veh/h	17	51	586	26	84	357
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	19	57	651	29	93	397

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1249	666	0
Stage 1	666	-	-
Stage 2	583	-	-
Critical Hdwy	6.44	6.24	-
Critical Hdwy Stg 1	5.44	-	-
Critical Hdwy Stg 2	5.44	-	-
Follow-up Hdwy	3.536	3.336	-
Pot Cap-1 Maneuver	189	456	-
Stage 1	507	-	-
Stage 2	554	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	164	456	-
Mov Cap-2 Maneuver	164	-	-
Stage 1	507	-	-
Stage 2	481	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18	0	1.8
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	164	456	903	-
HCM Lane V/C Ratio	-	-	0.115	0.124	0.103	-
HCM Control Delay (s)	-	-	29.8	14	9.4	0
HCM Lane LOS	-	-	D	B	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.4	0.3	-

HCM 6th TWSC

3: I Street NE & 40th Street NE

Westport Rezone

Intersection

Int Delay, s/veh 6.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	43	56	29	27	40	33	549	43	62	280	6
Future Vol, veh/h	6	43	56	29	27	40	33	549	43	62	280	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	92	91	92	92	92	91	91	92	92	91	91
Heavy Vehicles, %	0	2	0	2	2	2	0	0	2	2	0	0
Mvmt Flow	7	47	62	32	29	43	36	603	47	67	308	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1181	1168	312	1199	1148	627	315	0	0	650	0	0
Stage 1	446	446	-	699	699	-	-	-	-	-	-	-
Stage 2	735	722	-	500	449	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.52	6.2	7.12	6.52	6.22	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.018	3.3	3.518	4.018	3.318	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	168	193	733	162	199	484	1257	-	-	936	-	-
Stage 1	595	574	-	430	442	-	-	-	-	-	-	-
Stage 2	414	431	-	553	572	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	124	174	733	109	179	484	1257	-	-	936	-	-
Mov Cap-2 Maneuver	124	174	-	109	179	-	-	-	-	-	-	-
Stage 1	578	533	-	418	429	-	-	-	-	-	-	-
Stage 2	341	419	-	429	531	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	26.1	44.1	0.4	1.6
HCM LOS	D	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1257	-	-	283	192	936	-
HCM Lane V/C Ratio	0.029	-	-	0.406	0.543	0.072	-
HCM Control Delay (s)	7.9	-	-	26.1	44.1	9.1	-
HCM Lane LOS	A	-	-	D	E	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.9	2.8	0.2	-

Lanes, Volumes, Timings

3: I Street NE & 40th Street NE

Lane Group	Westport Rezone									
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBR
Lane Configurations	6	43	56	29	27	40	33	549	43	62
Traffic Volume (vph)	6	43	56	29	27	40	33	549	43	62
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	0	0	0	0	0	0	100	0	100	0
Storage Length (ft)	0	0	0	0	0	0	1	0	1	0
Storage Lanes	25	0	0	25	0	0	25	0	25	0
Taper Length (ft)	1.00	0.928	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	0.997	0.985	0.985	0.985	0.985	0.985	0.989	0.989	0.989	0.997
Flt Protected	0	1744	0	0	1732	0	1805	1876	0	1770
Satd. Flow (prot)	0.971	0.879	0.879	0.879	0.879	0.879	0.879	0.879	0.879	0.879
Flt Permitted	0	1698	0	0	1546	0	1081	1876	0	1694
Satd. Flow (perm)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Right Turn on Red	62	43	30	30	687	15.6	19.7	19.7	0.92	0.91
Satd. Flow (RTOR)	513	11.7	0.91	0.92	0.92	0.92	0.91	0.91	0.92	0.91
Link Speed (mph)	2%	2%	2%	2%	2%	2%	0%	0%	2%	0%
Link Distance (ft)	7	47	62	32	29	43	36	603	47	67
Travel Time (s)	0.91	0.92	0.91	0.92	0.92	0.92	0.91	0.91	0.92	0.91
Peak Hour Factor	0.91	0.92	0.91	0.92	0.92	0.92	0.91	0.91	0.92	0.91
Heavy Vehicles (%)	0.91	0.92	0.91	0.92	0.92	0.92	0.91	0.91	0.92	0.91
Adj. Flow (vph)	0	116	0	0	104	0	36	650	0	67
Shared Lane Traffic (%)	Perm	NA	NA	Perm	NA	NA	Perm	NA	Perm	NA
Lane Group Flow (vph)	4	4	4	8	8	8	2	2	6	6
Turn Type	4	4	4	8	8	8	2	2	6	6
Protected Phases	5.0	22.5	22.5	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Permitted Phases	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Detector Phase	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Switch Phase	38.3%	38.3%	38.3%	38.3%	38.3%	38.3%	61.7%	61.7%	61.7%	61.7%
Minimum Initial (s)	18.5	18.5	18.5	18.5	18.5	18.5	32.5	32.5	32.5	32.5
Minimum Split (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Total Split (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Total Split (%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Maximum Green (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lead/Lag	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lead-Lag Optimize?	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Vehicle Extension (s)	None	None	None	None	None	None	None	None	None	None
Recall Mode	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Walk Time (s)	0	0	0	0	0	0	0	0	0	0
Flash Don't Walk (s)	7.4	7.4	7.4	7.4	7.4	7.4	24.1	24.1	24.1	24.1
Pedestrian Calls (#/hr)	0.20	0.20	0.20	0.20	0.20	0.20	0.65	0.65	0.65	0.65
Act Effct Green (s)	0.30	0.30	0.30	0.30	0.30	0.30	0.05	0.05	0.05	0.05
Actuated g/C Ratio	10.5	10.5	10.5	12.3	12.3	12.3	4.2	4.2	4.2	4.2
v/c Ratio	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2025 future Conditions with Proposed Zoning (Only Copper Gate Phase 1 w Signal)

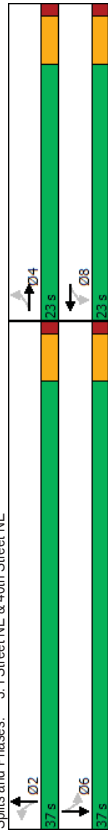
Gibson Traffic Consultants, Inc. [B.J.L #20-113]

PM Peak-Hour

Lanes, Volumes, Timings

3: I Street NE & 40th Street NE

Lane Group	Westport Rezone									
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBR
Total Delay	10.5	10.5	10.5	12.3	12.3	12.3	4.2	7.2	5.4	4.9
LOS	B	B	B	B	B	B	A	A	A	A
Approach Delay	10.5	10.5	10.5	12.3	12.3	12.3	4.2	7.2	5.4	4.9
Approach LOS	B	B	B	B	B	B	A	A	A	A
Queue Length 50th (ft)	8	8	8	9	9	9	3	67	5	26
Queue Length 95th (ft)	46	46	46	47	47	47	11	163	21	65
Internal Link Dist (ft)	433	433	433	607	607	607	100	785	100	596
Turn Bay Length (ft)	916	916	916	828	828	828	948	1646	565	1661
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.13	0.13	0.13	0.13	0.13	0.04	0.39	0.12	0.19
Intersection Summary	Other									
Area Type:	Cycle Length: 60									
Cycle Length:	Actuated Cycle Length: 36.9									
Actuated Cycle Length:	Natural Cycle: 55									
Natural Cycle:	Control Type: Actuated-Uncoordinated									
Control Type:	Maximum v/c Ratio: 0.53									
Maximum v/c Ratio:	Intersection Signal Delay: 7.1									
Intersection Signal Delay:	Intersection LOS: A									
Intersection LOS:	ICU Level of Service B									
ICU Level of Service:	Intersection Capacity Utilization 59.1%									
Intersection Capacity Utilization:	Analysis Period (min) 15									
Analysis Period (min):	Splits and Phases: 3: I Street NE & 40th Street NE									



2025 future Conditions with Proposed Zoning (Only Copper Gate Phase 1 w Signal)

Gibson Traffic Consultants, Inc. [B.J.L #20-113]

PM Peak-Hour

INPUT VOLUMES

Vehicles and pedestrians per 60 minutes



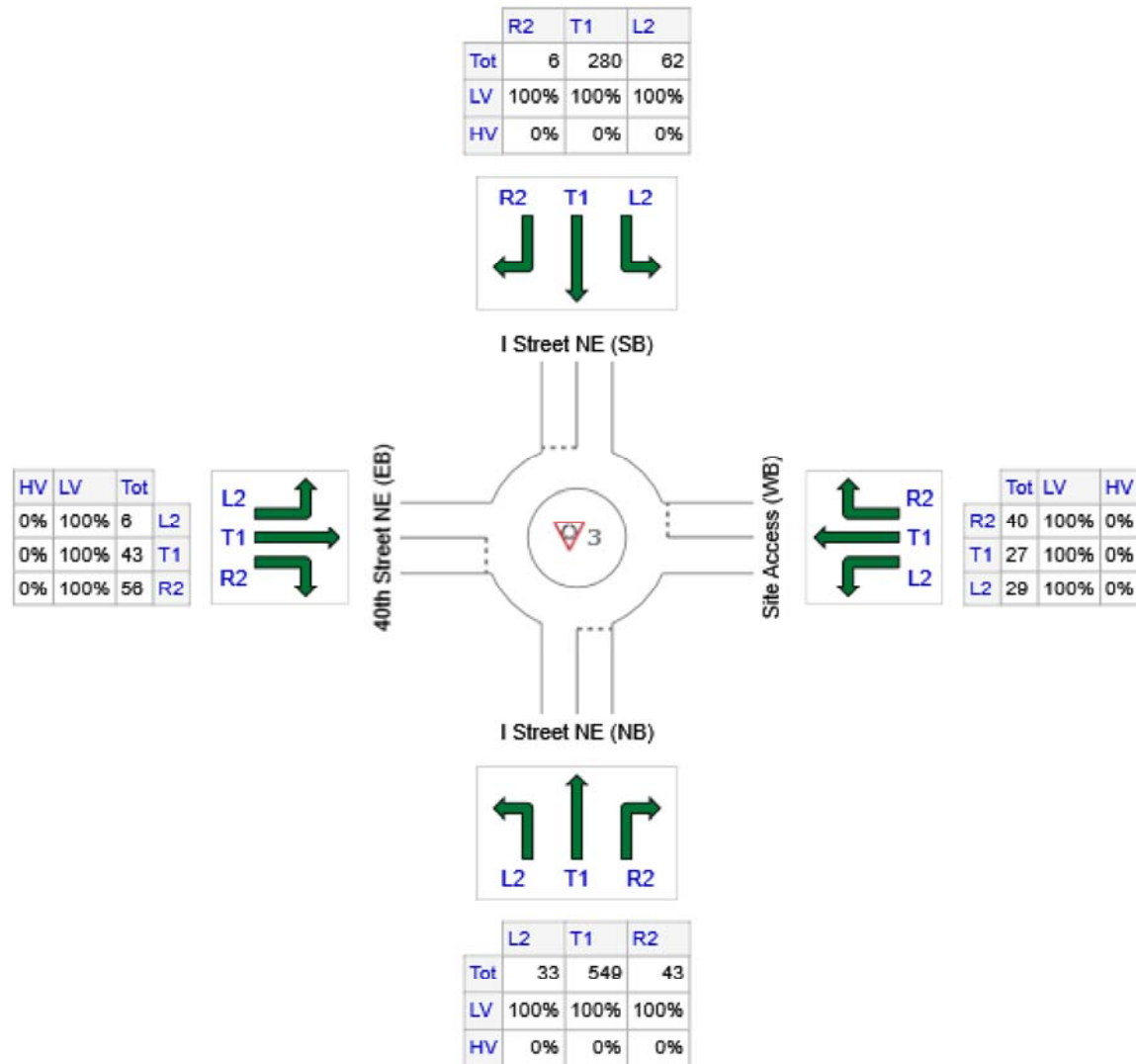
Site: 3 [2025 Future w Proposed Zoning & Copper Gate Phase 1 Only]

I Street NE at 40th Street NE

Site Category: PM Peak-Hour

Roundabout

Volume Display Method: Total and %



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
S: I Street NE (NB)	625	625	0
E: Site Access (WB)	96	96	0
N: I Street NE (SB)	348	348	0
W: 40th Street NE (EB)	105	105	0
Total	1174	1174	0

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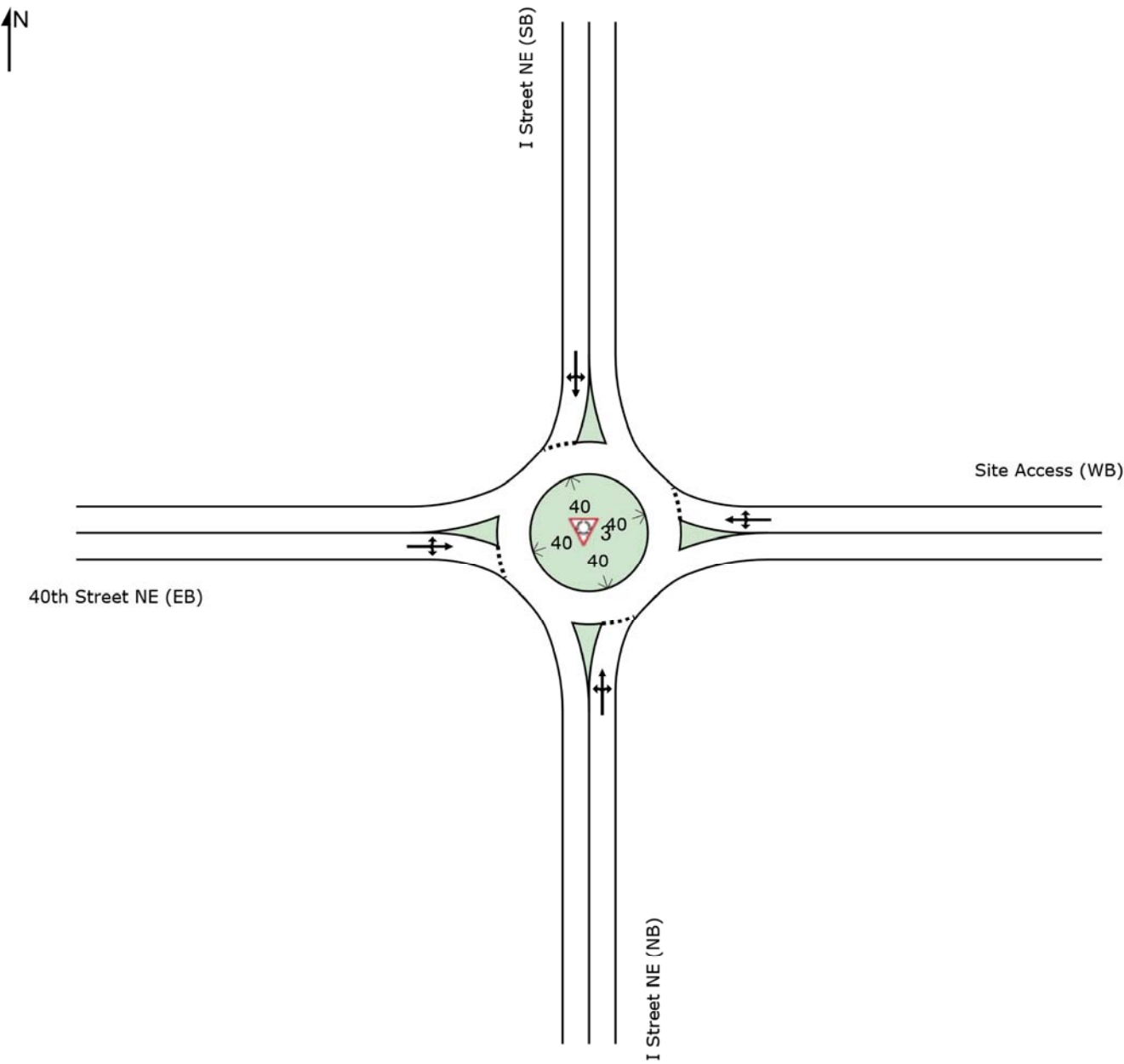
Organisation: GIBSON TRAFFIC CONSULTANTS | Created: Friday, August 21, 2020 10:02:02 AM

Project: C:\Users\Brad Lincoln\Desktop\GTC Files\20-113\Comment Response #2\Sidra\3 I Street NE at 40th Street NE.sip8

SITE LAYOUT

 **Site: 3 [2025 Future w Proposed Zoning & Copper Gate Phase 1 Only]**

I Street NE at 40th Street NE
Site Category: PM Peak-Hour
Roundabout



MOVEMENT SUMMARY

 **Site: 3 [2025 Future w Proposed Zoning & Copper Gate Phase 1 Only]**

I Street NE at 40th Street NE
Site Category: PM Peak-Hour
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: I Street NE (NB)												
3	L2	36	0.0	0.659	10.3	LOS B	6.6	164.5	0.60	0.58	0.60	34.2
8	T1	603	0.0	0.659	6.7	LOS A	6.6	164.5	0.60	0.58	0.60	34.5
18	R2	47	0.0	0.659	6.5	LOS A	6.6	164.5	0.60	0.58	0.60	33.8
Approach		687	0.0	0.659	6.9	LOS A	6.6	164.5	0.60	0.58	0.60	34.4
East: Site Access (WB)												
1	L2	32	0.0	0.175	13.5	LOS B	1.0	25.8	0.74	0.81	0.74	32.9
6	T1	30	0.0	0.175	9.9	LOS A	1.0	25.8	0.74	0.81	0.74	33.1
16	R2	44	0.0	0.175	9.6	LOS A	1.0	25.8	0.74	0.81	0.74	32.5
Approach		105	0.0	0.175	10.9	LOS B	1.0	25.8	0.74	0.81	0.74	32.8
North: I Street NE (SB)												
7	L2	68	0.0	0.360	9.4	LOS A	2.5	62.4	0.37	0.54	0.37	34.7
4	T1	308	0.0	0.360	5.9	LOS A	2.5	62.4	0.37	0.54	0.37	34.9
14	R2	7	0.0	0.360	5.6	LOS A	2.5	62.4	0.37	0.54	0.37	34.2
Approach		382	0.0	0.360	6.5	LOS A	2.5	62.4	0.37	0.54	0.37	34.8
West: 40th Street NE (EB)												
5	L2	7	0.0	0.146	11.4	LOS B	0.8	19.5	0.57	0.68	0.57	34.3
2	T1	47	0.0	0.146	7.8	LOS A	0.8	19.5	0.57	0.68	0.57	34.6
12	R2	62	0.0	0.146	7.5	LOS A	0.8	19.5	0.57	0.68	0.57	33.9
Approach		115	0.0	0.146	7.9	LOS A	0.8	19.5	0.57	0.68	0.57	34.2
All Vehicles		1290	0.0	0.659	7.2	LOS A	6.6	164.5	0.54	0.60	0.54	34.4

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

Intersection and Approach LOS values are based on average delay for all movements (v/c not used).

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Organisation: GIBSON TRAFFIC CONSULTANTS | Processed: Friday, August 21, 2020 10:00:03 AM

Project: C:\Users\Brad Lincoln\Desktop\GTC Files\20-113\Comment Response #2\Sidra\3 I Street NE at 40th Street NE.sip8

	SEPA ENVIRONMENTAL CHECKLIST	Date Received:
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Physical Address: Auburn City Hall Annex, 2 nd Floor 1 E Main St	Mailing Address: 25 W Main St Auburn, WA 98001	Webpage & Application Submittal: www.auburnwa.gov applications@auburnwa.gov	Phone and Email: 253-931-3090 permitcenter@auburnwa.gov
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Project Name:	Westport Capital Investments Comp Plan Amendment & Rezone
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Parcel Number(s):	0004200024, 0004200022, 0004200003, 0004200013 , 0004200025, 0004200019
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A. Background [help]	
1. Name of proposed project, if applicable:	Westport Capital Investments Comp Plan Amendment & Rezone
2. Name of Applicant:	Westport Capital Investments, LLC
Name of Agent (if applicable):	David K. Toyer, President, Toyer Strategic Advisors, Inc.
3. Address and phone number of Applicant: 11269 NE 37th PL, Bellevue, WA 98004 425-417-8674	
Address and phone number of Agent (if applicable): 3705 Colby Avenue, Suite 1, Everett, WA 98201	
4. Date Checklist prepared:	April 26, 2020
Date(s) Checklist Revised:	August 18, 2020 October 14, 2020
5. Agency requesting checklist:	City of Auburn, Washington
6. Proposed timing or schedule (including phasing, if applicable). This is a non-project action to amend the comprehensive plan and zoning maps of the City of Auburn as part of the annual "docket" cycle. Applications are due in Jun 2020 and reviewed by staff, Planning Commission and Council. A decision is expected in Dec 2020.	
7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain. There are no current plans for future development of this site. After this process is complete, a development proposal could be submitted but would be required to complete its own project-level SEPA review.	
8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. Shockey Planning Group evaluated the site for sensitive areas in 2017. As part of this proposal's application requirements, Gibson Traffic Consultants has prepared a traffic analysis at the direction of the City.	
9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain. None known.	
10. List any government approvals or permits that will be needed for your proposal, if known. This proposal is a non-project action to amend the comprehensive plan land use designation and zoning for three parcels, which required approval by the City Council. No other government approvals are needed.	
11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. This is a non-project action involving three six parcels totaling 37.6 32.4 acres which seeks to: - re-designate the parcels approximately 32.4 acres from the single family and multiple family land use designation to the moderate density residential multiple-family designation (comprehensive plan amendment); and - rezone approximately 34.2 37.6 acres from R7 and R20 to R1620 (zoning map amendment) The difference between the total acreage and acreage requested for rezoning recognizes that approximately 1.2 acres was already previously rezoned to multiple family in 1988 (Ordinance 4299) and is presently within the R20 zone.	

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

The parcels subject to the proposal can generally be described as being located north and east of I Street and 40th Street NE, including a portion located within the SE quarter of Section 31, Township 22N, Range 05E and the NE quarter of Section 06, Township 21N, Range 05E.

B. Environmental Elements

1. Earth

a. General description of the site: ☒ flat, ☐ rolling, ☐ hilly, ☐ steep slopes, ☐ mountainous, ☐ other

b. What is the steepest slope on the site (approximate percent slope)? Less than 10%

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

Approximately 70% Oridia Silt Loam and 28% Renton Silt Loam with small percentages of Briscot Silt Loam and urban land.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

None known.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

This proposal is a non-project action that would not directly result in any grading or filling. Any application for a future development proposal, unless exempt by WAC 197.11.800 or city code, will be required to complete a project level SEPA.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

No. This proposal is a non-project action that would not directly result in any clear, grading, etc.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

This proposal is a non-project action and will not directly result in impervious surfaces. However, the change in applicable zoning from R7 and R20 to R1620 will result in increased allowances for lot coverage (up to 70%) and impervious surface under AMC 18.07.030.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

None. This proposal is a non-project action and no measures are proposed to reduce or control erosion. Any application for a future development proposal, unless exempt by WAC 197-11-800 or city code, would be required to complete a project level SEPA and comply with applicable city and state standards for surface water, drainage, low impact development and TESC.

2. Air

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

This proposal is a non-project action and would have no direct impact on emissions. Any future development, unless exempt under WAC 197-11-800 or city code, would be required to complete a project level SEPA and comply with standards for air quality.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

None known.

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

None. This proposal is a non-project action and would not directly result in any emissions. Any application for a future development proposal, unless exempt by WAC 197-11-800 or city code, will be required to complete a project level SEPA

3. Water**a. Surface Water.**

1. Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

Small isolated wetlands were identified by Skockey [Planning Group Brent](#) on adjacent parcels ~~that are~~ not part of this proposal. [Note that the Shockey Planning Group map report shows a 50ft buffer in accordance with the previous critical areas ordinances. Applicable buffers would be in accordance with Chapter 16.10 at the time of any future development application.](#) Additionally, the Green River is located within 500 feet of the east property line of parcel 0004200003.

2. Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

This proposal is a non-project action and does not propose any work over, in, or adjacent to the wetlands or the river. Any future development proposal will require a critical areas delineation and a project level SEPA.

3. Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

None. This proposal is a non-project action and would not result in any filling or dredging. Any future development proposal would be required to complete a project level SEPA if filling and/or dredging were proposed.

4. Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

This proposal is a non-project action and would not directly result in or require surface water withdrawals or diversions. Any future development proposal, unless exempt by WAC 197-11-800 or city code, would be required to complete a project level SEPA.

5. Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

Yes. Attached is a map showing the FEMA preliminary 100-year floodplain. However, this is a non-project action. Any future development proposal would be required to address this and a project level SEPA. The City is currently updated flood regs per FEMA

6. Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

This proposal is a non-project action and would not directly result in any discharge of waste materials. Any future development proposal would be required, unless exempt by WAC 197-11-800 or city code, would be required to complete a project level SEPA.

b. Ground Water.

1. Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

No. This proposal is a non-project action. Any future development, unless exempt by WAC 197-11-800 or city code, would be required to complete a project level SEPA and comply with applicable city and state standards.

2. Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

None. This proposal is a non-project action. Any future development, unless exempt by WAC 197-11-800 or city code, would be required to complete a project level SEPA and comply with any applicable standards.

c. Water runoff (including stormwater).

1. Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

Unknown at this time. This proposal is a non-project action. Any future development proposal, unless exempt by WAC 197-11-800 or city code, would be required to complete a project level SEPA and provide analysis of storm and surface water runoff.

2. Could waste materials enter ground or surface waters? If so, generally describe.

Not applicable. This is a non-project action.

3. Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

No. This is a non-project action. Any future development proposal, unless exempt by WAC 197-11-800 or city code, would be required to submit a preliminary drainage report that analyzes drainage patterns pre- and post-development, as well as comply with all applicable city and state standards for the collection, treatment and release of storm and surface water.

4. Plants

a. Check the types of vegetation found on the site:

- ☒ deciduous tree: ☐ alder, ☐ maple, ☐ aspen, ☐ other
☒ evergreen tree: ☐ fir, ☐ cedar, ☐ pine, ☐ other
☒ Shrubs
☒ Grass
☐ Pasture
☐ crop or grain
☐ orchards, vineyards or other permanent crops
☐ wet soil plants: ☐ cattail, ☐ buttercup, ☐ bullrush, ☐ skunk cabbage, ☐ other
☐ water plants: ☐ water lily, ☐ eelgrass, ☐ milfoil, ☐ other
☐ other types of vegetation

b. What kind and amount of vegetation will be removed or altered?

No removal or alteration of vegetation is proposed as this is a non-project action. Any future development proposal, unless exempt by WAC 197-11-800 or city code, would be required to complete a project level SEPA and identify vegetation to be removed or altered.

c. List threatened and endangered species known to be on or near the site.

None known.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

None proposed. This proposal is a non-project action. Any future development proposal, unless exempt by WAC 197-11-800 or city code, would be required to complete a project level SEPA review and comply with any applicable landscaping standards.

e. List all noxious weeds and invasive species known to be on or near the site.

None known.

5. Animals

a. Check any birds and other animals which have been observed on or near the site or are known to be on or near the site.

- ☒ Birds: ☐ hawk, ☒ heron, ☒ eagle, ☒ songbirds, ☐ geese, ☐ ducks, ☐ crows, ☐ other
☐ Mammals: ☐ deer, ☐ bear, ☐ elk, ☐ beaver, ☐ other
☐ Fish: ☐ bass, ☐ salmon, ☐ trout, ☐ herring, ☐ shellfish, ☐ other

b. List any threatened and endangered species known to be on or near the site.

The sensitive area review by Shockey Planning Group discusses WDFW notes on failed heron reproduction due to eagle harassment.

c. Is the site part of a migration route? If so, explain.

None identified, except that the entire region is within the Pacific Fly-way.

d. Proposed measures to preserve or enhance wildlife, if any:

None proposed. This is a non-project action.

e. List any invasive animal species known to be on or near the site.

None known.

6. Energy and Natural Resources

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

Not applicable. This proposal is a non-project action that will not have any direct energy needs. Any future development proposal will be required to analyze its specific energy needs.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

No. This proposal is a non-project action and would not directly result in any changes that could impact the use of solar energy by adjacent properties.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

None. This proposal is a non-project action. Future development proposals may or may not include energy conservation features. Any future development proposal would be required to comply with current energy codes, etc. to control energy impacts.

7. Environmental Health

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

None known. This proposal is a non-project action and it would not directly create any environmental health hazards.

1. Describe any known or possible contamination at the site from present or past uses.

This site was historically used for agriculture and may have been affected by pesticide use. However, this is a non-project action and any future development proposal will be required to identify contamination, if any, as well as remediation, if required.

2. Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

None known.

3. Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

Not applicable. This proposal is a non-project action. Any future development proposal, unless exempt by WAC 197-11-800 or city code, would be required to complete a project level SEPA and identify any chemicals that might be stored, used, etc.

4. Describe special emergency services that might be required.

None. This proposal is a non-project action. No environmental health hazards are anticipated as a direct result of this proposal.

5. Proposed measures to reduce or control environmental health hazards, if any:

None proposed. This is a non-project action. No environmental health hazards are anticipated as a direct result of this proposal. Any future development, unless exempt by WAC 197-11-800 or city code, would be required to complete a project level SEPA.

b. Noise.

1. What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

None. This is a non-project action. However, the proposed location of the amendment is located within an urban environment with typical urban noises made by adjacent uses (commercial, high density residential), traffic, etc.

2. What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

None. This proposal is a non-project action. Any future development proposal, unless exempt by WAC 197-11-800 or city code, would need to identify its specific short-term and long-term noises, hours, etc.

3. Proposed measures to reduce or control noise impacts, if any:

None proposed. This proposal is a non-project action and would not directly result in any noises. Any future development proposal, unless exempt by WAC 197-11-800 or city code, would need to complete a project level SEPA review.

8. Land and Shoreline Use

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

This site is undeveloped. Adjacent parcels are vacant land zoned R-20 (W and SW); a PUD development (N), developed heavy commercial zoning (W and SW); vacant land zoned R-7 (S), a residential manufactured/mobile home community (S) and open space/public use (E). This proposal shouldn't affect adjacent uses as it is consistent with the mix of higher density and intensity uses. The proposed re-designation to moderate density and rezone to R-16 would be conditioned to require that any multiple-family apartment units (allowed in the existing R-20 zone adjacent to the single family zones) would be limited to the southern portion of the site away from the single family neighborhood to the north. This will provide a more appropriate transition between uses in the area.

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

This site was at one time used for agricultural purposes, but it not working farmlands, nor is it an agricultural site of long-term significance.

1. Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:

No.

c. Describe any structures on the site. None.
d. Will any structures be demolished? If so, what? None. This is a non-project action.
e. What is the current zoning classification of the site? R-7 <u>and R-20</u>
f. What is the current Comprehensive Plan designation of the site? <u>Multiple Family and</u> Single Family
g. If applicable, what is the current Shoreline Master Program designation of the site? Not applicable.
h. Has any part of the site been classified as a critical area? If so, specify. <u>No. A portion of the east side of the site is located within the identified 100-year floodplain (see attached map).</u>
i. Approximately how many people would reside or work in the completed project? This is a non-project action. However, the proposal could increase residential capacity by approx. 850 to 915 people (max build out).
j. Approximately how many people would the completed project displace? None. This is a non-project action.
k. Proposed measures to avoid or reduce displacement impacts, if any: None. This is a non-project action.
l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any: None. This proposal is a non-project action. If this proposal is approved and a future development proposal submitted, that proposal would be required to comply with city standards for development, including density, dimension and design standards. Further, future development allowed if this proposal were approved would be <u>more</u> consistent with the adjacent PUD, heavy commercial and R20 zoning <u>and it would require the denser multiple family apartments be located on the southern portion of the site away from less intense existing residential areas as an alternative to where the R-20 zoning current abuts the single family neighborhood.</u>
m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any: None. This is a non-project action and does not involve agricultural or forest lands of long-term commercial significance.
9. Housing
a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing. If approved, this proposed change would increase the number of potential units from 218 single family <u>units homes (R-7 zoned portion) and 125 multiple-family units (R-20 zoned portion) to no more than 12 units to the acre (+/- 10%) across the entire site. It would further come with a condition to limit the number of multiple-family units to 125 (same as current) and restrict those to the southern half of the site, as many as 624 multi-family units (depending on type of product). It is most likely that any future development proposal be for market rate units.</u>
b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing. None.
c. Proposed measures to reduce or control housing impacts, if any: None. This proposal is a non-project action.
10. Aesthetics
a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed? This proposal is a non-project action, but if approved the maximum building height would increase from 35ft to <u>45</u> 50 ft. Future development, unless exempt by WAC 197-11-800 or city code, would be required to complete a project level SEPA review.
b. What views in the immediate vicinity would be altered or obstructed? None. The potential increase in building height would be consistent with the 50ft and 75 ft building heights allowed to the West and the 50ft building height allowed to the SW.
c. Proposed measures to reduce or control aesthetic impacts, if any: None proposed. This is a non-project action. Any future development proposal would be required to comply with applicable density, dimension and design standards at such time a development may be proposed.
11. Light and Glare
a. What type of light or glare will the proposal produce? What time of day would it mainly occur? None. This proposal is a non-project action that would not directly produce any light or glare. Any future development proposal, unless exempt by WAC 197-11-800 or city code, would be required to complete a project level SEPA and address light and glare.

b. Could light or glare from the finished project be a safety hazard or interfere with views?

Not applicable. This is a non-project action.

c. What existing off-site sources of light or glare may affect your proposal?

None known/not applicable. This is a non-project action.

d. Proposed measures to reduce or control light and glare impacts, if any:

None proposed. This is a non-project action.

12. Recreation

a. What designated and informal recreational opportunities are in the immediate vicinity?

Recreation within 1 mile of this location include the interurban trail, the Mary Olson farm, North Green River Park, Riverpoint Park and the Issac Evans Park.

b. Would the proposed project displace any existing recreational uses? If so, describe.

No. This is a non-project action.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

None proposed. This is a non-project action.

13. Historic and Cultural Preservation

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers? If so, specifically describe.

None known.

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

None known.

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the Department of Archeology and Historic Preservation (DAHP), archaeological surveys, historic maps, GIS data, etc.

~~None.~~ DAHP's WISAARD Predictive Model shows the eastern portion of this site as "very high risk" and the remainder of the site as "high risk" for cultural resources. Shockey Planning Group conducted a desktop review of this information, which has been summarized in a memo to the City. DAHP considers this information sensitive and confidential, and it is protected from public disclosure per RCW 42.17.310(1)(k). ~~This proposal is a non-project action.~~ Any future development proposal, unless exempt, would be required to assess any potential impacts or otherwise comply with any comments received from DAHP in response to a notice of application or SEPA.

d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

None proposed. This is a non-project action.

14. Transportation

a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.

The subject site is not presently served by a public street. However, it is located due east of the intersection of 40th Street NE and I Street NE. Future access ~~points~~ at the time of development ~~of this site may will be include an the~~ extension of 40th Street NE ~~from I Street and the extension public road connections with L Street and O place, as well as an EVA at R Street. Road connections to the south will need to be coordinated with the Auburn School District, the addition of a 41st Place NE (east of I Street NE); the extension of L Street NE and/or the extension of O Place NE.~~

b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

The site is located within one-half mile of King County Metro Route 180, including northbound stop #57915 (37th & Auburn Way) and southbound stop #58235 (42nd & Auburn Way). Sidewalks within the future development can be extended to connect with existing sidewalks in the area to provide access to this service. Route 180 is an all-day route with "night owl" service and Route 180 is planned to convert to a RapidRide I line in 2023. It Route 180 provides connections to Auburn Station, Kent Station, Burien, Sea-tac, and etc., ~~And it can connecting~~ riders to Sound Transit bus and commuter train services.

6. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate? Not applicable. This proposal is a non-project action. Any future development proposal would be required to comply with local regulations for parking, including stall dimensions, stall size and etc.
d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private). <u>No, this proposal will not directly require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, as it is a non-project action.</u> Any future development proposal would be required to complete a development specific traffic impact analysis (TIA) and, unless exempt by WAC 197-11-800 or city code, a project level SEPA review. <u>Based on a traffic impact analysis by Gibson Traffic Consultants, any future development will need to evaluate the intersection at 40th Street NE and I Street, any shifts in traffic volumes to I Street NE from Auburn Way S with its extension to S 277th Street, and the impacts of the proposed development to determine what improvements, if any, are needed at this intersection.</u> Additionally, any future development proposal would be required to submit a site plan for review, which would include <u>plans for</u> any new or improved roads, etc. <u>Future development would be required to make a connection to I Street NE at 40th Street NE and provide half street improvements along I Street. Additional analysis will be required to determine if improvements are needed to the intersection of 40th Street NE and I Street NE. Public road connections will be required to L Street and O Place with an emergency vehicle access (EVA) at R Street. Site planning will need to be coordinated with the Auburn School District for purposes of providing public road stubs to their future school development (south).</u>
e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe. No.
f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates? A Traffic Impact Analysis was completed by Gibson Traffic Consultants <u>to analyze a maximum density scenario if all 37.6 acres were zoned R-20.</u> It concluded the this scenario proposed re-designation/rezone would result in 1,337 average daily trips (64 AM peak hour) and (59 PM peak hour). This would be passenger vehicles. The data was obtained from the City of Auburn and the model relied on both the current ITE and Highway Capacity Manuals.
g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe. No.
h. Proposed measures to reduce or control transportation impacts, if any: None proposed. This proposal is a non-project action. Any future development proposal for the site would be required to complete a traffic impact analysis and project level SEPA review to identify potential level of service (LOS) or other transportation impacts requiring mitigation.

15. Public Services

a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe. Yes, eventually. Should this proposal be approved future development could have more units which would increase demands for certain public services. However, under GMA the impact of density on public services is preferred to that created by sprawl.
b. Proposed measures to reduce or control direct impacts on public services, if any. None proposed. This is a non-project action. Any future development proposal, unless exempt by WAC 197-11-800 or city code, would be required to complete a project level SEPA review to identify direct impacts and any required mitigation.

16. Utilities

a. Check utilities currently available at the site: ☒ electricity, ☒ natural gas, ☒ water, ☒ refuse service, ☒ telephone, ☒ sanitary sewer, ☐ septic system, ☒ other storm sewers
b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed. None proposed. This proposal is a non-project action <u>and will not directly result in new demand for utilities.</u> Future development will be required to coordinate with area utilities to evaluate development specific needs and available utility capacities, as well as coordinate and plan for development specific service needs, including connections, extensions, relocations, etc. <u>At the request of the City, Applicant retained PACE Engineering to conduct an analysis of the Auburn 40 pump station. This analysis shows that any future development will need to further analyze the Auburn 40 pump station to determine if any improvements are required to support additional and peak flows.</u>

Signature: David K. Toyer

Name of Signee: David K. Toyer

Position and Agency/Organization: Toyer Strategic Advisors, Inc.

Date Submitted: ~~June 12, 2020~~ ~~August 18, 2020~~ October 14, 2020

**NOTICE OF APPLICATION (NOA)
NOTICE OF PUBLIC HEARING (NOH) and
DETERMINATION OF NON-SIGNIFICANCE (DNS)
Westport Capital Comprehensive Plan Map Change and Rezone
SEP20-0006 / REZ20-0002 / CPA20-0002**

The City of Auburn is issuing a Notice of Application (NOA), Notice of Public Hearing (NOH), and Determination of Non-Significance (DNS) for the following described project. The project application and listed studies may be reviewed by contacting the Department of Community Development at planning@auburnwa.gov or by visiting www.auburnwa.gov/landuse.

Proposal: Request to change the Comprehensive Plan Land Use Map designation of approximately 31.8 acres from Single-Family Residential to Moderate-Family Residential, and approx. 5.3 acres from Multi-Family Residential to Moderate-Family Residential; and, rezone approx. 30.7 acres from R-7, Single-Family Residential, 5-7 Units per Acre, to R-16, Multi-Family Residential 12-16 Units per Acre, and approx. 6.4 acres from R-20, Multi-Family Residential, 15-20 Units per Acre, to R-16. The development is proposed to limit the density to 12 units per acre (plus or minus 10%), cap the number of apartment units at 128 (based off of the existing 6.4 acres of R-20 zoning), and require at least three types of ownership housing for the remainder of the property (approximately 382 dwelling units, plus or minus 10%) where each type of ownership housing must represent a minimum of 15% of the future units (e.g. 15% triplex, 15% townhomes, and 70% single-family). There is no development proposal associated with this request. The above stipulations would be memorialized through a contract rezone.

Upon future development of the site access will be from 'I' St. NE, near the intersection of 40th St. NE, as well as potential extensions of the existing roadways that currently end at the northern boundary of the site ('L' St. NE, 'O' Pl. NE, and 'R' St. NE). It should be noted that the Monterey Park subdivision, to the north, was designed such that these roadways would be extended upon development of this site. A Traffic Impact Analysis (TIA) was prepared and submitted along with the applications that looked at potential impacts to the City's street network and is available on the City's website at www.auburnwa.gov/landuse; a project-specific TIA will be required for any future development(s) meeting the City's Engineering and Design Standards.

Upgrades to the existing sewer pump station located at the southern end of 'O' Pl. NE will be required upon future development as the existing station was designed to serve this site at its current zoning designations.

Location: The site is generally located east of 'I' St. NE at 40th St. NE and the Green River, south of the Monterey Park subdivision, see Vicinity Map below for reference. King Co. Parcel Nos. 000420-0022 (portion of), 000420-0024 (portion of), and 000420-0003.

Notice of Application:	October 19, 2020
Application Complete:	June 4, 2020
Permit Application:	May 7, 2020

File Nos.	SEP20-0006
	REZ20-0002
	CPA20-0002

Applicant/Owner: Rick Hathaway, Managing Member
Westport Capital Investments, LLC
11269 NE 37th Pl.
Bellevue, WA 98004

Applicant's Representative: David Toyer, President
Toyer Strategic Advisors, Inc.
3705 Colby Ave., Suite 1
Everett, WA 98201

Studies/Plans Submitted With Application:

- Critical Areas Report, Shockey Planning Group (4/2018)
- Traffic Impact Analysis, Gibson Traffic Consultants (4/2020, 7/2020)
- Architectural, Historical, and Cultural Resources Report, Shockey Planning Group (6/20/2020)
- Auburn 40 Pump Station Engineering Analysis and Feasibility Study, PACE Engineers, (6/24/2020)

Other Permits, Plans, and Approvals Needed:

- None for this proposal.

Statement of Consistency and List of Applicable Development Regulations: This proposal is subject to and shall be consistent with the Auburn City Code, Comprehensive Plan, and Public Works Design and Construction Standards.

Lead Agency: City of Auburn

The lead agency for this proposal has determined that it does not have probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

Public Comment Period: This may be your only opportunity to comment on the environmental impact of the proposal. All persons may comment on this application. This DNS is issued under WAC 197-11-340(2); the lead agency will not act on this proposal for 15 days from the date issued below. Comments must be in writing and submitted by 5:00 p.m. on **November 3, 2020** to the mailing address of 25 W Main St., Auburn, WA, 98001 or to the email address below. Any person wishing to become a party of record, shall include in their comments that they wish to receive notice of and participate in any hearings, if relevant, and request a copy of decisions once made.

Any person aggrieved of the City's determination may file an appeal with the Auburn City Clerk at 25 West Main Street, Auburn, WA 98001 within 14 days of the close of the comment period, or by 5:00 p.m. on **November 17, 2020**.

Public Hearing: The Planning Commission will conduct a public hearing on the applications on **November 4, 2020 at 7:00 p.m. The public hearing will be held virtually and telephonically.**

To attend the meeting virtually please enter the meeting ID into the **ZOOM** app or call into the meeting at the phone number listed below. Per City of Auburn Resolution No. 5533 the location for Planning Commission meetings will be virtual until King County enters into Phase 3 of the Governor's Safe Start Reopening Plan. **Join the ZOOM meeting at the following web address:**

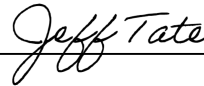
<https://zoom.us/j/95038060198>. Meeting ID: **950 3806 0198**, or via one tap mobile: **253-215-8782, 95038060198# US (Tacoma)**.

Written comments may be either emailed or mailed attention to the contact person below to 25 W Main St., Auburn WA, 98001 (please note, due to the current Governor's Stay Home Stay Safe order, mailed comments may not be received by City Staff on time for inclusion in the packet provided to the Hearing Examiner), or submitted at the public hearing by email. For citizens with speech, sight, or hearing disabilities wishing to review documents pertaining to this hearing should contact the person below within 10 calendar days prior to the hearing. Each request will be considered individually according to the type of request, the availability of resources, and the financial ability of the City to provide the requested services or equipment. For questions regarding this project, please contact Thaniel Gouk, Senior Planner, at planning@auburnwa.gov or 253-804-5031.

RESPONSIBLE OFFICIAL:	Jeff Tate
POSITION/TITLE:	Director of Community Development
ADDRESS:	25 West Main Street Auburn, Washington 98001 253-931-3090

DATE ISSUED: **October 19, 2020**

SIGNATURE: _____



Note: This determination does not constitute approval of the proposal. Approval of the proposal can only be made by the legislative or administrative body vested with that authority. The proposal is required to meet all applicable regulations.

Vicinity Map





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

10/22/2020

Mr. Thaniel Gouk
Senior Planner
City of Auburn
25 W Main Street
Auburn, WA 98001

Sent Via Electronic Mail

Re: City of Auburn--2020-S-1942--60-day Notice of Intent to Adopt Amendment

Dear Mr. Gouk:

Thank you for sending the Washington State Department of Commerce (Commerce) the 60-day Notice of Intent to Adopt Amendment as required under [RCW 36.70A.106](#). We received your submittal with the following description.

Request to change the Comprehensive Plan Land Use Map designation of approximately 31.8 acres from Single-Family Residential to Moderate-Family Residential, and approx. 5.3 acres from Multi-Family Residential to Moderate-Family Residential; and, rezone approx. 30.7 acres from R-7, Single-Family Residential, 5-7 Units per Acre, to R-16, Multi-Family Residential 12-16 Units per Acre, and approx. 6.4

We received your submittal on 10/22/2020 and processed it with the Submittal ID 2020-S-1942. Please keep this letter as documentation that you have met this procedural requirement. Your 60-day notice period ends on 12/21/2020.

We have forwarded a copy of this notice to other state agencies for comment.

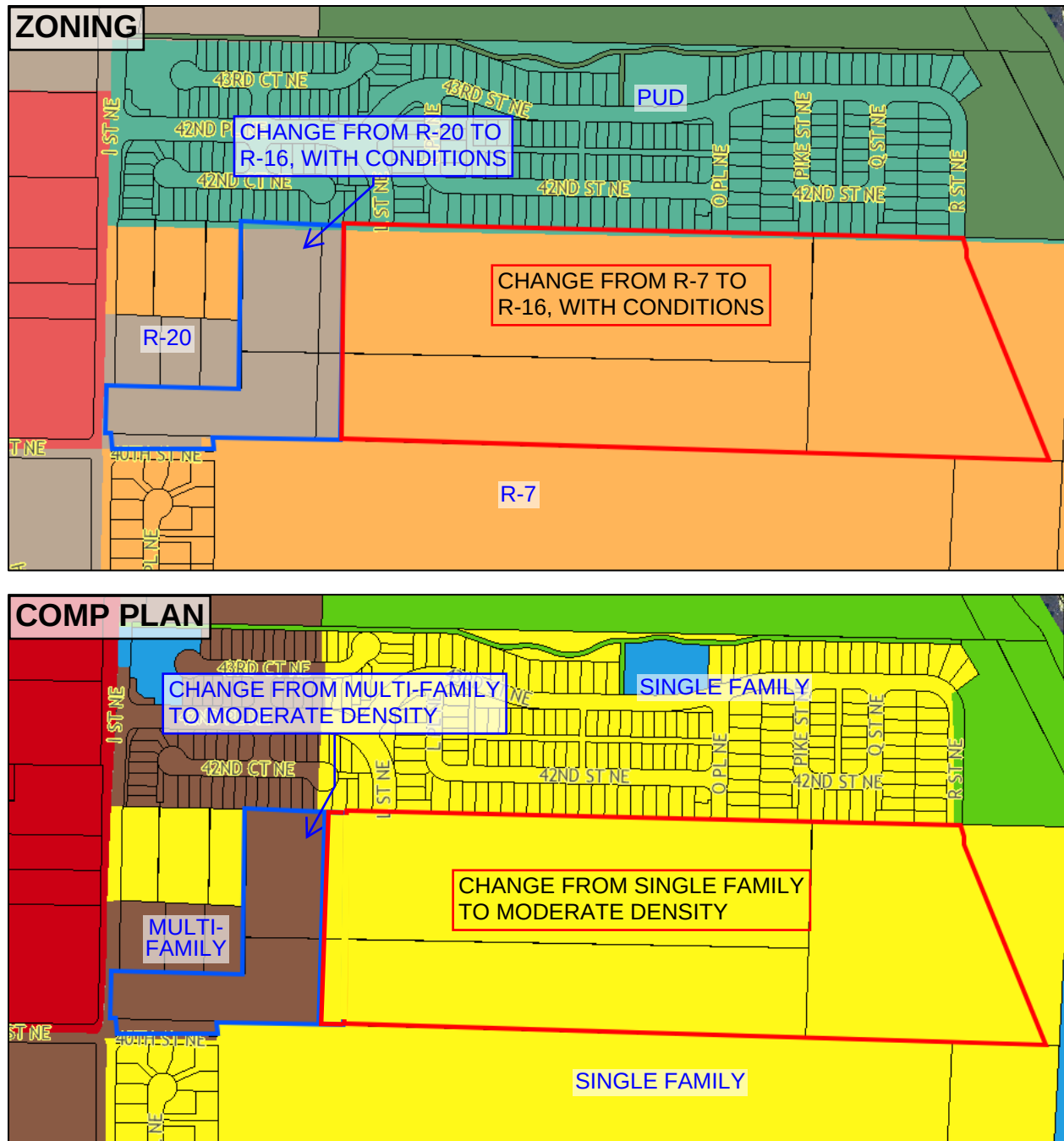
Please remember to submit the final adopted amendment to Commerce within ten days of adoption.

If you have any questions, please contact Growth Management Services at reviewteam@commerce.wa.gov, or call Gary Idleburg, (360) 725-3045.

Sincerely,

Review Team
Growth Management Services

WESTPORT CAPITAL – COMP PLAN CHANGE AND REZONE





TECHNICAL MEMORANDUM

DATE: June 24, 2020

TO: David Toyer
Toyer Strategic Advisors, Inc.

FROM: Robin Nelson, P.E., Senior Principal Engineer
Pat Kohlbrenner, P.E., Senior Engineer

SUBJECT: Auburn 40 Pump Station Rezone Engineering Analysis
and Feasibility Study

Project Understanding

Toyer Strategic Advisors, Inc., on behalf of Westport Capital Investments, LLC, is submitting a Comprehensive Plan Amendment and Rezone application to the Public Works department of the City of Auburn. The application involves three parcels totaling 32.4 acres and seeks to:

1. Re-designate approximately 32.4 acres from single family to multiple-family (comprehensive plan amendment); and
2. Rezone approximately 31.2 acres from R7 to R20 (zoning map amendment)

The difference between total acreage and acreage requested for rezoning recognizes that approximately 1.2 acres was already previously rezoned to multiple family and is presently within the R20 zone. The parcels subject to the proposal can generally be described as being located north and east of I Street and 40th Street NE.

It was originally anticipated that a proposed gravity sewer line (as part of the City's Sewer Comp Plan) immediately south of the site would serve the development. However, following initial review comments from the City this was determined to not be possible due to relative elevations of the site and the sewer mains to the west. The City indicated that wastewater from future development is designated to flow to the Auburn 40 Sewer Pump Station located on 'O' Place NE within the Auburn 40 Plat just north of the proposed Westport Capital development. The design for the Auburn 40 Sewer Pump Station accounted for the development of these parcels as single-family residences. The impact of the increase in wastewater flow from a multi-family development on the pump station was not apparent. Thus the City requested an engineering analysis of the capacity of the station. This analysis is required prior to a recommendation for the approval of the Comprehensive Plan Amendment and the request for a Rezone from Public Works.

Background Review and Evaluation

The Auburn 40 Plat is an existing development located along I Street NE where 42nd Place NE extends east. The development is bordered to the north by existing wetlands and undeveloped properties owned by the Port of Seattle. To the south, there are approximately 83 acres of vacant property (referred to as the Tributary Sewer Basin). The west is bordered by commercial property and the Green River borders the east side. It is within the Tributary Sewer Basin that Westport Capital intends to develop; specifically 32.4 acres are proposed as a multi-family development (R-20 zoning).



The Auburn 40 Sewer Pump Station was installed in 2011 as part of the Auburn 40 Plat development. The station is located north of the proposed Westport Capital development and it was designed to serve both the Auburn 40 Plat and the entirety of the Tributary Sewer Basin. The Auburn 40 Plat includes single family residential lots, roads, utilities, open space, and recreational areas for 238 single family dwellings. During design of the Auburn 40 Sewer Pump Station it was assumed that the 83 acres in the Tributary Sewer Basin would be developed as single family residential.

The existing peak flow rate calculated for the pump station is based on inflow and infiltration (I/I), the number of residences for the Auburn 40 Plat and the assumed 7 dwelling units per acre (minimum lot size of 6,000 square feet) for the Tributary Sewer Basin.

The following City of Auburn criteria are used to compute the flow:

- 2.85 people per single family residence
- 60 gallons per day (gpd) per person
- 1,100 gpd per acre for I/I
- Peaking factor of 4

The Auburn 40 Plat consists of 238 single family residences. For the Tributary Sewer Basin, it was assumed that 30% of the parcel area will be used for roads, parks, and open spaces. Based on these assumptions, 406 dwelling units would be constructed in the Tributary Sewer Basin under the current R-7 zoning. This provides a total of 644 dwelling units contributing flow to the pump station. The total peak flow that the pump station can handle is 400 gpm. Table 1 details these flow calculations.

TABLE 1							
Peak Design Flow for Auburn 40 Sewer Pump Station							
Tributary Sewer Basin zoned as R-7							
Basin	Area (ac)	Equivalent Dwelling Units	ADWF (gpd) ^[2]	Peak Factor ^[3]	Peak Flow (gpd)	I/I (gpd) ^[4]	Total Peak Flow (gpd)
Auburn 40 Plat	38.8	238	40,698	4	162,792	42,724	205,516
Tributary Sewer Basin ^[1]	82.8	406	69,378	4	277,512	91,080	368,592
Totals =	121.6	644	110,076		440,304	133,804	574,108
						Total (gpm) =	398.7
							400
Assumptions:							
Maximum of 7 dwelling units per acre, less 30% for							
^[1] roads, parks, open space, etc.							
ADWF = 60 gpd/person x 2.85 people/dwelling = 171 gpd/dwelling x							
^[2] # dwelling units							
Peaking Factor of 4.0 used per City of							
^[3] Auburn Design Standards							
Inflow/Infiltration rate of 1,100 gpd/acre used per City of							
^[4] Auburn Design Standards							



In order to evaluate the feasibility of the Auburn 40 Sewer Pump Station to handle increased flows from the proposed rezone to multi-family land use, the increased wastewater flows generated by the more dense development need to be calculated. The same assumptions in determining the existing capacity of the pump station are used. The only difference is that 32.4 acres will now be zoned as R-20 allowing for 20 equivalent dwelling units per acre. The proposed rezone results in a peak flow rate of 535 gpm. Table 2 provides the flow calculations for this increase.

TABLE 2							
Peak Design Flow for Auburn 40 Sewer Pump Station							
Rezone Application (32.4 acres rezoned as R-20)							
Basin	Area (ac)	Equivalent Dwelling Units	ADWF (gpd) ^[2]	Peak Factor ^[3]	Peak Flow (gpd)	I/I (gpd) ^[4]	Total Peak Flow (gpd)
Auburn 40 Plat	38.8	238	40,698	4	162,792	42,724	205,516
Tributary Sewer Basin (R-7) ^[1a]	50.4	238	40,698	4	162,792	55,440	218,232
Tributary Sewer Basin (R-20) ^[1b]	32.4	454	77,566	4	310,262	35,640	345,902
Totals =	121.6	930	158,962		635,846	133,804	769,650
						Total (gpm) =	534.5
							535
Assumptions:							
		Maximum of 7 dwelling units per acre, less 30% for					
[1a]		roads, parks, open space, etc.					
		Maximum of 20 dwelling units per acre, less 30% for					
[1b]		roads, parks, open space, etc.					
		ADWF = 60 gpd/person x 2.85 people/dwelling = 171 gpd/dwelling x					
[2]		# dwelling units					
		Peaking Factor of 4.0 used per City of					
[3]		Auburn Design Standards					
		Inflow/Infiltration rate of 1,100 gpd/acre used per City of					
[4]		Auburn Design Standards					

Feasibility Study

As can be seen in Tables 1 and 2 there is a potential 135 gpm increase in peak pumping capacity required at the Auburn 40 Sewer Pump Station. The existing components of the station must be defined to understand the feasibility of the existing station's ability to handle the increased peak flow. Based on as-built record drawings and the original pump station design report, the Auburn 40 Sewer Pump Station is equipped with the following:

- 9-ft diameter wet well with a depth of approximately 34 feet
- Dry well housing two (2) 7.5 hp, 1170 RPM Smith & Loveless 4B2 pumps
 - Maximum pumping capacity: 400 gpm @ 38.5' TDH
- U.S. Filter chemical tank system for odor control
- 8" force main connected to 10" gravity sewer
- Backup generator sized for pump station horsepower and miscellaneous site loads



The existing wet well has a working volume of 1,190 gallons based on the elevation of the existing pump on and off levels. This working volume has potential be adjusted slightly because the wet well is sufficiently deep and there is available depth between the influent invert and the pump high water alarm. This means the wet well is of an adequate size and has sufficient storage capacity to handle the potential maximum peak flows of 535 gpm while maintaining pump cycle times within recommended intervals. The existing 8" forcemain is also adequate to handle the peak pumping rate as the forcemain velocity at 535 gpm would be roughly 4.5 feet per second which is within the recommended range of 2 to 8 feet per second.

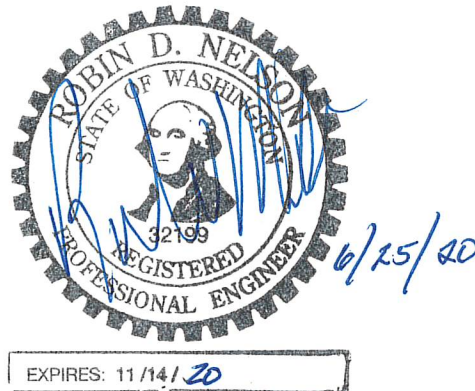
However, due to the 535 gpm peak pumping capacity required if the rezone is approved, the existing pumps at the Auburn 40 Sewer Pump Station are not adequately sized. It is not feasible for the Auburn 40 Sewer Pump Station, as it is currently equipped, to handle the increased peak flows. The existing pumps would need to be upsized to meet the increased peak flows generated by the proposed rezone. Upsizing the existing pumps could also have an effect on the existing genset and associated controls and electrical equipment. Further analysis of the potential upgrades to pumps, power and controls, and emergency generator would be required as part of that effort.

Rob Nelson, P.E.
Project Manager

ROBIN NELSON, P.E.
Printed Name

VICE PRESIDENT
Title

6/25/2020
Date



FAIRFIELD DEVELOPMENT

SITE FEASIBILITY STUDY

I STREET NE PROPERTIES
AUBURN, WASHINGTON



April 2018

Submitted by:



SHOCKEY
PLANNING GROUP, Inc.

EXECUTIVE SUMMARY

Fairfield Development, Inc. is exploring the development potential of six vacant parcels located east of I Street NE at 40th Street NE, within the City of Auburn.

The site, which is currently owned by two different property owners, is approximately 37.6 acres and is vacant. The site is bordered on the north by a single family development, on the east by the Green River, the south by a vacant parcel and the west by single family homes, vacant parcels and I Street NE.

There are no sensitive areas on-site. There are two potential wetlands off-site that have buffers that could extend onto Parcels B and D, see **Figure 1 – Site Plan**. All potential sensitive areas are off-site, so no filling or alteration would be allowed and buffers would need to be adhered to for future development. Extension of utilities would need to occur in order for site development to occur. In addition, sewer connection is also subject to a late connection charge.

A Phase I Environmental Assessment was performed on the site to evaluate the presence of environmentally hazardous conditions on the site. The Assessment included an historic and cultural resources review for the site and adjacent properties. No other special reports were prepared.

Based on the data gathered during the preparation of this report, the proposed site is feasible for development. However, one item that was found in the title report pertaining to Lots A, B and C should be reviewed and likely removed as zoning requirements have changed since adoption of Ordinance No. 4299. In addition, the Phase I Environmental Assessment noted that due to the past agricultural use of the property, the soils could contain amounts of pesticides above clean-up levels.

Due to a possible wetland along the southern border of the site, there is a buffer that could extend onto the site. This reduces the total area for development from 37.6 acres to approximately 36.54 acres.

SENSITIVE AREAS REVIEW

On November 14, 2017, the site was evaluated for the presence of wetlands, streams, ditches and wildlife habitat. The subject property was vacant and contained no structures.

The site is fairly level and does not contain any erosion or landslide hazard areas, see **Figure 5 – Site Topography**.

No wetlands, streams, ditches or wildlife habitat areas were observed on the subject property. Two potential wetlands were noted off-site; vegetation and some ponding that meet wetland criteria were noted from the subject property line. One potential wetland was found to the west of Parcel C and one to the south of Parcel B and D. Their approximate 50 foot buffers do extend onto the subject parcels. Access to these off-site wetlands were not granted, therefore, for purposes of this report, it is assumed that they are wetlands.

The Washington State Department of Fish and Wildlife was contacted regarding the potential for priority habitat and species (PHS) areas in the vicinity of the project. Information received from WDFW dated February 14, 2018 revealed that there had been a Great Blue Heron colony south of the subject site (near the mobile home park at 37th Street NE and I Street NE). However, the notes that were received said that reproduction failed due to eagle harassment. The heron nests were not noted during the site walk over or during a subsequent drive by of the area on February 23, 2018.

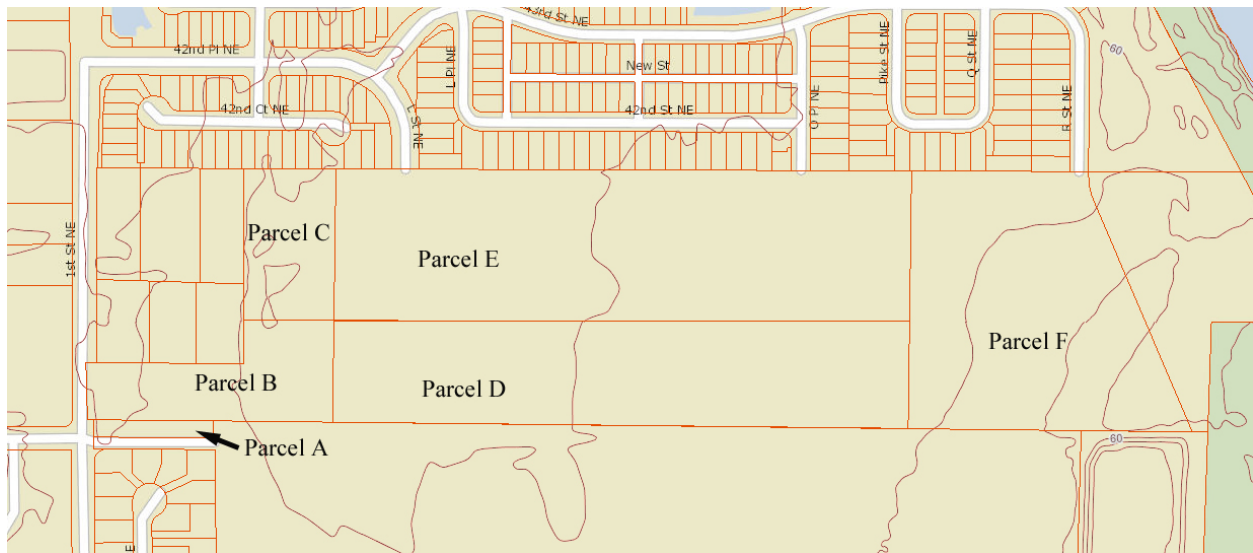
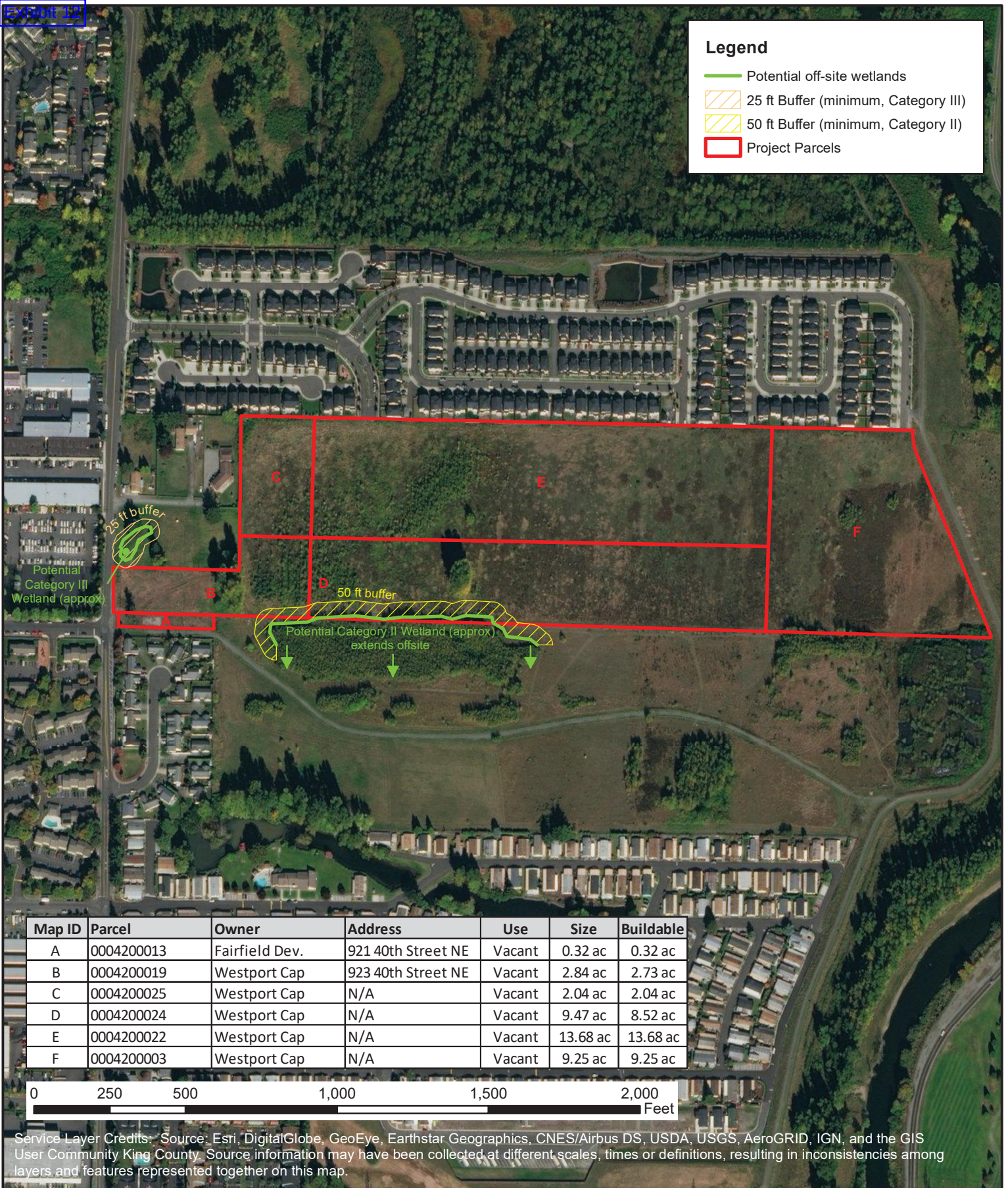


Figure 6 - Site Topography



SHOCKEY
PLANNING GROUP, Inc.



Fairfield Development Auburn, WA

Figure 1
Site Plan
Page 795 of 1871

18.07.020 Uses.

Table 18.07.020. Permitted Use Table – Residential Zoning Designations

P = Permitted A = Administrative C = Conditional Use X = Not Permitted							
Land Uses	Zoning Designations						
	RC	R-1	R-5	R-7	R-10	R-16	R-20
A. Residential Uses.							
Accessory dwelling units	P	P	P	P	X ¹	X ¹	X ¹
Accessory use, residential	P	P	P	P	P	P	P
Adult family home	P	P	P	P	P	P	P
Bed and breakfast	P	P	P	P	P	P	P
Communal residence four or less individuals	P	P	P	P	P	P	P
Duplexes; provided, that minimum lot size of zoning designation is met and subject to compliance with Chapter 18.25 ACC (Infill Residential Development Standards)	X	X	A	P	P	P	X
Foster care homes	P	P	P	P	P	P	P
Group residence facilities (7 or more residents)	X	X	X	X	C	C	C
Group residence facilities (6 or fewer residents)	P	P	P	P	P	P	P
Keeping of animals ⁴	P ²	P ²	P ²	P ²	P ²	P ²	P ²
Multiple-family dwellings	X	X	X	X	A	P	P
Neighborhood recreational buildings and facilities owned and managed by the neighborhood homeowners' association	A ⁶	A ⁶	A ⁶	A ⁶	A ⁶	P	P
Use as dwelling units of (1) recreational vehicles that are not part of an approved recreational vehicle park, (2) boats, (3) automobiles, and (4) other vehicles	X	X	X	X	X	X	X
Renting of rooms, for lodging purposes only, to accommodate not more than two persons in addition to the family or owner occupied unit ⁸	P	P	P	P	P	P	P
Residential care facilities including but not limited to assisted living facilities, convalescent homes, continuing care retirement facilities	P	P	X	X	A	P	P
Single-family detached dwellings, new	P	P	P	P	P	P	X
Supportive housing, subject to the provisions of ACC 18.31.160	X	X	X	X	X	P	P

P = Permitted A = Administrative C = Conditional Use X = Not Permitted							
Land Uses	Zoning Designations						
	RC	R-1	R-5	R-7	R-10	R-16	R-20
Swimming pools, tennis courts and similar outdoor recreation uses only accessory to residential or park uses	P	P	P	P	P	P	P
Townhouses (attached)	X	X	X	X	P	P	P
B. Commercial Uses.							
Commercial horse riding and bridle trails	A	X	X	X	X	X	X
Commercial retail, included as part of mixed-use development and not a home occupation in compliance with Chapter 18.60 ACC	X	X	X	X	A	A	A
Daycare, limited to a mini daycare center. Daycare center, preschool or nursery school may also be permitted but must be located on an arterial	X	A	A	A	A	A	A
Home-based daycare as regulated by RCW 35.63.185 and through receipt of approved city business license	P	P	P	P	P	P	P
Home occupations subject to compliance with Chapter 18.60 ACC	P	P	P	P	P	P	P
Marijuana cooperative	X	X	X	X	X	X	X
Marijuana processor	X	X	X	X	X	X	X
Marijuana producer	X	X	X	X	X	X	X
Marijuana related business	X	X	X	X	X	X	X
Marijuana researcher	X	X	X	X	X	X	X
Marijuana retailer	X	X	X	X	X	X	X
Marijuana transporter business	X	X	X	X	X	X	X
Mixed-use development ³	X	X	X	X	P	P	P
Nursing homes	X	X	X	X	C	C	C
Private country clubs and golf courses, excluding driving ranges	X	X	C	C	C	X	X
Privately owned and operated parks and playgrounds and not homeowners' association-owned recreational area	X	A	A	A	A	P	P
Professional offices, included as part of mixed-use development and not a home occupation in compliance with Chapter 18.60 ACC	X	X	X	X	A	A	A
C. Resource Uses.							
Agricultural enterprise: ⁷							

P = Permitted A = Administrative C = Conditional Use X = Not Permitted							
Land Uses	Zoning Designations						
	RC	R-1	R-5	R-7	R-10	R-16	R-20
When 50 percent, or more, of the total site area is dedicated to active agricultural production during the growing season, and with 52 or less special events per calendar year	A ⁷	X	X	X	X	X	X
When less than 50 percent of the total site area is dedicated to active agricultural production during the growing season, or with more than 52 special events per calendar year	C ⁷	X	X	X	X	X	X
Agricultural type uses are permitted provided they are incidental and secondary to the single-family use:							
Agricultural crops and open field growing (commercial)	P	X	X	X	X	X	X
Barns, silos and related structures	P	X	X	X	X	X	X
Commercial greenhouses	P	X	X	X	X	X	X
Pasturing and grazing ⁴	P	X	X	X	X	X	X
Public and private stables ⁴	P	X	X	X	X	X	X
Roadside stands, for the sale of agricultural products raised on the premises. The stand cannot exceed 300 square feet in area and must meet the applicable setback requirements	P	X	X	X	X	X	X
Fish hatcheries	C	X	X	X	X	X	X
D. Government, Institutional, and Utility Uses.							
Civic, social and fraternal clubs	X	X	X	X	A	A	A
Government facilities	A	A	A	A	A	A	A
Hospitals (except animal hospitals)	X	X	X	X	X	C	C
Municipal parks and playgrounds	A	P	P	P	P	P	P
Museums	X	X	X	X	A	A	A
Religious institutions, less than one acre lot size	A	A	A	A	A	A	A
Religious institutions, one acre or larger lot size	C	C	C	C	C	C	C
Transmitting towers	C	C	C	C	C	C	C
Type 1-D wireless communication facility (see ACC 18.04.912(J))	P	P	P	P	P	P	P
Utility facilities and substations	C ⁵	C ⁵	C ⁵	C ⁵	C ⁵	C ⁵	C ⁵

1 An accessory dwelling unit may be permitted with an existing single-family residence pursuant to ACC [18.31.120](#).

2 Please see the supplemental development standards for animals in ACC [18.31.220](#).

3 Individual uses that make up a mixed-use development must be permitted within the zone. If a use making up part of a mixed-use development requires an administrative or conditional use permit, the individual use must apply for and receive the administrative or conditional use approval, as applicable.

4 Proximity of pasture or livestock roaming area to wells, surface waters, and aquifer recharge zones is regulated by the King or Pierce County board of health, and property owners shall comply with the provisions of the board of health code.

5 Excludes all public and private utility facilities addressed under ACC [18.02.040\(E\)](#).

6 Administrative use permit not required when approved as part of a subdivision or binding site plan.

7 Agricultural enterprise uses are subject to supplemental development standards under ACC [18.31.210](#), Agricultural enterprises development standards.

8 An owner occupant that rents to more than two persons but no more than four persons is required to obtain a city of Auburn rental housing business license and shall meet the standards of the International Property Maintenance Code.

(Ord. 6642 § 4, 2017; Ord. 6600 § 9, 2016; Ord. 6565 § 2, 2015; Ord. 6560 § 9, 2015; Ord. 6477 § 8, 2013; Ord. 6369 § 2, 2011; Ord. 6363 § 3, 2011; Ord. 6269 § 3, 2009; Ord. 6245 § 5, 2009.)

The Auburn City Code is current through Ordinance 6775, passed May 18, 2020.

Disclaimer: The city clerk's office has the official version of the Auburn City Code. Users should contact the city clerk's office for ordinances passed subsequent to the ordinance cited above.

Note: This site does not support Internet Explorer. To view this site, Code Publishing Company recommends using one of the following browsers: Google Chrome, Firefox, or Safari.

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From: Mark Shark MBSHark@drhorton.com
 Subject: Plans, Plans, Plans!!! 1 of 5
 Date: October 9, 2020 at 5:15 PM
 To: Rick Hathaway rick.hathaway@me.com

24' wide single family detached product



Mark Shark
 Land Acquisition Manager - WA
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Elevation A



Elevation B



Elevation C

The Sidney at Rainier Ridge

plan NF70 | 1,900 sq. ft. | 4 bed, 2.5 bath, 2 car | 2 story
 18906 105th Ave E • Puyallup, WA 98374 • 425-823-7196 • drhorton.com

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MS



Elevation A



Elevation B

The Topaz at Rainier Ridge

plan 3815 | 1,833 sq. ft. | 4 bed, 2.5 bath, 2 car | 2 story
 18906 105th Ave E • Puyallup, WA 98374 • 425-823-7196 • drhorton.com

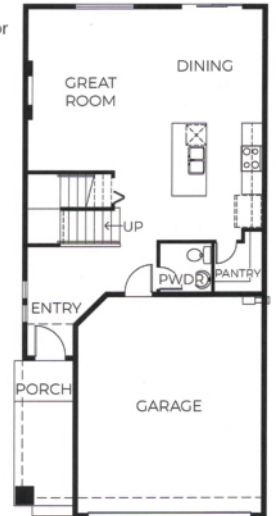


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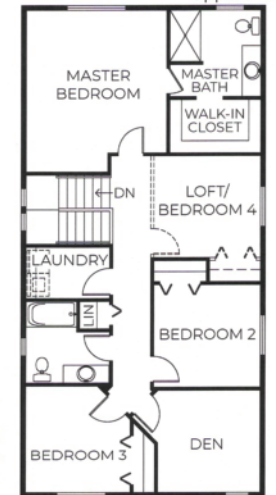


FLOOR PLAN

Main Floor



Upper Floor





FLOOR PLAN

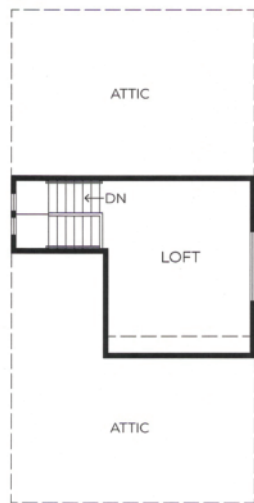


Elevation Y

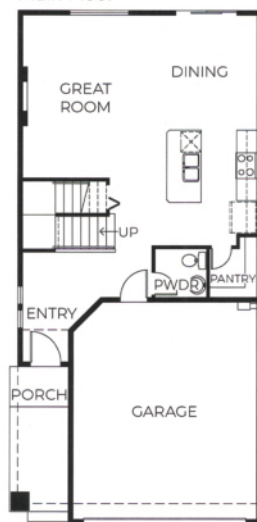


Elevation Z

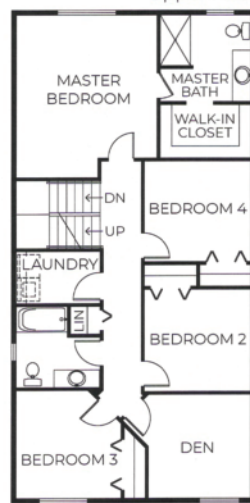
Loft



Main Floor



Upper Floor



The Topaz with Loft

at Rainier Ridge

plan 3815 w/ Loft | 2,156 sq. ft. | 4 bed +loft, 2.5 bath, 2 car | 3 story

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MS

30' wide single family detached product

Mark Shark
Land Acquisition Manager - WA

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Elevation B



Elevation C

FLOOR PLAN
Main Floor



Upper Floor



The Lexington

at The Timbers

plan 3829 | 1,008 sq. ft. | 4 bed, 2.75 bath, 2 car | 2 story
3219 104th Ave NE • Lake Stevens, WA, 98270 • 425-823-7154 • drhorton.com

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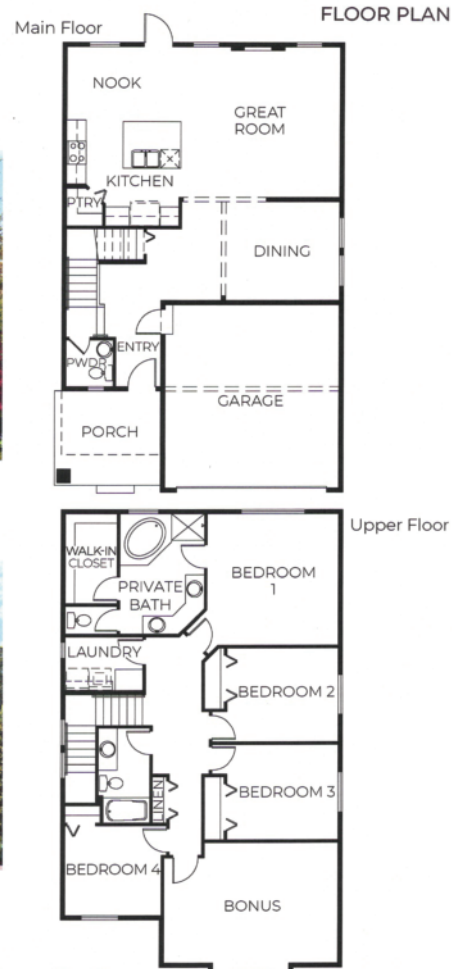
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Elevation A



Elevation B



The Cambridge

at Preston Woods

plan 3724 | 2,297 sq. ft. | 4 bed, 2.5 bath, 2 car | 2 story

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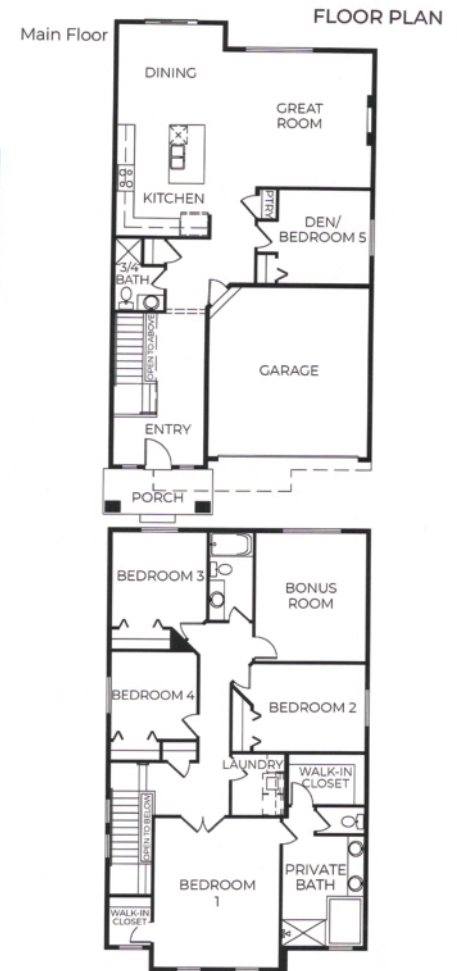
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Elevation A



Elevation B



The Rockport

at Preston Woods

plan 3729 | 2,506 sq. ft. | 5 bed, 2.75 bath, 2 car | 2 story

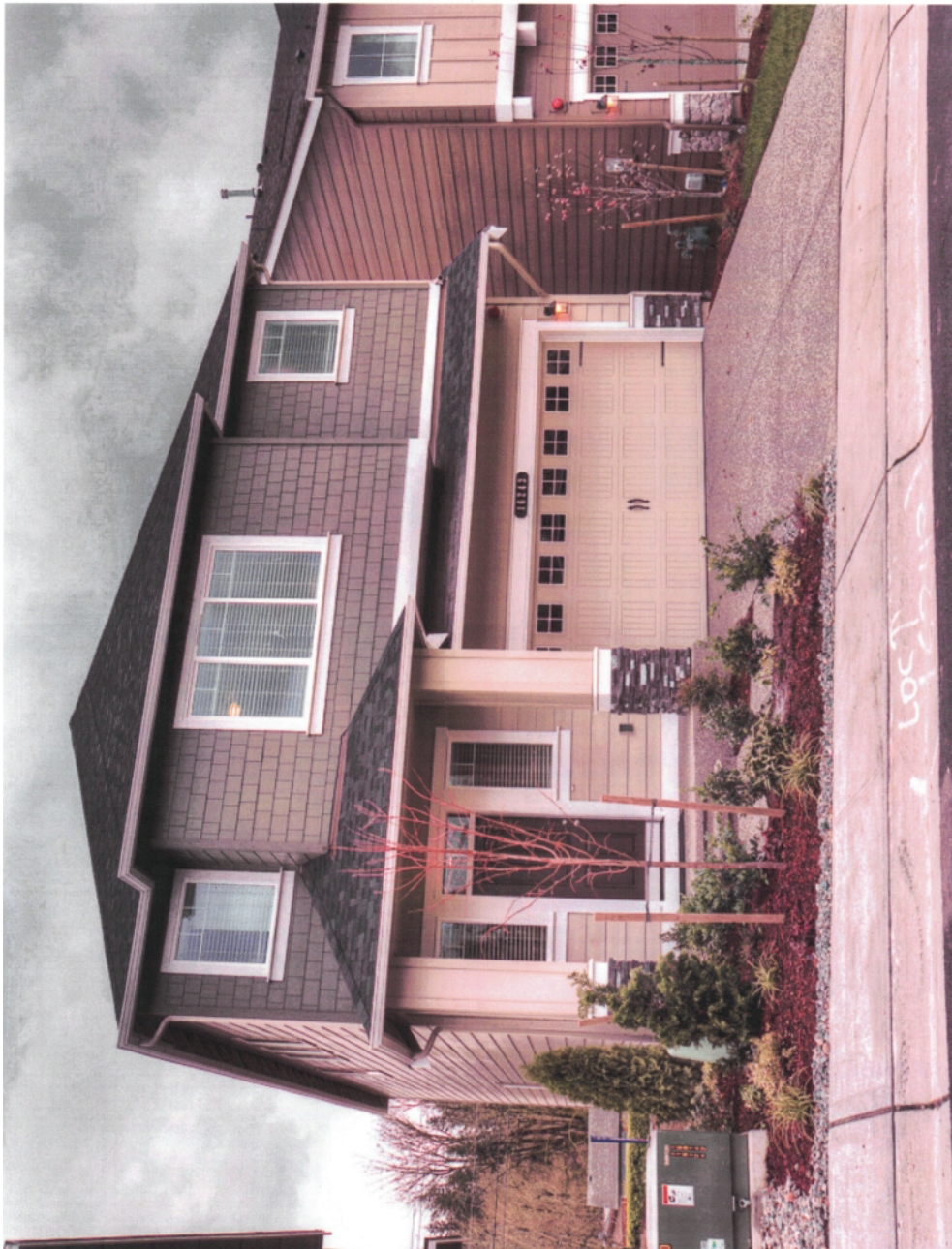
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MS

Duplex product.

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Mark Shark
 Land Acquisition Manager - WA

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Elevation A



Elevation B

Main Floor FLOOR PLAN



Upper Floor



The Lynden

at Cedarhome Square

plan ND40 1,622 sq. ft. | 3 bed + loft, 2.5 bath, 2 car | 2 story
 6720 28th Pl NW - Stanwood WA, 98292 - 425-825-3134 - drhorton.com

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MS

2-story TH 4-plexes.

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Mark Shark
 Land Acquisition Manager - WA

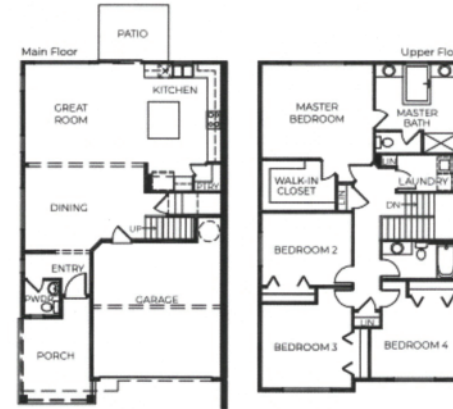
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FLOOR PLAN

Building Type 7: Buildings B & S



The Bluejay

at The Ponds

plan type F - 2,126 sq. ft. | 4 bed, 2.5 bath, 2 car | 2 story
 1621 Seattle Hill Road • Bothell WA 98012 • 425-825-3191 • drhorton.com

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MS

Central Park...2 & 3 story TH's.

D.R. HORTON
America's Builder

Mark Shark
 Land Acquisition Manager - WA
D.R. HORTON
 11241 Slater Avenue NE - Suite 200
 Kirkland, WA 98033
 m: (206) 851-8516
 o: (425) 821-3400 x 5104

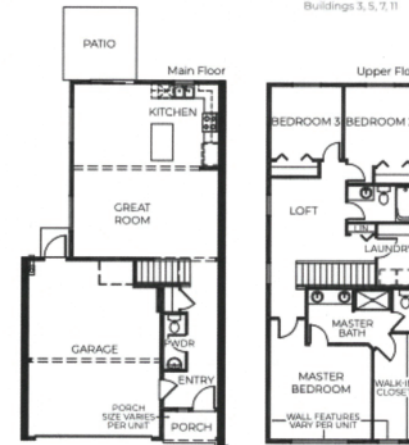
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FLOOR PLAN

Buildings 3, 5, 7, 11



The Rockefeller at Central Park

plan Type B | 1,690 sq. ft. | 3 bed • loft, 2.5 bath, 2 car | 2 story
 15216 37th Ave SE • Bothell WA, 98012 • 425-825-3146 • drhorton.com

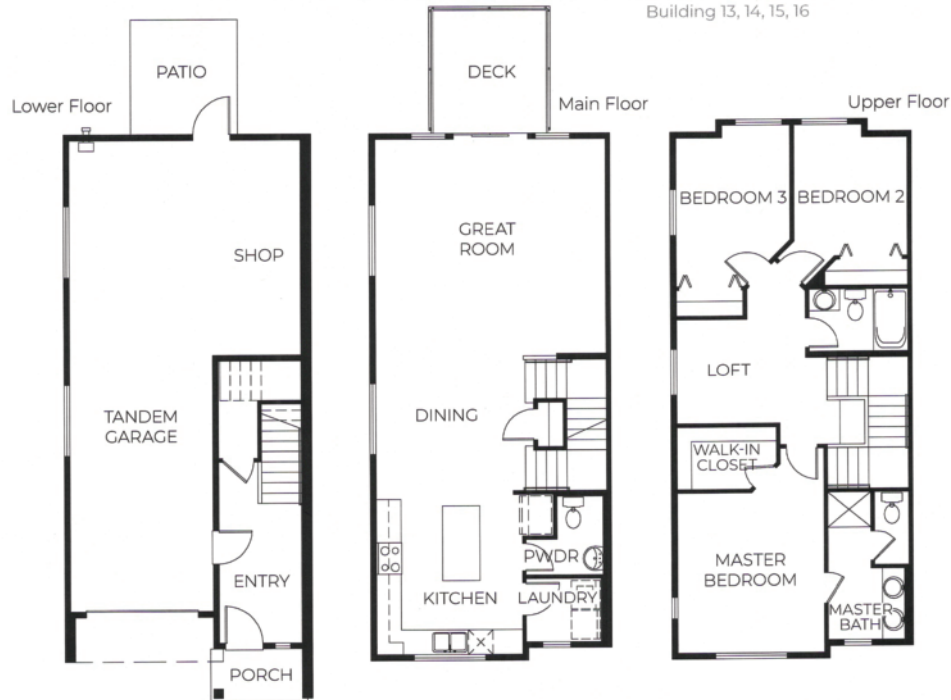
Artists Rendering Only. In our continuing effort to exceed our buyer's expectations, specifications may change without notice. Square footage is approximate. See your D.R. Horton representative for elevation styles available in your community. All plans are copyright protected. ©2019 D.R. Horton, LLC dba D.R. Horton, License # DRH-COMM-SCS. Revised 2/3/19

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Building 13, 14, 15, 16

FLOOR PLAN



The Brooklyn

at Central Park

plan Type E | 1,766 sq. ft. | 3 bed + loft, 2.5 bath, 2 car | 3 story

19216 37th Ave SE • Bothell WA, 98012 • 425-825-3146 • drhorton.com



Artists Rendering Only. In our continuing effort to exceed our buyer's expectations, specifications may change without notice. Square footage is approximate. See your D.R. Horton representative for elevation styles available in your community. All plans are copyright protected. ©2019 SSI LLC dba D.R. Horton, License # DRHOR**963CS. Revised 5/17/19



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MAIN FLOOR

UPPER FLOOR

TIMBER

2,078 Square Feet

3 Bedrooms + Loft, 2.5 Bathroom, 2 Car Garage

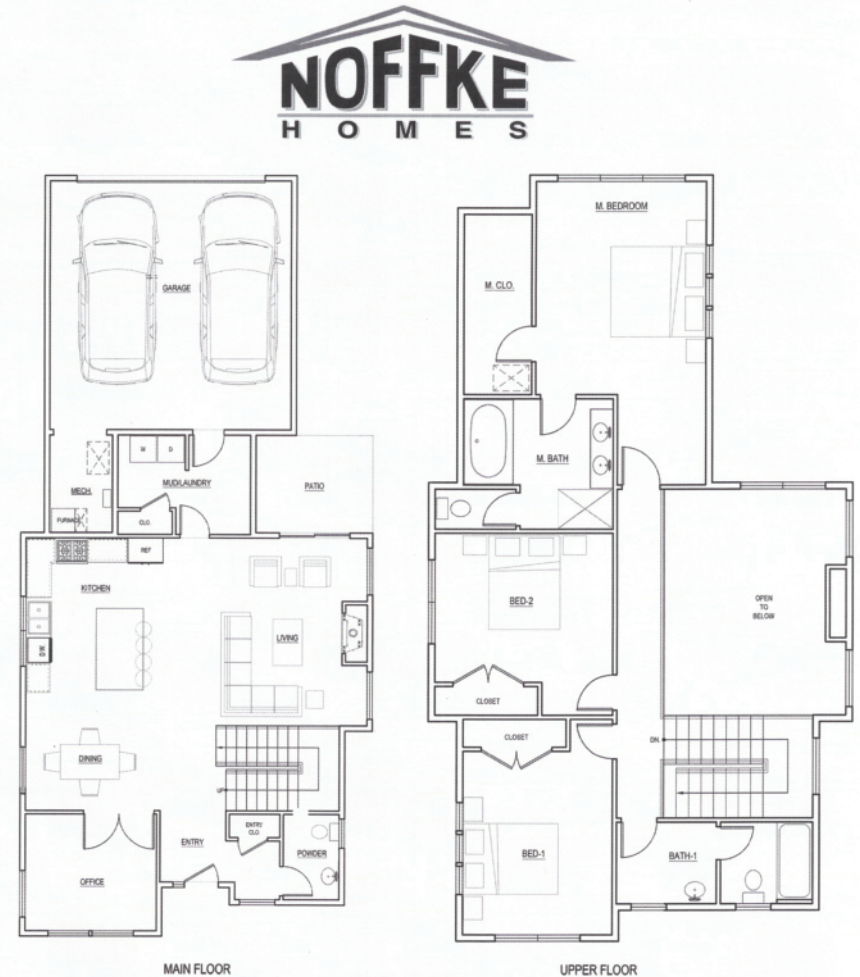


Stacie Shelton | Listing Agent
(503) 931-6014
stacie@noffkerealestate.com

Michele White | Buyer's Agent
(253) 348-9412
michele.w@kw.com



Reported square footage and floor plans are approximate. Price based on standard selections only. Plans shown are a general representation and may vary from actual construction floor plan. For more information contact our sales team. Noffke Homes reserves the right to change the floor plan at any time.



ALPINE

2,057 Square Feet

3 Bedrooms + Office, 2.5 Bathroom, 2 Car Garage

Stacie Shelton | Listing Agent
(503) 931-6014
stacie@noffkerealestate.com

Michele White | Buyer's Agent
(253) 348-9412
michele.w@kw.com



Reported square footage and floor plans are approximate. Price based on standard selections only. Plans shown are a general representation and may vary from actual construction floor plan. For more information contact our sales team. Noffke Homes reserves the right to change the floor plan at any time.





BOARDWALK DUETS



ELEVATION A



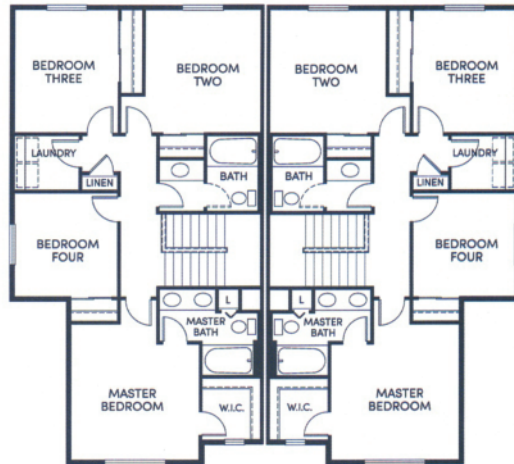
ELEVATION B

SUMMIT

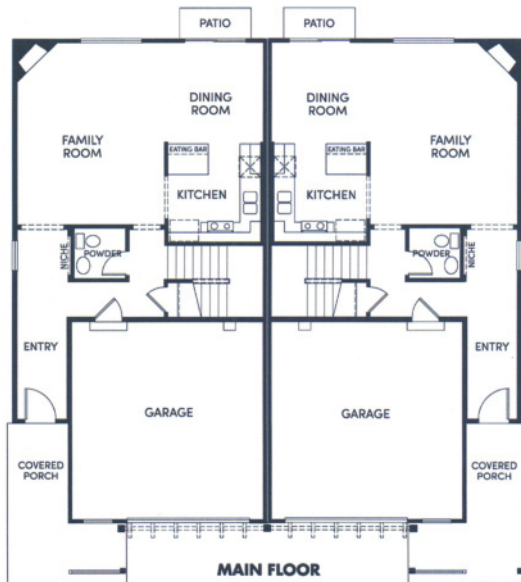
HOMES

PLAN 1775	1,775 SF	4 Bedrooms, 2.5 Baths, 2 Car Garage
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Boardwalk Duets | Plan 775



UPPER FLOOR



MAIN FLOOR

SUMMIT
HOMES
summithomeswa.com



In a continuous effort to improve our homes, Summit Homes reserves the right to modify features, specifications, plans and pricing without notice. 5/2019



BOARDWALK DUETS



ELEVATION A



ELEVATION B

SUMMIT
HOMES

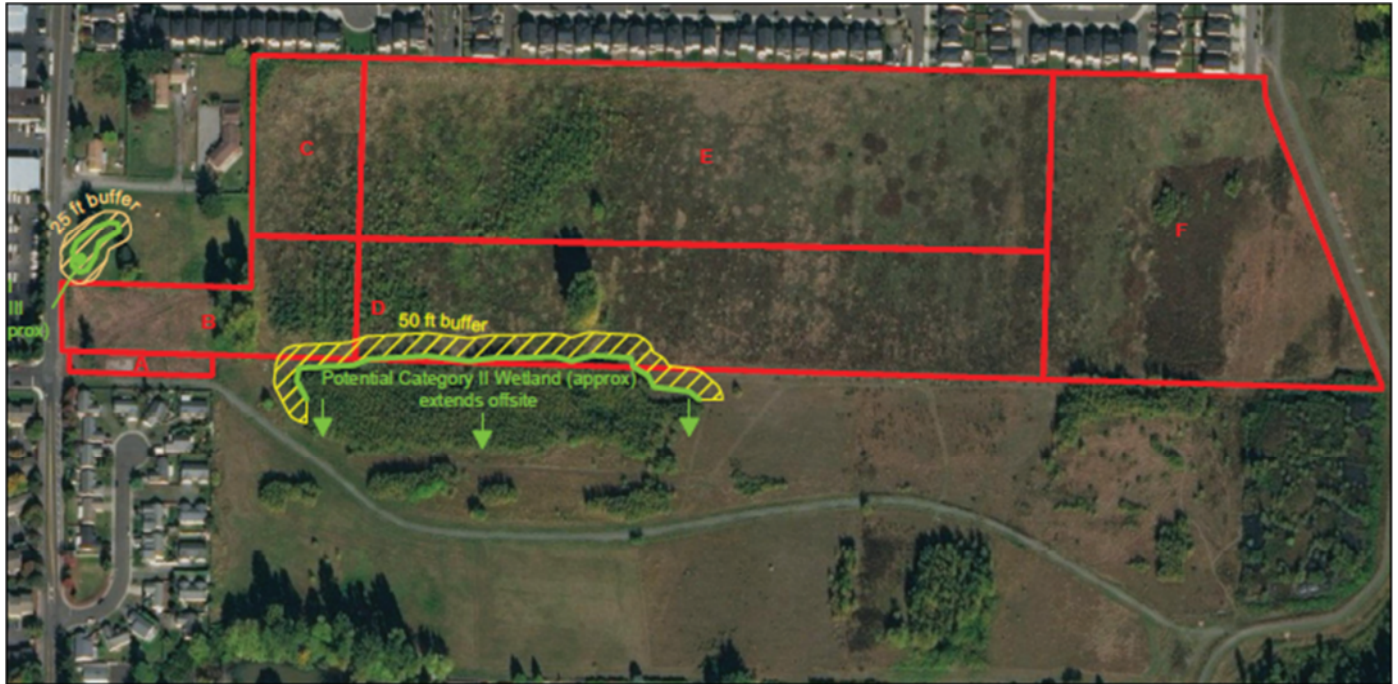
PLAN 1822

1,822 SF

4 Bedrooms, 2.5 Baths, 2 Car Garage

From: Thaniel Gouk
Sent: Monday, October 26, 2020 7:24 PM
To: 'lissalou@aol.com'
Cc: 'planning@auburnwa.gov'
Subject: RE: Objection to SEP20-0006, REZ20-0002, CPA20-0002

Sorry about that, here is the image that I mentioned.



From: Thaniel Gouk
Sent: Monday, October 26, 2020 7:23 PM
To: lissalou@aol.com
Cc: planning@auburnwa.gov
Subject: RE: Objection to SEP20-0006, REZ20-0002, CPA20-0002

Good evening Ms. Child, thank you for providing the City with your comments relating to this proposal. Note that your comments and this response will be included in the packet that is provided to the Planning Commission and City Council.

Regarding the presence of wetlands, yes, the Applicant had a wetland reconnaissance done and there does appear to be a large wetland located on mostly on the Auburn School District property east of your subdivision. This wetland also appears to extend slightly onto this site. There is also a small wetland located off-site to the north near I St. NE. Please see the image below for reference. As for any impacts to wetlands, any future development of the site would be subject to local and State standards relating to wetland and wetland buffer protections that include protection of wildlife habitat. If there is any disruption to the wetlands or their buffers they would be appropriately mitigated.

Regarding traffic impacts, again, yes when the site develops in the future there will be impacts. The Applicant hired a Professional Traffic Engineer who performed an analysis on potential impacts to the

local road network in consultation with the City's Senior Traffic Engineer. Based off of that analysis there will likely be improvements required for the intersection of I St. NE and 40th St. NE; what those improvements are is not known at this time as there is no development proposal associated with the applications. Also, to note, the traffic study that was done does include the Copper Gate development that is under construction to the north.

The question about housing, I'm assuming that is referring to the Copper Gate development that is comprised of multiple apartment buildings. One of the proposed conditions for this request is to limit the number of apartment units to that which is already allowed based on the existing R-20 zoning which is approx. 128 units. Any impacts to schools, parks, utilities, etc. would be offset by paying impact fees and potentially dedication of park land.

Thanks,

Effective March 25, 2020, in response to Gov. Inslee's Stay Home Stay Safe directive, the City of Auburn has closed City Hall and the Annex Customer Service Center until further notice. I am currently out of the office but working remotely from home. I have access to email and voicemail but will be responding to all inquiries by email only.

Thaniel Gouk – Senior Planner
 Department of Community Development
 City of Auburn | www.auburnwa.gov
 253.804.5031 | tgouk@auburnwa.gov
 Mailing Address: [25 W Main Street, Auburn, WA 98001](#)
 Permit Center Address: [1 E Main Street, Auburn, WA 98002](#)
[Customer Service Survey](#)
[Application Forms](#)
[Zoning Maps](#)

From: lissalou@aol.com <lissalou@aol.com>
Sent: Monday, October 26, 2020 4:51 PM
To: Planning-1 <Planning@auburnwa.gov>
Subject: RE: Objection to SEP20-0006, REZ20-0002, CPA20-0002

CAUTION: The following message originated from outside the City of Auburn. Be careful opening links and attachments

To whom it may concern,

We recently got notice from a neighbor in regards to plans for a rezoning proposal in Auburn at I St NE and 40th St NE (records listed in email subject).

As a resident of I Pl NE, I am writing to **object to this proposal**, and frankly I am shocked and slightly dismayed that there is no requirement for an EIS, considering that surrounding areas consist of highly sensitive wetlands. Not only will additional residences disrupt the local area in terms of population increase, but the upheaval that will be required to install water, electric, and sewage, as well as streets for

the residences, will damage areas that will not be able to recover. Many species use these open areas as well as the wetlands and the river, and their habitats will be permanently altered.

Rezoning will also allow for the building of housing that will create traffic that the area cannot tolerate. The site is on a narrow 2 way street, and is currently undergoing significant change due to the new complex being built on Auburn Way N at 277th. Traffic is already difficult to maneuver at that intersection and the new residences will create an even greater stress on the area. Adding more similar housing (which will ultimately occur should this rezoning proposal pass) will just create more impacts from resident vehicles, school buses, garbage trucks, delivery vehicles, etc. The impact studies that were performed were prior to the new development just up the street, and should be redone.

What was once a neighborhood that had a beautiful greenbelt as a backdrop is quickly becoming a residential nightmare.

Again, I object to the proposal for rezoning and believe that more studies need to be done on the impacts that will occur, including an EIS.

Thank you,

Melissa Child

From: Thaniel Gouk
Sent: Monday, October 26, 2020 11:00 AM
To: Earl Weaver
Cc: Anthony Avery; Dustin Lawrence; Steven Sturza; Jeff Dixon (jdixon@auburnwa.gov)
Subject: RE: WAC-197-11-340{2} (CPA20-0002)

Hello Mr. Weaver, thank you for expressing your concerns regarding any potential impacts to the floodplain. As there is no project associated with this request, there will be no impacts to the floodplain. The City is aware that the recently updated FEMA maps show areas of the subject properties as being located within potentially flooded areas. I can let you know that the City has a thorough process that any development proposals will need to go through for permitting, including elevation surveys to show where exactly any floodplain areas are located. Any future development will be subject to these regulations as necessary.

Hopefully this answers your questions.

If you would like any more technical details, please contact Steve Sturza, Development Engineer Manager, as ssurza@auburnwa.gov or 253-876-1969.

Thanks,

Effective March 25, 2020, in response to Gov. Inslee's Stay Home Stay Safe directive, the City of Auburn has closed City Hall and the Annex Customer Service Center until further notice. I am currently out of the office but working remotely from home. I have access to email and voicemail but will be responding to all inquiries by email only.

Thaniel Gouk – Senior Planner
Department of Community Development
City of Auburn | www.auburnwa.gov
253.804.5031 | tgouk@auburnwa.gov
Mailing Address: [25 W Main Street, Auburn, WA 98001](#)
Permit Center Address: [1 E Main Street, Auburn, WA 98002](#)
[Customer Service Survey](#)
[Application Forms](#)
[Zoning Maps](#)

From: Earl Weaver <fatherearl@hotmail.com>
Sent: Friday, October 23, 2020 7:50 PM
To: Dustin Lawrence <dlawrence@auburnwa.gov>
Cc: Planning-1 <Planning@auburnwa.gov>
Subject: Re: WAC-197-11-340{2}

CAUTION: The following message originated from outside the City of Auburn. Be careful opening links and attachments

It concerns the rezone application for the property on I Street and 40th in NE Auburn.

From: Dustin Lawrence <dlawrence@auburnwa.gov>
Sent: Friday, October 23, 2020 2:36 PM
To: Earl Weaver <fatherearl@hotmail.com>
Cc: Planning-1 <Planning@auburnwa.gov>
Subject: RE: WAC-197-11-340{2}

Hi Mr. Weaver,

Can you let me know what project your comment is associated with? That way, I can get this to the right person.

Dustin Lawrence, AICP, CFM

Senior Planner

Department of Community Development

City of Auburn | www.auburnwa.gov

Office# 253.931.3092 | Cell# 253.561-2224 | dlawrence@auburnwa.gov

Mailing Address: 25 W Main Street, Auburn, WA 98001

Permit Center Address: 1 E Main Street, Auburn, WA 98002 ([Click Here for Map](#))

[Customer Service Survey](#) | [Application Forms](#) | [Zoning Maps](#)

From: Earl Weaver <fatherearl@hotmail.com>
Sent: Friday, October 23, 2020 12:07 PM
To: Planning-1 <Planning@auburnwa.gov>
Cc: Earl Weaver <fatherearl@hotmail.com>
Subject: WAC-197-11-340{2}

CAUTION: The following message originated from outside the City of Auburn. Be careful opening links and attachments

I am concern that not enough flood mitigation will be incorporated into a rezone of this size. I have observed the project northwest of this proposed rezone and there was a significant increase in the elevation of the property these units were built upon. I want to know what surface water and flood mitigation efforts will be required to protect the neighboring properties. FEMA has recently updated their 100 year flood maps and a significant amount of The River Mobile Home Park is now in the flood zone. I fear this rezoned property and subsequent development will endanger all the surrounding properties to a much greater flood

risk. Adequate flood mitigation must be required for this rezone and development to go forward

Thank You

Earl Weaver

The River Mobile Home Park

The information contained in this electronic communication is personal, privileged and/or confidential information intended only for the use of the individual(s) or entity(ies) to which it has been addressed. If you read this communication and are not the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication, other than delivery to the intended recipient is strictly prohibited. If you have received this communication in error, please immediately notify the sender by reply e-mail. Thank you.

Exhibit D

(Comp Plan Binder)

Overview of Contents

2020 Annual Comprehensive Plan Amendments

Working Binder

2020 Comprehensive Plan Amendment Schedule, dated 10-06-20

2020 Comprehensive Plan Docket (*spreadsheet listing*)

Tab: Staff Reports/Presentations:

1. Staff report for City initiated Annual Comprehensive Plan Amendments (City –initiated amendments, File No. CPA20-0005)

Annual Comprehensive Plan Text Amendments

P/T #1 – Auburn School District Capital Facilities Plan

P/T #2 – Dieringer School District Capital Facilities Plan

P/T #3 – Federal Way School District Capital Facilities Plan

P/T #4 – Kent School District Capital Facilities Plan

P/T #5 – City of Auburn (COA) Capital Facilities Plan

P/T #6 –Volume 5, Transportation Element (Separate document incorporated by reference). The changes the Transportation element consist of the following:

- Update Transportation Improvement Program (TIP) information/project list;
- Re-designate multiple capital projects from the TIP (funded) to the Comprehensive Plan (unfunded) to maintain continuity in the future transportation network conditions.
- Update maps as needed to reflect current data and conditions (addressed by CMP#1, below);
- Additional minor changes will relate to grammar, punctuation, choice of words, etc.

P/T #8 – Volume 1, Land Use Element and Volume 5, Transportation Element (Plan). Amend comprehensive plan policies which do not sufficiently protect the operations of the Auburn Municipal Airport, and do not provide the City sufficient authority to ensure development around the airport is coordinated and consistent with the Airport Master Plan. Policies are currently being evaluated as to whether they:

- Protect the operations of the Auburn Municipal Airport (the “airport”);
- Prevent or promote incompatible land uses around the airport;
- Ensure that development around the airport is coordinated and consistent with the Airport Master Plan;
- Protect the airport from nonconforming uses and structures that pose a safety concern to airport operations;
- Provide the authority to review the impact of development on air safety;
- Are clearly defined and clearly understood, or open to a wide degree of interpretation; or
- Use outdated language

Annual Comprehensive Plan Map Amendments

CPM #1 - Volume 5: Transportation Element: Several maps found throughout Volume 5 have been updated to reflect current conditions.

2. CPM #2 Staff report for private initiated Annual Comprehensive Plan Map Amendment and Rezone, File No. CPA20-0001 & REZ20-0001)

CPM #2 - CPA20-0001 - Request by Auburn School District to change the designation of King County Parcel number 2121059042 totaling approximately 2.19 acres and located on the north side of Auburn Way South approximately 400 feet west of Noble Court SE from "Multiple-Family Residential" to "Institutional" and an associated rezone from “R-20, Residential 20 dwelling units per acre” to “P-1, Public Use”. The existing Chinook Elementary School, located on an adjacent parcel, is zoned P-1. The school district has purchased this additional site to incorporate into a redevelopment effort for the existing school.

Tab: Environmental Review:

Environmental Decision, Checklist Application (SEPA), City initiated Comprehensive Plan Amendments File # SEP20-0018

- Notice of Application and Determination of Non-Significance (DNS)
- (SEPA) Completed Environmental Checklist Application

Tab: General Info. & Correspondence

Agency Correspondence

- Washington State Dept. of Commerce acknowledgement of receipt of 2020 City-initiated Annual Comprehensive Plan Amendments to WA State Dept. of Commerce for review (File No. CPA20-0005).

Notice of Planning Commission Hearing

- Notice of Planning Commission Hearing 11-17-20

General Notice of Comprehensive Plan Amendment Application Deadline

- Affidavit of Publication - Seattle Times Newspaper Ad for application deadline
- Annual Brochure
- City Website Advertisement of deadline

Tab: Comp Plan Policy/Text Amendments
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P/T #1 POLICY/TEXT AMENDMENT**AUBURN SCHOOL DISTRICT CAPITAL FACILITIES PLAN**

- Auburn School District Capital Facilities Plan 2021 thru 2026
- Cover letter requesting fee increase
- Determination of Non-Significance (DNS)
- (SEPA) Environmental Checklist Application

P/T #2 POLICY/TEXT AMENDMENT**DIERINGER SCHOOL DISTRICT CAPITAL FACILITIES PLAN**

- Dieringer School District Capital Facilities Plan 2021-2026
- Determination of Non-Significance (DNS)
- (SEPA) Environmental Checklist Application

P/T #3 POLICY/TEXT AMENDMENT**FEDERAL WAY SCHOOL DISTRICT CAPITAL FACILITIES PLAN**

- Federal Way School District Capital Facilities Plan 2021
- Cover Letter requesting fee increase
- Determination of Non-Significance (DNS)
- (SEPA) Environmental Checklist Application

P/T #4 POLICY/TEXT AMENDMENT**KENT SCHOOL DISTRICT CAPITAL FACILITIES PLAN**

- Kent School District Capital Facilities Plan 2020/2021 through 2025/2026
- Cover Letter requesting fee increase

- Determination of Non-Significance (DNS)
- (SEPA) Environmental Checklist Application

**P/T #5 POLICY/TEXT AMENDMENT
INCORPORATE THE CITY'S CAPITAL FACILITIES PLAN 2021-2026
INTO THE CITY'S COMPREHENSIVE PLAN**

- Draft Capital Facilities Plan 2021-2026

P/T #6 AND #8, CITY INITIATED POLICY/TEXT AMENDMENTS

(Excerpt of Comprehensive Plan with strike through and underlines for deletions and additions.)

P/T #6 –Volume 5, Transportation Element (Separate document incorporated by reference). The changes the Transportation element consist of the following:

- Update Transportation Improvement Program (TIP) information/project list;
- Re-designate multiple capital projects from the TIP (funded) to the Comprehensive Plan (unfunded) to maintain continuity in the future transportation network conditions.
- Update maps as needed to reflect current data and conditions (addressed by CMP#1, below);
- Additional minor changes will relate to grammar, punctuation, choice of words, etc.

P/T #8 – Volume 1, Land Use Element and Volume 5, Transportation Element (Plan). Amend comprehensive plan policies which do not sufficiently protect the operations of the Auburn Municipal Airport, and do not provide the City sufficient authority to ensure development around the airport is coordinated and consistent with the Airport Master Plan. Policies are currently being evaluated as to whether they:

- Protect the operations of the Auburn Municipal Airport (the "airport");
- Prevent or promote incompatible land uses around the airport;
- Ensure that development around the airport is coordinated and consistent with the Airport Master Plan;
- Protect the airport from nonconforming uses and structures that pose a safety concern to airport operations;
- Provide the authority to review the impact of development on air safety;
- Are clearly defined and clearly understood, or open to a wide degree of interpretation; or
- Use outdated language

CPM #1 (CPA20-0005)

Volume 5: Transportation Element: Several maps found throughout Volume 5 have been updated to reflect current conditions.

CPM #2 (CPA20-0001)

- Private-initiated request by Auburn School District to change the designation of King County Parcel number 212105-9042 totaling approximately 2.19 acres and located on the north side of Auburn Way South approximately 400 feet west of Noble Court SE from "Multiple-Family Residential" to "Institutional" and an associated rezone from "R-20, Residential 20 dwelling units per acre" to "P-1, Public Use". The existing Chinook Elementary School, located on an adjacent parcel, is zoned P-1. The school district has purchased this additional site to incorporate into a redevelopment effort for the existing school.

City of Auburn
2020 Comprehensive Plan Amendment Proposed Schedule

	7-7-20	9-9-20	9-22-20	10-6-20	10-20-20	11-4-20	11-17-20	11-23-20	11-30-20	12-7-20	12-21-20
	Planning Commission (PC) Regular Meeting	Planning Commission Regular Meeting	Planning Commission Extra Meeting	Planning Commission Regular Meeting	Planning Commission Extra Meeting	Planning Commission Regular Meeting	Planning Commission Extra Meeting	City Council Study Session	City Council Study Session	City Council Regular Meeting	City Council Regular Meeting
GROUP #1											
Private-Initiated Map Amendments - CPA20-0001, CPM#2 ASD Chinook Elementary School Redevelopment City-initiated Text Amendments CPA20-0005 - School district CFP's P/T #1-4 - City Capital Facilities Plan P/T #5 City text amendments P/T #6-9 City-initiated Map Amendments - CPA20-0004, CPM#1	Introduction to 2020 Comp Plan Amendment docket, Public & Private.(Group 1 & 2)	Briefing on P/T #6 and #8		Briefing on Group #1.			Conduct Public Hearing Group #1. Suggested agenda order: Auburn School District Map Amendment CPA20-0001 & then other school districts CFP's. City staff briefing on City CFP	Discussion of PC recommendation.	Continued discussion of PC recommendation, if needed.	Council Action	Council Action, if needed.
GROUP #2											
Private-Initiated Text Amendments - CPA20-0003, P/T #10 Auburn Adventist Academy Private-Initiated Map Amendments - CPA20-0002 CPM#3 Westport Capital Investments	Introduction to 2020 Comp. Plan Amendment Docket Public and Private (Group 1 & 2).				Briefing on Group #2.	Conduct Public Hearing Group #2. Also, staff to provide follow up on any requests from the PC from previous meetings.	Continue PC Public Hearing, if needed.	Discussion of PC recommendation.	Continued discussion of PC recommendation, if needed.	Council Action	Council Action, if needed.

2020 COMPREHENSIVE PLAN ANNUAL AMENDMENTS **DOCKET**

CITY INITIATED **TEXT** AMENDMENTS CPA20-0005

Item	Page(s)	Area to be changed	Change	Reason	Pros	Cons	Comments
P/T # 1	Auburn School District Capital Facilities Plan (CFP)	Volume 3, Capital Facilities Element (<i>District document is incorporated by reference on Page CF-2</i>).	N/A	Incorporate updated information	Reflect new projects and remove projects that have been completed as well as updated information related to development activity and projection of student levels.	None	The Auburn School District Board of Directors adopted the CFP on TBD, 2020.
P/T # 2	Dieringer School District Capital Facilities Plan	Volume 3, Capital Facilities Element (<i>District document is incorporated by reference on page CF-2</i>).	N/A	Incorporate updated information	Reflect new projects and remove projects that have been completed as well as updated information related to development activity and projection of student levels.	None	The Dieringer School District Board of Directors adopted the CFP on TBD, 2020.
P/T # 3	Federal Way School District Capital Facilities Plan	Volume 3, Capital Facilities Element (<i>District document is incorporated by reference on Page CF-2</i>).	N/A	Incorporate updated information	Reflect new projects and remove projects that have been completed as well as updated information related to development and projection of student levels.	None	The Federal Way Public School's Board of Education adopted the CFP on TBD, 2020.
P/T # 4	Kent School District Capital Facilities Plan	Volume 3, Capital Facilities Element (<i>District document is incorporated by reference on Page CF-2</i>).	N/A	Incorporate updated information	Reflect new projects and remove projects that have been completed as well as updated information related to development activity and projection of student levels.	None	The Kent School Board adopted the CFP on TBD, 2020.
P/T # 5	COA Capital Facilities Plan (CFP)	Volume 3, Capital Facilities Element (<i>City document is incorporated by reference on Page CF-2</i>).	N/A	Incorporate updated information	Add new projects to the CFP and remove projects that have been completed to remain current.	None	Finance Dept. originates the CFP document with information from all other City Depts.

CITY INITIATED TEXT AMENDMENTS CPA20-0005

Item	Page(s)	Area to be changed	Change	Reason	Pros	Cons	Comments
P/T #6	1-1 through 7-2 inclusive	Volume 5: Transportation Element and Appendix	• Update Transportation Improvement Program (TIP) information/project list; • Additional minor changes will relate to grammar, punctuation, choice of words, etc. • Re-designate multiple capital projects from the TIP (funded) to the Comprehensive Plan (unfunded) to maintain continuity in the future transportation network conditions.	Periodic evaluation of priority and availability of funding of capital projects.	Reflects current conditions Maintains projects in planning pipeline	None	Scope and scale of this effort is underway, but expected to contain at least an update to maps reflecting updated conditions, and the addition of capital projects relegated from the TIP.
P/T # 7	PR-1, PR-2, PR3	Volume 7: Parks, Recreation, and Open Space Element	Add language pertaining to equestrian trails.	Equestrian Facilities were removed from the transportation element last year. Refinement from the prior language to recognize the role and extent of existing and future equestrian facilities in the City.	Add language pertaining to equestrian trails. Language has been previously removed from transportation element and requires modification to meet the goals and mission of the Parks, Recreation, and Open Space Element.	None	
P/T # 8	TBD	Volume 3, Capital Facilities Element (City document is incorporated by reference on Page CF-2). Airport Master Plan Update.	Revamp existing airport policies and create new airport policies to safeguard operations of the Auburn Municipal Airport.	The existing airport policies do not sufficiently protect the operations of the Auburn Municipal Airport. Either the existing policies need to be revised or new policies need to be created to provide the City sufficient authority to establish compatible land use regulations and ensure development around the airport is coordinated and consistent with the Airport Master Plan.	Analysis Underway	Analysis Underway	Changes are under review by internal stakeholders. A list of policies currently under evaluation include: • Protect the operations of the Auburn Municipal Airport (the “airport”); • Prevent or promote incompatible land uses around the airport; • Ensure that development around the airport is coordinated and consistent with the Airport Master Plan; • Protect the airport from nonconforming uses and structures that pose a safety concern to airport operations; • Provide the authority to review the impact of development on air safety; • Are clearly defined and clearly understood, or open to a wide degree of interpretation; or • Use outdated language
P/T # 9	LU-16, LU-17	Volume 1: Land Use Element	Revise and update text related to the 'Residential Transition' land use designation.	Initially a zoning designation matching a Residential Transition land use was proposed. Changes to allow utilization within existing zoning code is required to maintain consistency.	Analysis Underway	Analysis Underway	Scope and scale of this effort is underway, but expected to contain at least an update to the Residential Transition section of the land use element.

CITY INITIATED TEXT AMENDMENTS CPA20-0005

Item	Page(s)	Area to be changed	Change	Reason	Pros	Cons	Comments
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PRIVATELY INITIATED TEXT AMENDMENT CPA20-0003

P/T # 10	LU-20	Volume 1: Land Use Element	The Auburn Adventist Academy is proposing multiple updates to their Adopted Special Area Plan documents to better address their current needs and long-term direction.	The reason for the change is to allow for a proposed multi-family development and long-term care facility. Both uses were previous identified in the Academy's Special Area Plan documents, with little specification.	Analysis Underway	Analysis Underway	It will be crucial that the Academy demonstrates that the multi-family portion of their campus is integrated into their overall operation and their educational, vocational, and religious mission.
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CITY INITIATED MAP AMENDMENTS CPA20-0005								
T AMENDMENTS CPA20-0005								
CPM #	Page	Area to be changed	Potential change	Reason	Pros	Cons	Comments	Corresponding Zoning Map Change
CPM #1	Map Numbers To Be Determined by Public Works	Volume 5: Transportation Element and Appendix	Update maps to reflect current projects and remove completed projects.	Periodic evaluation of project status.	Reflects current conditions.	None	Maps labeled within Transportation Element numbered separately from the remaining maps found throughout the comprehensive plan. A final list and map numbers are being produced by Transportation Planning Division.	None

PRIVATE INITIATED MAP AMENDMENTS (See referenced CPA File Numbers)								
AMENDMENTS CPA20-0005								
File number &	Page	Area to be changed	Potential change	Reason	Pros	Cons	Comments	Corresponding Zoning Map Change
CPA20-0001 CPM #2	Map Section	Comprehensive Plan Map #1.1	Request by Auburn School District to change the designation of King Co. Parcel No. 2121059042 totaling approx. 2.19 acres and located on the north side of Auburn Way South approximately 400 feet west of Noble Court SE from "Multiple-Family Residential" to "Institutional" and an associated rezone from "R-20, Residential 20 dwelling units per acre" to "I, Institutional". Chinook Elementary School currently sits on an adjacent parcel. The school district has purchased this additional site to incorporate into a redevelopment effort for the existing school.	Applicant cited the following: Change the map designation to allow for the re-development and replacement of the adjacent existing school.	Analysis Underway	Analysis Underway		Yes, change the zoning designation from "R-20, Residential" to "I, Institutional". REZ20-0001



AGENDA BILL APPROVAL FORM PLANNING COMMISSION

Agenda Subject/Title:

CPA20-0005, 2020 Annual Comprehensive Plan Amendments – Specifically, City Initiated Plan Policy/Text & Map Amendments

Date:

November 17, 2020

Department:

Community Development

Budget Impact:

Current Budget: \$0

Proposed Revision: \$0

Revised Budget: \$0

Administrative Recommendation: Planning Commission to conduct public hearing and recommend to City Council approval of the 2020 City-Initiated Comprehensive Plan Amendments (Policy/Text & Map Amendments).

Background Summary: The City of Auburn adopted amendments to its Comprehensive Plan in 1995 in response to the Washington State Growth Management Act (GMA) requirements, as amended. Since then the Auburn Comprehensive Plan has been amended annually. At the end of 2015, the City adopted a substantially updated Comprehensive Plan in compliance with state-required periodic updates.

Annual Comprehensive plan amendments can be initiated by the City of Auburn (city-initiated) and by private parties (private-initiated).

This year the city is initiating:

- Seven policy/text amendments
- One map amendment

Also, the city received two (2) private-initiated plan map amendments and one (1) private-initiated policy/text amendment by the submittal deadline which will be presented in separate staff reports for the hearing.

This staff report and recommendation addresses the City initiated amendments and specifically:

- Policy/Text (P/T) Amendments P/T # 1 through # 6 and P/T # 8 and
- Map (CPM) Amendment # 1.

The remaining three private applications for amendments will be addressed in separately provided staff reports for the Planning Commission.

In terms of process, the Comprehensive plan amendments are initially reviewed during a public hearing process before the City of Auburn Planning Commission, who then provides a recommendation to the City Council for final action. City Council consideration and action on the amendments generally occurs but is not required prior to the end of the year.

A. Findings

1. RCW 36.70A.130 (Washington State Growth Management Act (GMA)) provides for amendments to locally adopted GMA comprehensive plans. Except in limited circumstances as provided for in State law and City Code, comprehensive plan amendments shall be considered by the city legislative body no more frequently than once per year.
2. The City of Auburn established a June 5, 2020 deadline for the submittal of private initiated comprehensive plan applications (map or policy/text). Notice to the public of the application submittal deadline was provided on the City's website, posted, advertised in the Seattle Times Newspaper, and sent to a compiled notification list on May 4, 2020. The City received two (2) private initiated map amendments and one (1) private initiated policy/text amendment by the submittal deadline.
3. The City of Auburn received annual updates to the four (4) school district Capital Facilities Plans whose districts occur within the City of Auburn. These Capital Facilities Plans, as well as the City's Capital Facilities Plan are proposed to be incorporated by reference in the current Capital Facilities Element (Volume 3), of the 2015 Auburn Comprehensive Plan and are processed as Policy/Text (P/T) amendments.
4. The environmental review decision under the State Environmental Policy Act (SEPA) for the school district capital facilities plans were prepared separately by each school district acting as their own lead agency, as allowed by State law (State Environmental Policy Act (SEPA)).
5. The environmental review under the State Environmental Policy Act (SEPA) for the remaining city initiated amendments, the City Capital Facilities Plan, and the remaining policy/text and map amendments resulted in a Determination of Non-Significance (DNS) issued for the City-initiated Comprehensive Plan Amendments on September 23, 2020 (City File # SEP20-0018). The comment period will end at 5:00 p.m. October 9, 2020 and the appeal period will end at 5:00 p.m. October 23, 2020. A copy of the DNS and environmental checklist application is provided in the working binder behind the "Environmental Review" tab.
6. Auburn City Code (ACC) Chapter 14.22 outlines the process for submittal of privately-initiated amendments and the general processing of comprehensive plan amendments as follows:

“Section 14.22.100

- A. The planning commission shall hold at least one public hearing on all proposed amendments to the comprehensive plan. Notice of such public hearing shall be given pursuant to Chapter 1.27 ACC and, at a minimum, include the following:
 1. For site-specific plan map amendments:
 - a. Notice shall be published once in the official newspaper of the city not less than 10 calendar days prior to the date of public hearing;
 - b. Notice shall be mailed by first class mail to all property owners of record within a radius of 300 feet of the proposed map amendment request, not less than 10 calendar days prior to the public hearing;

2. For area-wide plan map amendments:
 - a. Notice shall be published once in the official newspaper of the city not less than 10 calendar days prior to the date of public hearing;
 - b. Notice shall be mailed by first class mail to all property owners of record within the area subject to the proposed amendment;
 - c. Notice shall be posted in at least two conspicuous locations in the area subject to the proposed amendment not less than 10 calendar days prior to the date of the public hearing.
 - B. Notwithstanding the above, the director may expand the minimum noticing provisions noted above as deemed necessary.
 - C. Planning Commission Recommendation. The planning commission shall conduct a public hearing on all potential comprehensive plan amendments and shall make and forward a recommendation on each to the city council. The planning commission shall adopt written findings and make a recommendation consistent with those findings to the city council.
 - D. The city council, if it elects to amend the comprehensive plan, shall adopt written findings and adopt said amendments by ordinance.
 - E. State Review. All comprehensive plan amendments considered by the planning commission shall be forwarded for state agency review consistent with RCW 36.70A.106.
 - F. Any appeal of an amendment to the comprehensive plan shall be made in accordance with Chapter 36.70A RCW. (Ord. 6172 § 1, 2008.)”
7. As provided in the City code, the Comprehensive Plan amendments are initially reviewed during a public hearing process before the City of Auburn Planning Commission, who then provides a recommendation to the City Council for final action which generally occurs, but is not required to, prior to the end of the year.
 8. Pursuant to RCW 36.70A.106, the proposed comprehensive plan amendments outlined in this agenda bill were sent to the Washington State Department of Commerce and other state agencies for the required state review. The Washington State Department of Commerce acknowledged receipt on September 23, 2020 by Submittal ID: # 2020-S-1827. No comments have been received from the Washington State Department of Commerce or other state agencies as of the writing of this report. A copy of the transmittal and acknowledgement is provided in the working binder behind the “General Information & Correspondence” tab.
 9. Due to the nature of policy/text changes, and the minimal amount of private-initiated map amendments, the optional process for holding a public open house as provided for in the city code, was not conducted.
 10. The notice of public hearing was published on September 25, 2020 in the Seattle Times Newspaper and on the city website which is at least 10 days prior to the Planning Commission public hearing scheduled for November 17, 2020. A copy of the request to publish is provided in the working binder behind the “General Information & Correspondence” tab. Since, there are no city initiated site-specific map changes, only city-wide map changes, the site-specific noticing by mailing by first class mail to all property owners of record within a radius of 300 feet was not conducted.

11. The following report identifies Comprehensive Plan Policy/Text (P/T) and Map (CPM) amendments scheduled for the Planning Commission's November 17, 2020 public hearing with a staff recommendation.

Comprehensive Plan Policy/Text Amendments (File No. CPA20-0005, City initiated)

P/T #1

Incorporate the Auburn School District Capital Facilities Plan 2020 through 2026 into the City of Auburn Comprehensive Plan. *The CFP is provided in the working binder behind the "Comp. Plan Policy/Text Amendments" tab.*

Discussion

The Auburn School District has provided the City with its annually updated Capital Facilities Plan (CFP) covering from 2020-2026. The CFP was prepared by the District staff and adopted by the Auburn School District School Board of Directors on June 22, 2020 and has been subject to separate SEPA review and a Determination of Non-Significance (DNS) prepared by the District. Information contained in the School District CFP serves as the basis for the City's collection of school impact fees on behalf of the school district. The Planning Commission action is to incorporate the Auburn School District Capital Facilities Plan into the City's Comprehensive Plan by reference.

The CFP includes the following:

- six-year enrollment projections
- Auburn school district level of service standards
- An inventory of existing facilities
- The district's overall capacity of the 6-year period
- District capital construction Plan
- Impact fee calculations

A review of the Auburn School District's updated Capital Facilities Plan indicates the District is requesting a change in the fee obligations. The net fee obligation for single-family dwellings is proposed to be \$6,456.31, a decrease of \$449.00 and the requested fee for multiple-family dwellings is \$16,325.80, an increase of \$1,658.35. As the district recommended, and the city adopted last year, a discount between \$2,000 and \$10,000 per unit has been included in the request based on the number of bedrooms per unit. The actual impact fees are established by ordinance through subsequent City Council action.

Recommendation

Planning Commission to recommend approval of the Auburn School District Capital Facilities Plan 2020 through 2026 to the City Council.

P/T#2

Incorporate the Dieringer School District Capital Facilities Plan 2019-2024 into the City of Auburn Comprehensive Plan. *The CFP is provided in the working binder behind the "Comp. Plan Policy/Text Amendments" tab.*

Discussion

The Dieringer School District has provided the City with its annually updated Capital Facilities Plan 2021 - 2026. The CFP was adopted by the Dieringer School District Board of Directors on August 17, 2020. The CFP has been subject to separate SEPA review and a DNS prepared by the District. Information contained in the School District CFP serves as the basis for the City's collection of school impact fees on behalf of the school district. The Planning Commission action is to incorporate the School District Capital Facilities Plan into the City's Comprehensive Plan by reference.

The CFP includes the following:

- Overview
- An inventory of existing facilities
- six-year enrollment projections
- standard of service
- Capacity projects
- Finance plan
- Impact fee calculations

A review of the Dieringer School District's updated Capital Facilities Plan indicates the District is requesting a change in the fee obligations. The net fee obligation for single-family dwellings is proposed to be \$7,729, and the requested fee for multiple family dwellings is \$3,514.00. By ordinance No. 2018-88s, Pierce County Council has "capped" by a "Maximum Fee Obligation" (MFO) which changes annually based on the Construction Cost Index published by the Engineering News Record. The previous year's MFO for single family development was \$3,216 and the MFO for multi-family development was \$450. The actual impact fees are established by ordinance through subsequent City Council action.

Recommendation

Planning Commission to recommend approval of the Dieringer School District Capital Facilities Plan 2021-2026 to the City Council.

P/T #3

Incorporate the Federal Way School District 2021 Capital Facilities Plan into the City of Auburn Comprehensive Plan. *The CFP is provided in the working binder behind the "Comp. Plan Policy/Text Amendments" tab.*

Discussion

The Federal Way School District has provided the City with its annually updated Capital Facilities Plan 2021. The CFP was adopted by the Federal Way School District School Board July 28, 2020. The CFP has been subject to separate SEPA review and a DNS prepared by the District. Information contained in the School District CFP serves as the basis for the City's collection of school impact fees on behalf of the school district. The Planning Commission action is to incorporate the School District Capital Facilities Plan into the City's Comprehensive Plan by reference.

The CFP includes the following:

- Introduction
- Inventory of educational facilities & non-instructional facilities
- Needs forecast, existing & new facilities
- Six-year finance plan
- Maps of district boundaries
- Building capacities & portable locations
- Student forecast
- Capacity summaries
- Impact fee calculations
- Summary of changes from the year 2018 plan

A review of the Federal Way School District's updated Capital Facilities Plan indicates the District is requesting a change in the fee obligations. The net fee obligation for single-family dwellings is proposed to be \$3,243, representing a decrease of \$1,792.00 and the requested fee for multi-family dwellings is \$16,003.00, a decrease of \$4,765.00. The actual impact fees are established by ordinance through subsequent City Council action.

Recommendation

Planning Commission to recommend approval of the Federal Way School District's 2021 Capital Facilities Plan to the City Council

P/T #4

Incorporate the Kent School District Capital Facilities Plan 2020-2021 to 2025-2026 into the City of Auburn Comprehensive Plan. *The CFP is provided in the working binder behind the "Comp. Plan Policy/Text Amendments" tab.*

Discussion

The Kent School District has provided its annually updated 2020-2021 to 2025-2026 Capital Facilities Plan. The CFP was adopted by the Kent School District School Board on June 24, 2020 and has been subject to separate SEPA review and a DNS prepared by the District. Information contained in the School District CFP serves as the basis for the City's collection of school impact fees on behalf of the school district. The Planning Commission action is to incorporate the School District Capital Facilities Plan into the City's Comprehensive Plan by reference.

The CFP includes the following:

- Executive Summary
- Six-year enrollment projection & history
- District standard of service
- Inventory, capacity & maps of existing schools
- Six-year planning & construction plan
- Portable classrooms
- Projected classroom capacity
- Finance Plan, cost basis and impact fee schedules
- Summary of changes to previous plan

A review of the Kent School District's updated Capital Facilities Plan indicates the District is requesting a change in the fee obligations. The net fee obligation for single-family dwellings is proposed to be \$5,692.85, representing an increase of \$138.85 and the requested fee for multi-family dwellings is \$2,403.63, an increase of \$58.63. Both increases are tied to the Consumer Price Index (CPI) of 2.5% for the Seattle Metropolitan Area in 2020. The actual impact fees are established by ordinance through subsequent City Council action.

Recommendation

Planning Commission to recommend approval of the Kent School District Capital Facilities Plan 2019-2020 to 2025-2026 to the City Council.

P/T #5

Incorporate the City of Auburn's 6-year Capital Facilities Plan 2021-2026, into the City's Comprehensive Plan. *The CFP is provided in the working binder behind the "Comp. Plan Policy/Text Amendments" tab.*

Discussion

A Capital Facilities Plan is one of the comprehensive plan elements required by the Washington State Growth Management Act (GMA) (RCW 36.70A). The GMA requires that a capital facilities plan include an inventory of existing capital facilities (showing locations and capacities), a forecast of future needs for such capital facilities, proposed locations and capacities of new or expanded capital facilities, and a minimum of a six-year plan to finance capital facilities with identified sources of funding. The proposed City of Auburn 6-year Capital Facilities Plan 2021-2026 satisfies the GMA requirements for a capital facilities element as part of the Comprehensive Plan.

Each comprehensive plan prepared under the GMA must include a capital facilities plan element. More specifically, RCW 36.70A.070(3) of the GMA requires the following:

"A capital facilities plan element consisting of:

- (a) An inventory of existing capital facilities owned by public entities, showing the locations and capacities of the capital facilities;
- (b) a forecast of the future needs of such capital facilities;
- (c) the proposed locations and capacities of expanded or new capital facilities;
- (d) at least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes; and
- (e) a requirement to reassess the land use element if probable funding falls short of meeting existing needs and to ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities plan element are coordinated and consistent. Park and recreation facilities shall be included in the capital facilities plan element."

A capital facility is defined as a structure, street or utility system improvement, or other long-lasting major asset, including land. Capital facilities are provided for public purposes.

Capital facilities include, but are not limited to, the following: streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreation facilities, and police and fire protection facilities. These capital facilities include necessary ancillary and support facilities.

The City of Auburn 6-year Capital Facilities Plan 2021-2026 is proposed to be incorporated by reference in the Comprehensive Plan, Capital Facilities Element (Volume No. 3).

Recommendation

Planning Commission to recommend approval of the City of Auburn's 6-year Capital Facilities Plan 2021-2026 to the City Council.

P/T #6

Amend text of Volume 5, Transportation Element of Comprehensive Plan. *The changes are shown in strike through and underline in the working binder behind the "Comp. Plan Policy/Text Amendments" tab.*

Key Changes/Points:

As part of the 2020 Annual Comprehensive Plan Amendments, the city seeks to change the Comprehensive Plan to update the Transportation Element. The main changes to the Comprehensive Plan document include:

- Update Transportation Improvement Program (TIP) information/project list;
- Re-designate multiple capital projects from the TIP (funded) to the Comprehensive Plan (unfunded) to maintain continuity in the future transportation network conditions.
- Update maps as needed to reflect current data and conditions (addressed by CMP#1, below);
- Additional minor changes will relate to grammar, punctuation, choice of words, etc.

In addition to the strike through and underline in the working binder, a memorandum prepared by Cecile Malik, Senior Transportation Planner, for the Planning Commission is included in the working binder behind the "Comp. Plan Policy/Text Amendments" tab. The memorandum explores the summary of text changes.

Recommendation

Planning Commission to recommend approval of policy text amendments to Volume 5, Transportation Element of Comprehensive Plan.

P/T #8

Volume 1, Land Use Element and Volume 5, Transportation Element (Plan). *The changes are shown in strike through and underline in the working binder behind the "Comp. Plan Policy/Text Amendments" tab.*

Discussion

Existing comprehensive plan policies do not sufficiently protect the operations of the Auburn Municipal Airport, and do not provide the City sufficient authority to ensure development around the airport is coordinated and consistent with the Airport Master Plan. Policies are currently being evaluated as to whether they:

- Protect the operations of the Auburn Municipal Airport (the “airport”);
- Prevent or promote incompatible land uses around the airport;
- Ensure that development around the airport is coordinated and consistent with the Airport Master Plan;
- Protect the airport from nonconforming uses and structures that pose a safety concern to airport operations;
- Provide the authority to review the impact of development on air safety;
- Are clearly defined and clearly understood, or open to a wide degree of interpretation; or
- Use outdated language

In addition to the strike through and underline in the working binder, a memorandum prepared by Alexandria D. Teague, Planner II, for the Planning Commission is included in the working binder behind the “Comp. Plan Policy/Text Amendments” tab. The memorandum explores the background and economic impact, external planning considerations, and city’s authority and conclusion regarding the proposed changes.

The proposed text amendments are intended to create a stronger connection between the Airport Master Plan and the comprehensive plan, allow for the mitigation of nonconforming uses, standardizing terminology and improving the clarity of policy language, recognizing the significance of the airport for economic development, and discouraging the development of incompatible land uses adjacent to the airport.

Recommendation

Planning Commission to recommend approval of policy text amendments to Volume 1, “Land Use Element” and Volume 5, “Transportation Element (Plan)” to update text for the purpose of reinforcing the airport’s importance to the city as an essential facility within the comprehensive plan.

Comprehensive Plan Map Amendments (File No. CPA19-0005, City initiated map changes)

CPM #1

This proposed amendment updates a number of maps found throughout the city’s Comprehensive Transportation Plan, which is adopted by reference in the City of Auburn Comprehensive Plan. This is consistent and in conjunction with P/T #6. *The changes are shown in the working binder behind the “Comp. Plan Map Amendments” tab.*

Discussion

(This is the same topic as text amendment P/T #7, but is repeated as a map amendment since it requires revision to both the text and map of the comprehensive plan document. See discussion and analysis under text amendment P/T #6.)

Recommendation

Planning Commission to recommend approval of a map amendment to move thirteen (13) maps from the Comprehensive Transportation Plan, adopted as a reference to the City of

Auburn Comprehensive Plan, into a single appendix (B). Additionally, updates to reflect the most current data as identified in a staff memorandum presented to Planning Commission on October 6, 2020, and included within the working binder behind the “Comp Plan Policy/Text Amendments” tab associated with P/T #6.



AGENDA BILL APPROVAL FORM PLANNING COMMISSION

Agenda Subject/Title:

CPA20-0001, Auburn School District,
Chinook Elementary Comprehensive Plan
Map Amendment and Re-Zone

Date:

November 17, 2020

Department:

Community Development

Budget Impact:

Current Budget: \$0

Proposed Revision: \$0

Revised Budget: \$0

Administrative Recommendation: Planning Commission to conduct public hearing and recommend to City Council approval of Auburn School District Chinook Elementary Comprehensive Plan Map Amendment and Re-Zone.

APPLICANTS/OWNERS:

Auburn School District No. 408
Attn: Jeff Grose, Executive Director of Capital Projects
915 Fourth St NE
Auburn, WA 98002

AGENT:

Shockey Planning Group, Inc.
Attn: Camie Anderson, Senior Associate
2716 Colby Ave
Everett, WA 98201

REQUEST:

File No. CPA20-0001 & REZ20-0001:
Request to amend the Comprehensive Plan map designation of one parcel consisting of approximately 2.19 acres from the current designation of "Multiple Family" to "Institutional" and to re-zone the site from "R-20, Residential – Twenty Dwelling Units per Acre" to "P-1 – Public Use". The Applicant identifies that this is a non-project action.

LOCATION:

The proposal consists of one parcel (King County parcel numbers 212105-9042) on the north side of Auburn Way S and approximately 400 feet west of Noble Court SE, addressed as 3440 Auburn Way S.

EXISTING ZONING:

The zoning classification of the parcel is R-20, Residential – Twenty Dwelling Units per Acre.

**EXISTING COMPREHENSIVE
PLAN DESIGNATION:**

The Comprehensive Plan designation of this site is Multiple Family.

SEPA STATUS:

A application was received on February 5, 2020. A SEPA Environmental Checklist – Non Project Action, and Comprehensive Plan Amendment Exhibit and Rezone Exhibit were submitted and

reviewed with the application. A DNS was issued on March 4, 2020, with the appeal period expiring on April 2, 2020.

FINDINGS OF FACT

1. The Applicant, Camie Anderson of Shockey Planning Group, representing Jeff Grose of the Auburn School District, submitted applications for a Comprehensive Plan map amendment (File No. CPA20-0001) and a related re-zone (File No. REZ20-0001). More specifically, the applications request a change in the designation of the parcel consisting of approximately 2.19 acres from the current designation of “Multiple-Family” to “Institutional” and a re-zone from “R-20 Residential – Twenty Dwelling Units per Acre” to “P-1 – Public Use District”. The Applicant identifies that this is a non-project action.
2. The Site, comprised of one parcel, is located on the north side of Auburn Way S and approximately 400 feet west of Noble Court SE, addressed as 3440 Auburn Way S. The parcel is identified as King County parcel numbers 212105-9042.
3. A Determination of Non-Significance (DNS), the environmental review decision required under the State Environmental Policy Act (SEPA), for the application by Auburn School District for a Comprehensive Plan Map Amendment and Re-zone was applied for under City File No. SEP20-0002 on February 5, 2020. The staff review was completed and a DNS was issued on March 4, 2020. The appeal period expired on April 2, 2020.
4. The public hearing notice was published in the Seattle Times on March 4, 2020, which is at least 10-days prior to the Planning Commission public hearing scheduled for November 17, 2020. Public notice was also mailed to property owners of record within 300 feet, posting on-site and on the city’s webpage.
5. The following report identifies a comprehensive plan map amendment and re-zone requested by Auburn School District scheduled for the Planning Commission’s November 17, 2020 public hearing with a staff recommendation.

Comprehensive Plan Related Findings

6. The City of Auburn first-adopted amendments to its Comprehensive Plan in compliance with the Washington State Growth Management Act (GMA) requirements, as amended in 1995. The Auburn Comprehensive Plan has been amended annually each year since generally for housekeeping items and for capital facilities plan coordination.
7. The City of Auburn adopted a substantially revised Comprehensive Plan (including map amendments) in response to periodic updates required by the Growth Management Act (GMA) by Ordinance No. 6584 on December 14, 2015.
8. City Code Section 14.22, “Comprehensive Plan” provides the city’s laws for amending the Comprehensive Plan. Amendments can be initiated by the City of Auburn (city-initiated) and by private citizens (privately-initiated).

9. RCW 36.70A.130 (The Washington State Growth Management Act (GMA)) provides for annual amendments to locally adopted comprehensive plans. Except in limited circumstances as provided for in State law, Comprehensive Plan amendments shall be considered by the city or county legislative body no more frequently than once per year. The annual limitation and exceptions are also restated in city code at ACC 14.22.060.
10. The City of Auburn established a June 5, 2020 submittal deadline for comprehensive plan amendments for the year 2020 (map or policy/text amendments). Notice to the public of the application filing deadline was provided on the City's website, publication of a legal notice the Seattle Times Newspaper, and sent to a notification list of potentially interested parties.
11. Auburn City Code Chapter 14.22, "Comprehensive Plan", outlines the process for submittal of private initiated amendments and the processing of Comprehensive Plan amendments as follows:

"Section 14.22.100

- A. The planning commission shall hold at least one public hearing on all proposed amendments to the comprehensive plan. Notice of such public hearing shall be given pursuant to Chapter 1.27 ACC and, at a minimum, include the following:
 1. For site-specific plan map amendments:
 - a. Notice shall be published once in the official newspaper of the city not less than 10 calendar days prior to the date of public hearing;
 - b. Notice shall be mailed by first class mail to all property owners of record within a radius of 300 feet of the proposed map amendment request, not less than 10 calendar days prior to the public hearing;
 2. For area-wide plan map amendments:
 - a. Notice shall be published once in the official newspaper of the city not less than 10 calendar days prior to the date of public hearing;
 - b. Notice shall be mailed by first class mail to all property owners of record within the area subject to the proposed amendment;
 - c. Notice shall be posted in at least two conspicuous locations in the area subject to the proposed amendment not less than 10 calendar days prior to the date of the public hearing.
- B. Notwithstanding the above, the director may expand the minimum noticing provisions noted above as deemed necessary.
- C. Planning Commission Recommendation. The planning commission shall conduct a public hearing on all potential comprehensive plan amendments and shall make and forward a recommendation on each to the city council. The planning commission shall adopt written findings and make a recommendation consistent with those findings to the city council.
- D. The city council, if it elects to amend the comprehensive plan, shall adopt written findings and adopt said amendments by ordinance.
- E. State Review. All comprehensive plan amendments considered by the planning commission shall be forwarded for state agency review consistent with RCW 36.70A.106.
- F. Any appeal of an amendment to the comprehensive plan shall be made in accordance with Chapter 36.70A RCW. (Ord. 6172 § 1, 2008.)"

12. Per Chapter 14.22 Auburn City Code (“ACC”), privately-initiated amendments to the Comprehensive Plan shall have at least one public hearing before the Planning Commission who then forward on a recommendation to the City Council. City Council consideration and action on the amendments generally occurs, but is not required, prior to the end of the year.
13. Pursuant to RCW 36.70A.106, the proposed comprehensive plan amendments outlined in this agenda bill were sent to the Washington State Office of Commerce and other state agencies as required for the 60-day state review. No comments have been received from the Washington State Department of Commerce or other state agencies as of the writing of this report.
14. Due to the scope and limited number of privately initiated policy/text changes, the optional process as provided in the city code for a public open house was not conducted.

Zoning Code Related Findings

1. In June 2018 the City Council adopted Ordinance No. 6655 which allows the Planning Commission and City Council to consider associated map changes (for Comp. Plan and Zoning map amendments), concurrently. This eliminates the need for the Hearing Examiner to subsequently consider a zoning map amendment public hearing when it is related to a Comprehensive Plan map amendment.
2. Chapter 18.68 ACC (Zoning) Amendments outlines the process for submittal of privately-initiated zoning amendments and the general processing. Per ACC 18.68.030(B)(1)(b), when the Planning Commission is considering a re-zone (zoning map amendment) which requires a Comprehensive Plan Land Use Map amendment, the public hearings shall be conducted concurrently and a recommendation on both shall be forwarded to the City Council.
3. The intent of the P-1 – Public Use Zone is “...intended to provide for the appropriate location and development of public uses that serve the cultural, educational, recreational, and public service needs of the community.” While not explicitly called out in the current Comprehensive Plan, the P-1 – Public Use Zone is existing in implementation in surrounding parcels occupied by the Chinook Elementary School. The “Institutional” Comprehensive Plan designation is the most closely related comprehensive plan designation to the P-1 – Public Use Zone.

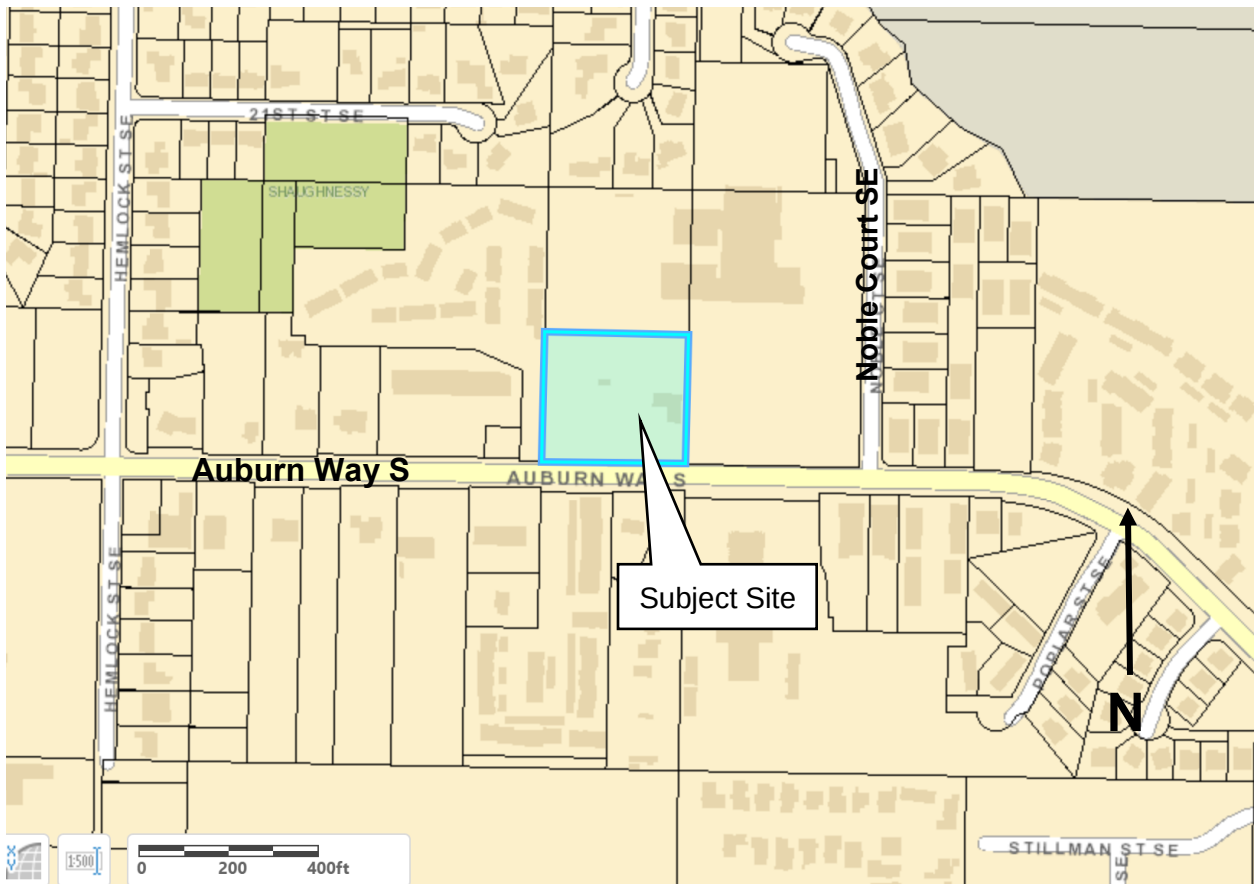
Comprehensive Plan Map Amendment – Staff Analysis

1. The Applicant submitted a Comprehensive Plan map amendment application on February 05, 2020, before the year 2020 application submittal deadline for comprehensive plan amendments (June 5, 2020).
2. The property owner is Auburn School District No. 408, represented by Jeff Grose, Executive Director of Capital Projects. The applicant is Camie Anderson, Senior Associate of Shockey Planning Group Inc.

3. In addition to the Comprehensive Plan Map Amendment Application and re-zone application (File No. REZ20-0001), the Applicant also submitted an environmental checklist application (File No. SEP20-0002).
4. The Comprehensive Plan Map Amendment application seeks to change the comprehensive plan map designation of King County parcel number 212105-9042 from the current designation of "Multiple-Family" to "Institutional".
5. The Applicant also seeks to change the zoning classification of King County parcel numbers 212105-9042 from "R-20 Residential, Twenty Dwelling Units per Acre" to "P-1, Public Use District". The Applicant identifies in the environmental checklist application that this is a non-project action.
6. As indicated by the Applicant's narrative statement submitted with the application, the Comprehensive Plan Amendment and related rezoning have been requested for the purpose of replacing the existing public elementary school to more closely align with district standards for size and program.
7. The current Comprehensive Plan designation, zoning classification and current land uses of the sites and surrounding properties are as follows:

	Comprehensive Plan Designation	Zoning Classification	Existing Land Use
On-Site	Multiple-Family	R-20 Residential Twenty Dwelling Units per Acre	Single-Family Dwelling, Multiple Family Dwellings
North	"Institutional"	P-1, Public Use	Elementary School
South	"Multiple-Family"	R-20 Residential Twenty Dwelling Units per Acre	Multiple-Family Dwellings
East	"Institutional"	P-1, Public Use	Elementary School
West	"Light Commercial"	C-1, Light Commercial	Retail Commercial

Vicinity Map with Site outlined.



Process and Criteria for Requested Amendment

8. The Comprehensive Plan Map Amendment application seeks to change the designation of one parcel, King County parcel number 212105-9042. The parcel is located south and west of the existing Chinook Elementary School site, and will be incorporated into a re-development of the existing facility. The parcel is approximately 2.19 acres in size. If approved, the school district will control three contiguous parcels totaling approximately 10.20 acres in size.

The property is roughly the shape of a square of approximately 300 feet deep by 320 feet wide. The parcel is currently occupied by a single family house and a multi-family structure. The school district has stated they recently acquired the parcel and have leased the current uses back to the occupants.

9. The site is bordered to the south by Auburn Way S, which is owned by the Washington State Department of Transportation, serving as State Route 164, and classified by the City as a "Principle Arterial" street. The adjacent street is not currently fully developed to the "Principle Arterial" street standards, as there is not sidewalk or vertical curb abutting the property.
10. The property is located within the King County portion of the City of Auburn. Records indicate the annexation of this and surrounding properties occurred in 1959.
11. The City's Comprehensive Plan contains the following objectives and policy guidance, as it relates to this application:

Volume 1 – Land Use Element

"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."

"General Policies"

A general policy appropriate to this request is:

"Policy LU-89. The primary purpose of this designation is to address public needs while taking advantage of synergies with the adjacent areas where they are sited."

"Institutional Designation"

"Description"

“The I zone is intended to provide an area wherein educational, governmental, theological, recreational, cultural and other public and quasi-public uses may be allowed to develop. It is further intended these areas be significant in scope which will allow a combination of uses which may not be permitted outright within other zones. This district is not intended to include those smaller or singular public uses which are consistent with and permitted in other zones.”

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.”

An Institutional-related policy appropriate to this request is:

“Policy LU-102 Appropriate uses for this designation include facilities that serve the needs of the larger community such as public schools, active parks; city operated municipal facilities, large churches, and fire stations.”

The Capital Facilities Element also contains objectives and policies relevant to the request, as follows:

Volume 3 – Capital Facilities Element**“Planning Approach”**

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

“Objectives and Policies”

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

“Policy CF-3. Development shall be allowed only when and where such development can be adequately served by public services (police and fire) without reducing the level of service elsewhere.”

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

“Policy 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.”

“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.”

“Policy CF-63. Public and institutional facilities that attract a large number of visitors (City Hall, museums, libraries, educational facilities, permit and license offices, health and similar facilities, etc.) should be sited in areas that are accessible (within ¼ mile) by transit.”

12. The purpose of the City’s Comprehensive Plan document is to provide a policy basis for the zoning changes to ensure that the Comprehensive Plan and Zoning Ordinance are consistent as required by the following city code provision:

“ACC 14.22.050 Conformance and consistency.

The zoning, land division and other development codes contained or referenced within Auburn City Code shall be consistent with and implement the intent of the comprehensive plan. Capital budget decisions shall be made in conformity with the comprehensive plan. “

13. The City code provides certain criteria for decision-making for comprehensive plan amendments as follows:

“ACC 14.22.110 Decision criteria for plan amendments.

- A. The comprehensive plan was developed and adopted after significant study and public participation. The principles, goals, objectives and policies contained therein shall be granted substantial weight when considering a proposed amendment. Therefore, the burden of proof for justifying a proposed amendment rests with the applicant, who must demonstrate that the request complies with and/or relates to the following decision criteria:
1. The proposed change will further and be consistent with the goals and objectives of the plan and the plan will remain internally consistent;
 2. Whether the capacity to provide adequate services is diminished or increased;
 3. Assumptions upon which the comprehensive plan is based are found to be invalid;
 4. A determination of change or lack of change in conditions or circumstances has occurred since the adoption of the latest amendment to the specific section of the comprehensive plan that dictates the need for a proposed amendment;
 5. If applicable, a determination that a question of consistency exists between the comprehensive plan and Chapter 36.70A RCW, the countywide planning policies for either King and/or Pierce County, as appropriate, and Vision 2040: Growth and Transportation Strategy for the Puget Sound Region.”

COMPREHENSIVE PLAN RELATED – CONCLUSIONS:

The City Code provides certain criteria for decisions on amending the Comprehensive Plan under ACC 18.14.22.110. These criteria are listed below in **bold**, followed by a Staff Analysis.

1. The first criterion is that the change must further and be consistent with the goals and objectives of the plan and the plan will remain internally consistent.

Staff analysis: As discussed above, the subject properties are adjacent to an existing elementary school, multi-family housing, and light commercial properties. The property has been acquired for the purpose of replacing the existing elementary school, with the intent of more closely matching the district's standards for size and program. The site is served by public infrastructure, including a "principle arterial" street to the south. Due to the adjacent ownership and redevelopment program identified in the applicant's application, secondary access to the redeveloped site is available via Noble Court SE to the east. The proposal to change the mapped land use designation of the site from "Multiple-Family" to "Institutional" is supported by numerous Comprehensive Plan policies within both the Land Use Element and the Capital Facilities Element, as noted above. The proposal to change the land use designation on the site to institutional will not be in conflict with the Comprehensive Plan. Since it allows for a public facility to meet the needs of the community, adequate public facilities will be provided concurrent with the development to serve the future redevelopment of the site. Public transit is available within ½ mile of the site.

2. The second decision criterion is that the comprehensive plan amendment must not diminish or increase the ability to provide adequate services.

Staff analysis: The applications for a change in Comprehensive Plan designation and zoning have been reviewed by Valley Regional Fire Agency and the City Utilities and Traffic divisions. Based on these reviews, the changes would not adversely affect the provision of services. The proposed Comprehensive Plan map change by itself, if approved will not affect the ability to provide adequate services. As typical with development in the city, the infrastructure improvements needed to support the development would be the responsibility of the future development. At the time of development, adequate services would be required to be provided concurrent with the development in order for the project to be authorized. Therefore, it is not anticipated that approval of the request negatively affects provision of services. Utility and street frontage improvements would be required to support the development

Existing services either exists or can be provided to support the Comprehensive Plan Amendment to change the site's map designation from "Multiple-Family" to "Institutional".

3. The third decision criterion is that the assumptions on which the comprehensive plan is based are found to be invalid.

Staff analysis: While the policies of the Comprehensive Plan are not invalid, the zoning designation of R-20 does not permit educational facilities. Amending the site's land use classification to Institutional provides the opportunity to re-zone the site and allow the replacement of an existing public elementary school. Policy number LU-4 in Volume 1 of the city's comprehensive plan states that "Public and institutional uses may be permitted as a

conditional use if designed in a manner that enhances the residential character of the area.” The land use designation change and re-zone support the comprehensive plan’s intent to allow compatible services in and adjacent to residential zones.

- 4. The fourth decision criterion is that there has been a change or lack of change in conditions or circumstances has occurred since the adoption of the latest amendment to the comprehensive plan that dictates the need for a proposed amendment.**

Staff analysis: There has been a change in conditions that generates the need for the map change. At the time of adoption of the comprehensive plan, the school district had not identified nor purchased the land necessary to meet state and district goals for attendance and facility needs. With the continued population growth and a shortage of suitable sites for the construction of new facilities, the public benefit of the proposal supports the proposed change.

- 5. The fifth decision criterion is that the change must be determined to be consistent with the Growth Management Act (RCW 36.70A), the Countywide Planning Policies of the relevant county and “Vision 2040: Growth and Transportation Strategy for the Puget Sound Region”.**

Staff analysis: The change if approved would continue to be consistent with the Growth Management Act (RCW 36.70A), the Countywide Planning Policies of King County and “Vision 2040: Growth and Transportation Strategy for the Puget Sound Region”. The proposal is consistent because it provides land suitable for institutional development, which will directly provide services (educational) to the immediate community within an urban area.

- 6. The sixth decision criterion, applies only to changes of the mapped land use designation of a specific property, the applicant must demonstrate one of the following:**
- a. The current land use designation was clearly made in error or due to an oversight;**
 - b. The proposed land use designation is adjacent to property having a similar or compatible designation, or other conditions are present to ensure compatibility with surrounding properties;**
 - c. There has been a change in conditions since the current land use designation came into effect.**

Staff analysis: The proposed land use designation is compatible with surrounding land uses per policy LU-4 meeting criteria B, and the residential growth and demand for educational facilities and availability of land has caused a change in condition that meets criteria C.

RE-ZONE RELATED – CONCLUSIONS:

While the City of Auburn does not have re-zone criteria adopted, the following criteria are analyzed to ensure that the proposed re-zone is consistent with Washington State case law.

1. The intent of the zoning code and the comprehensive plan of the City. Is the re-zone consistent with the Comprehensive Plan?

Staff analysis: As provided at ACC 18.35.020, "Intent of Special Purpose Zones", the intent of the "P-1 – Public Use Zone" is: "The P-1 zone is intended to provide for the appropriate location and development of public uses that serve the cultural, educational, recreational, and public service needs of the community." The P-1 - Public Use Zone is in effect on the adjacent parcels. While the P-1 – Public Use Zone is no longer an implementing zone within the "Institutional" Comprehensive Plan designation, the submitted P-1 rezone request meets the intent of providing a public good while allowing future construction of improvements on a single campus with uniform zoning.

Provided that the concurrent Comprehensive Plan map amendment is granted, changing the site's current "Multiple-Family" designation to "Institutional", the proposed re-zone from "R-20" to "P-1" will be consistent with and implement the intent of the Comprehensive Plan. The proposed use of the site as a public school is consistent with the "P-1" Public Use Zone intent statement.

2. The availability of municipal services such as water, sewer, roads, fire and police protection, which might be required by reason of the proposed re-zone.

Staff analysis: As previously noted in the Comprehensive Plan map amendment analysis, adequate services will be provided to the site, including water, sewer, roads, and fire and police protection.

3. The conditions of the area have substantially changed.

Staff analysis: As previously noted in the Comprehensive Plan map amendment analysis, the conditions of the area have substantially changed since development of the site. Through the continued urbanization of the surrounding area and a reduction in maximum class size requirements for elementary schools statewide, it is evident that the conditions of the area have substantially changed.

4. The proposed re-zone bears a substantial relationship to the public health, safety, morals, and welfare.

Staff analysis: The proposed re-zone from "R-20" to "P-1" bears a substantial relationship to the public health, safety, morals, and welfare in that it will allow a site to be included with the existing Chinook Elementary School site, a necessary public facility in need of being redeveloped to meet current community needs. During the redevelopment of the site, the project will be required to meet all local zoning, building, and other requirements currently established by the City.

STAFF RECOMMENDATION

Planning Commission to recommend to the City Council **approval** of the Auburn School District No. 408 (CPA20-0001) request for a Comprehensive Plan Map Amendment to change the map designation of one parcel, Parcel No. 212105-9042 from "Multiple-Family" to "Institutional" and

to re-zone the parcel from “R-20, Residential Zone - Twenty Dwelling Units per Acre” to “P-1, Public Use” zoning district.

EXHIBIT LIST

(For exhibits, please see behind the “Comp. Plan Map Amendments” tab in the ‘working binder’.)

Exhibit 1	Staff Report CPA20-0001 & REZ20-0001
Exhibit 2	Comprehensive Plan Map Amendment - Proposed Change
Exhibit 3	Zoning Map Amendment - Proposed Change
Exhibit 4	Completed Comprehensive Plan Amendment and Re-zone Application forms and materials including Applicant’s Narrative Statement
Exhibit 5	Completed SEPA Environmental Checklist Application SEP20-0002
Exhibit 6	Combined Notice of Application and Determination of Non-Significance SEP20-0002
Exhibit 7	Dept. of Commerce 60-Day Acknowledgement Letter
Exhibit 8	Notice of Public Hearing
Exhibit 9	Affidavits of Publication, Mailing, and Posting

ENVIRONMENTAL DECISIONS & CHECKLIST APPLICATION (SEPA) FOR CITY INITIATED AMENDMENTS

(Environmental checklist applications and SEPA decisions for school district Capital Facilities Plans are prepared by the respective districts as lead agency, and are included in the “Comp. Plan Policy /Text Amendments” tab)

(Environmental checklist applications and SEPA decisions for the private initiated map amendments (Labrador Ventures LLC and the Auburn School District) are included in the “Comp. Plan Policy /Text Amendments” tab)

**NOTICE OF APPLICATION (NOA) and
DETERMINATION OF NON-SIGNIFICANCE (DNS)
2020 Annual Comprehensive Plan Text & Map Amendments
and related zoning map amendments
SEP20-0018 / CPA20-0005**

The City of Auburn is issuing a Notice of Application (NOA) and Determination of Non-Significance (DNS) for the following described proposal. The applications and listed studies may be reviewed at the Community Development & Public Works Department at One E Main St., 2nd Floor, Customer Service Center, Auburn, WA 98001.

Proposal and Location: Adopt amendments to the City's Comprehensive Plan consisting of the following Text (P/T) and Map (CPM) Amendments and amendments to zoning map (rezone) to implement:

Comprehensive Plan Text Amendments

P/T #5 – City of Auburn 2021-2026 Capital Facilities Plan

P/T #6 – Change Volume 5, Transportation Element (incorporated by reference). The changes to the Transportation Element are focused on the following subject areas:

- Update Transportation Improvement Program (TIP) information/project list;
- Re-designate multiple capital projects from the TIP (funded) to the Comprehensive Plan (unfunded) to maintain continuity in the future transportation network conditions.
- Update maps as needed to reflect current data and conditions (addressed by CMP#1, below);
- Additional minor changes will relate to grammar, punctuation, choice of words, etc.

P/T #7 – Volume 7, Parks, Recreation, and Open Space Element. Add language pertaining to equestrian trails. Language has been previously removed from transportation element and requires modification to meet the goals and mission of the Parks, Recreation, and Open Space Element.

P/T #8 – Volume 1, Land Use Element and Volume 5, Transportation Element (Plan). Amend comprehensive plan policies which do not sufficiently protect the operations of the Auburn Municipal Airport, and do not provide the City sufficient authority to ensure development around the airport is coordinated and consistent with the Airport Master Plan. Policies are currently being evaluated as to whether they:

- Protect the operations of the Auburn Municipal Airport (the "airport");
- Prevent or promote incompatible land uses around the airport;
- Ensure that development around the airport is coordinated and consistent with the Airport Master Plan;
- Protect the airport from nonconforming uses and structures that pose a safety concern to airport operations;
- Provide the authority to review the impact of development on air safety;
- Are clearly defined and clearly understood, or open to a wide degree of interpretation; or
- Use outdated language

Comprehensive Plan Map Amendments

CPM #1 - Volume 5: Transportation Element: Several maps found throughout Volume 5 have been updated to reflect current conditions. A final list of maps and corresponding page numbers is under development by Transportation Planning.

Notice of Application:	September 25, 2020
Application Complete:	September 23, 2020
Permit Application:	September 23, 2020

File Nos.	SEP20-0018 CPA20-0005
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Applicant: Anthony Avery, Senior Planner
Community Dev. & Public Works
City of Auburn
25 W Main ST
Auburn, WA 98001

Studies/Plans Submitted With Application:

- SEPA Environmental Checklist (September 23, 2020)

Other Permits, Plans, and Approvals Needed:

- Comprehensive Plan Land Use Amendment

Statement of Consistency and List of Applicable Development Regulations: This proposal is subject to and shall be consistent with the Auburn City Code, Comprehensive Plan, and Public Works Design and Construction Standards.

Lead Agency: City of Auburn

The lead agency for this proposal has determined that it does not have probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

Public Comment Period: This may be your only opportunity to comment on the environmental impact of the proposal. All persons may comment on this application. This DNS is issued under WAC 197-11-340(2); the lead agency will not act on this proposal for 15 days from the date issued below. Comments must be in writing and submitted by 5:00 pm on **October 9, 2020** to the mailing address of 25 W Main ST, Auburn, WA, 98001 or emailed to the contact below. Any person wishing to become a party of record, shall include in their comments that they wish to receive notice of and participate in any hearings, if relevant, and request a copy of decisions once made.

Any person aggrieved of the City's determination may file an appeal with the Auburn City Clerk at 25 West Main Street, Auburn, WA 98001- 4998 within 14 days of the close of the comment period, or by 5:00 p.m. on **October 23, 2020**.

For questions regarding this project, please contact Anthony Avery, Senior Planner, at aavery@auburnwa.gov or 253-804-5064.

Public Hearing: : The Planning Commission will conduct a public hearing on the applications on **November 17, 2020 at 7:00 p.m. The public hearing will be held virtually and telephonically.**

To attend the meeting virtually please enter the meeting ID into the **Zoom** app or call into the meeting at the phone number listed below. Per City of Auburn Resolution No. 5533 the location for Planning Commission meetings will be virtual until King County enters into Phase 3 of the Governor's Safe Start Reopening Plan. **Join the Zoom meeting at the following web address:** <https://zoom.us/j/95038060198>. Meeting ID: **950 3806 0198**, or via one tap mobile: **253-215-8782, 95038060198# US (Tacoma)**.

Written comments may be either emailed or mailed attention to the contact person below to 25 W Main St., Auburn WA, 98001 (please note, due to the current Governor's Stay Home Stay Safe order, mailed comments may not be received by City Staff on time for inclusion in the packet provided to the Planning Commission), or submitted at the public hearing by email. For citizens with speech, sight, or hearing disabilities wishing to review documents pertaining to this hearing should contact the person below within 10 calendar days prior to the hearing. Each request will be considered individually according to the type of request, the availability of resources, and the financial ability of the City to provide the requested services or equipment.

NOTICE OF APPLICATION and DETERMINATION OF NON-SIGNIFICANCE
SEP20-0018 / CPA20-0005 (Continued)

RESPONSIBLE OFFICIAL: Jeff Tate
POSITION/TITLE: Director, Dept. of Community Dev.
ADDRESS: 25 West Main Street
Auburn, Washington 98001
253-931-3090

DATE ISSUED: **September 25, 2020** SIGNATURE: _____

Note: This determination does not constitute approval of the proposal. Approval of the proposal can only be made by the legislative or administrative body vested with that authority. The proposal is required to meet all applicable regulations.

ENVIRONMENTAL CHECKLIST APPLICATION

Note: This environmental checklist does not address all proposed year 2020 comprehensive plan amendments. Other year 2020 amendments (privately initiated map amendments and school district CFP text amendments) are undergoing, have undergone, or will undergo separate environmental review. The timing of these other amendments may be dependent on processing timing.

1. Name of proposed project, if applicable:

City of Auburn's 2020 Comprehensive Plan Map and Policy/Text Amendments

2. Name of Applicant:

City of Auburn, Washington

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

Applicant:

Department of Community Development
City of Auburn
25 West Main Street
Auburn, WA 98001

Anthony Avery, Senior Planner
aavery@auburnwa.gov
253-804-5058

4. Date checklist prepared:

September 23, 2020

5. Agency requesting checklist:

City of Auburn

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

A Planning Commission public hearing on the proposed amendments covered by this checklist is tentatively scheduled for (but no earlier than) November 4, 2020 or November 17, 2020. City Council consideration of the proposed amendments is planned for December. City Council action on plan amendments typically, but is not required to occur, prior to the end of the calendar year.

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

Environmental Checklist (continued)
TO BE COMPLETED BY APPLICANT

Additional Comprehensive Plan amendments (including privately initiated amendments) are being processed this year and are being addressed through separate environmental reviews pursuant to privately submitted applications. The timing of these other amendments may be dependent on administrative processing timing.

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

Auburn School District. Determination of Non-Significance – 2020-2026 Capital Facilities Plan. June 5, 2020.

Dieringer School District Determination of Non-Significance - Dieringer School District Capital Facilities Plan 2020. June 30, 2020.

Federal Way School District. Determination of Non-Significance – 2021 Capital Facilities Plan. June 10, 2020.

Kent School District. Determination of Non-Significance – 2020 Capital Facilities Plan. May 28, 2020.

While not directly related to this proposal, the City has or is simultaneously evaluating and processing the following **privately-initiated comprehensive plan map and text amendment applications**. Separate environmental checklist applications were prepared and separate decisions have been made for these.

1) CPA20-0001 - On March 4, 2020, the City of Auburn issued a Determination of Non-Significance (DNS) (File No. SEP20-0002) on the request by Camie Anderson, Shockey Planning Group on behalf of Jeff Grose, Auburn School District No. 408 to amend the Comprehensive Plan Land Use Map designation of one multiple family-designated parcel occupied by a single family residence, of approximately 2.19 acres from “Multiple Family” to “Institutional” and to change the zoning designation from “R-20 Residential” to “P-1, Public Use”. The proposal consists of one parcel located on the north side of Auburn Way South and approximately 400 feet west of Noble Court SE, King Co. Parcel No. 212105-9042.

2) CPA20-0002 - On September 10, 2020, the City of Auburn issued a Determination of Non-Significance (DNS) (File No. SEP20-0006) on the request by David Toyer, Toyer Strategic Advisors, Inc. on behalf of Rick Hathaway, Westport Capital Investments to amend the Comprehensive Plan Land Use Map designation of three vacant parcels totaling approximately 32.4 acres from “Single Family” to “Multi-Family” and to change the zoning designation from “R-7 Residential” to “R-20 Residential”. The proposal consists of three parcels located approximately 450 feet east northeast of the intersection of I St NE and 40th St NE, King Co. Parcel Nos. 000420-0022 (portion of), 000420-0024 (portion of), and 000420-0003.

3) CPA20-0003 – An application was received from Allison Moss of Schwabe, Williamson & Wyatt, on behalf of Doug Bing, Western WA Conference of SDA, a private entity requesting a comprehensive plan amendment. The applicant is requesting Auburn’s Comprehensive Plan text policy LU-135 be amended to

Environmental Checklist (continued)
TO BE COMPLETED BY APPLICANT

support the development of multi-family housing, senior housing, memory-care, and assisted living uses within the Academy's Special Planning Area, and that the development of these uses will directly support the Academy's long term mission. The site is generally bounded by Auburn Way South, 32nd St SE, and Academy Dr SE, King Co. Parcel Nos. 272105-9117, 272105-9055, 272105-9090, 272105-9079, & 272105-9086.

In addition to environmental information related to this year's annual comprehensive plan amendments (2020), other environmental information includes information related to historical decisions related to the City's Comprehensive Plan. These decisions include:

City of Auburn. Final Determination of Non-Significance – 2019 Comprehensive Plan Annual Amendments, City-initiated, (SEP19-0028) Issued September 23, 2019.

City of Auburn. Final Determination of Non-Significance – 2018 Comprehensive Plan Annual Amendments, City-initiated, (SEP18-0010) Issued September 19, 2018.

City of Auburn. Final Determination of Non-Significance – 2017 Comprehensive Plan Annual Amendments, City-initiated, (SEP17-0014) Issued September 19, 2017.

City of Auburn. Final Determination of Non-Significance – 2016 Comprehensive Plan Annual Amendments, City-initiated, (SEP16-0010) Issued September 28, 2016.

City of Auburn. Final Determination of Non-Significance – Major update in compliance with the periodic update required under the Growth Management Act (GMA) and in response to community visioning programs and community changes. 2015 Comprehensive Plan, (SEP15-0031) Issued November 2, 2015.

City of Auburn. Final Determination of Non-Significance – 2014 Comprehensive Plan Annual Amendments, City-initiated, (SEP14-0011) Issued September 16, 2014.

City of Auburn. Final Determination of Non-Significance – 2013 Comprehensive Plan Annual Amendments, City-initiated, (SEP13-0028) Issued September 17, 2013.

City of Auburn. Final Determination of Non-Significance – 2012 Comprehensive Plan Annual Amendments, City-initiated, (SEP12-0023) Issued September 10, 2012.

City of Auburn. Final Determination of Non-Significance – 2011 Comprehensive Plan Annual Amendments, City-initiated, (SEP11-0021) Issued October 18, 2011.

City of Auburn. Final Determination of Non-Significance – 2010 Comprehensive Plan Annual Amendments, City-initiated, Group 1, (SEP10-0019) 2010

City of Auburn. Final Determination of Non-Significance – 2010 Comprehensive Plan Amendments, City-initiated, Group 2, (SEP10-0028) 2010

City of Auburn. Final Determination of Non-Significance – 2010 Comprehensive Plan Annual Amendments, Privately-initiated, Group 2, (SEP10-0013) 2010

City of Auburn. Final Determination of Non-Significance – 2009 Amendments to the Auburn Zoning Code and Land Division Ordinance. 2009

Environmental Checklist (continued)
TO BE COMPLETED BY APPLICANT

Puget Sound Regional Council - Final Environmental Impact Statement - Vision 2040: Growth Strategy for the Central Puget Sound Region. March 2008.

City of Auburn. Final Determination of Non-Significance – 2008 Comprehensive Plan amendments. August 2008.

City of Auburn. Final Determination of Non-Significance—2007 Comprehensive Plan amendments. August 2007.

City of Auburn. Final Determination of Non-Significance – 2006 Comprehensive Plan amendments. August 2006.

City of Auburn. Final Determination of Non-Significance – 2005 Comprehensive Plan amendments. September 2005.

City of Auburn. Final Determination of Non-Significance - 2004 Comprehensive Plan amendments. September 2004.

City of Auburn. Final Determination of Non-Significance - 2003 Comprehensive Plan amendments. October 2003.

City of Auburn. Final Determination of Non-Significance - 2002 Comprehensive Plan amendments. October 2002.

City of Auburn. Final Determination of Non-Significance - 2001 Comprehensive Plan amendments. October 2001.

City of Auburn - Auburn Downtown Plan/Final EIS. April 2001.

City of Auburn - Addendum to the Final Determination of Non-Significance - 1996 Comprehensive Plan Amendments. November 1996.

City of Auburn - Addendum to the Final Determination of Non-Significance - Comprehensive Plan Amendments to Comply with the Central Puget Sound Growth Management Hearings Board Decision. October 1996.

City of Auburn - Addendum to the Final Determination of Non-Significance - 1995 Comprehensive Plan Amendments. November 1995.

City of Auburn - Final Determination of Non-Significance - Comprehensive Plan Amendments to Comply with the Washington State Growth Management Act. October 1994.

City of Auburn - Final Environmental Impact Statement - City of Auburn Comprehensive Plan: Staff Draft and Recommendations. May 1986.

City of Auburn. - Final Determination of Non-Significance - Downtown Design Study. April 1990.

Environmental Checklist (continued)
TO BE COMPLETED BY APPLICANT

City of Auburn - Final Determination of Non-Significance - Comprehensive Plan Amendments on City Expansion and Urban Growth. July 1991.

City of Auburn - Final Environmental Impact Statement: Auburn North CBD Analysis. November 1991.

City of Auburn -Final Determination of Non-Significance - Comprehensive Plan Amendments on Sensitive and Critical Lands. January 1992.

King County Parks, Planning and Resources Department - Final Environmental Impact Statement: Soos Creek Community Plan Update. December 1991.

King County Parks, Planning and Resources Department - Final Supplemental Environmental Impact Statement: Countywide Planning Policies Proposed Amendments. May 1994.

King County Parks, Planning and Resources Department - Supplemental Environmental Impact Statement: King County Comprehensive Plan. July 1994.

Pierce County, Department of Planning and Land Services - Proposed Lakeland Hills South Mining and Reclamation Plan and Planned Community Development: Final Environmental Impact Statement. July 21, 1992.

Pierce County, Department of Planning and Land Services - Comprehensive Plan for Pierce County, Washington: Final EIS. September 20, 1993.

Pierce County, Department of Planning and Land Services - Final Supplemental EIS for the Comprehensive Plan for Pierce County, Washington. June 1994.

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

No.

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

The City of Auburn Planning Commission will hold a public hearing on the proposed 2020 comprehensive plan map and policy/text amendments addressed in this environmental checklist and others and will forward a recommendation to the Auburn City Council. The City Council may or may not hold a public hearing prior to taking action adopting, adopting in part, or not adopting the amendments.

Although the proposed action is not an approval or permit, the proposed amendments are also subject to the 60-day State Agency review process pursuant to RCW 36.70A.106.

11. Give a brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You need not repeat those answers on this page.

The City of Auburn annually amends its Comprehensive Plan in accordance with state law. In summary, the 2020 City of Auburn Annual Comprehensive Plan and Map amendments addressed

Environmental Checklist (continued)
TO BE COMPLETED BY APPLICANT

by this environmental checklist include policy/text amendments (denoted by P/T) and plan map amendments (denoted by CPM). These amendments are described as follows:

Comprehensive Plan Amendments (policy/text & map changes)

A. Policy/Text Amendments (File No. CPA20-0005) (Eight policy/text changes)

P/T #1 – Auburn School District 2021-2026 Capital Facilities Plan. (Separate Environmental Review)

P/T #2 – Dieringer School District Capital Facilities Plan 2020-2025. (Separate Environmental Review)

P/T #3 – Federal Way School District 2021 Capital Facilities Plan. (Separate Environmental Review)

P/T #4 – Kent School District 2020/2021 – 2025/2026 Capital Facilities Plan (Separate Environmental Review)

P/T #5 – City of Auburn 2021-2026 Capital Facilities Plan

P/T #6 – Change Volume 5, Transportation Element (Separate document incorporated by reference). The changes the Transportation element consist of the following:

- Update Transportation Improvement Program (TIP) information/project list;
- Re-designate multiple capital projects from the TIP (funded) to the Comprehensive Plan (unfunded) to maintain continuity in the future transportation network conditions.
- Update maps as needed to reflect current data and conditions (addressed by CMP#1, below);
- Additional minor changes will relate to grammar, punctuation, choice of words, etc.

P/T #7 – Volume 7, Parks, Recreation, and Open Space Element. Add language pertaining to equestrian trails. Language has been previously removed from transportation element and requires modification to meet the goals and mission of the Parks, Recreation, and Open Space Element.

P/T #8 – Volume 1, Land Use Element and Volume 5, Transportation Element (Plan). Amend comprehensive plan policies which do not sufficiently protect the operations of the Auburn Municipal Airport, and do not provide the City sufficient authority to ensure development around the airport is coordinated and consistent with the Airport Master Plan. Policies are currently being evaluated as to whether they:

- Protect the operations of the Auburn Municipal Airport (the “airport”);
- Prevent or promote incompatible land uses around the airport;
- Ensure that development around the airport is coordinated and consistent with the Airport Master Plan;

Environmental Checklist (continued)
TO BE COMPLETED BY APPLICANT

- Protect the airport from nonconforming uses and structures that pose a safety concern to airport operations;
- Provide the authority to review the impact of development on air safety;
- Are clearly defined and clearly understood, or open to a wide degree of interpretation; or
- Use outdated language

Comprehensive Plan Map Amendments (one map change)

City-Initiated Amendment:

CPM #1 - Volume 5: Transportation Element: Several maps found throughout Volume 5 have been updated to reflect current conditions. A final list of maps and corresponding page numbers is under development by Transportation Planning.

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

The City of Auburn Comprehensive Plan covers the area within the municipal boundaries of the City of Auburn, but also identifies properties in the City's Potential Annexation Area (PAA). Both the Growth Management Act and the King and Pierce County Countywide Planning Policies, emphasize the need for consistent planning between cities' and the County within each city's urban growth area. The City's municipal boundaries and its remaining potential annexation areas are shown within the City's Comprehensive Plan.

For the specific map locations of individual changes, see the locations specified under Item A.11, Description, above.

B. ENVIRONMENTAL ELEMENTS:

1. Earth:

A. General description of the site (circle one): Flat, rolling, hilly, steep slopes, mountainous, other.

The City of Auburn and its Potential Annexation Area (PAA) are characterized by a relatively flat central valley floor bordered by steep hillsides and upland plateaus to the west, east and southeast.

B. What is the steepest slope on the site (approximate percent slope)?

The slopes vary in areas of the city and the PAA, but in some locations slopes associated with the valley walls reach nearly 100%.

C. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.

The valley floor is made up primarily of soils of the Oridia, Renton, Snohomish, and Briscott series. These soils are generally poorly drained and formed in the alluvium (river sediments) associated with the White and Green Rivers. These are considered good agricultural soils, though in many areas, are not well-drained. There is no designated farmland within the City of Auburn.

The hillsides and plateaus are made up of primarily Alderwood associated soils and a small amount of Everett associated soils (U.S. Department of Agriculture, 1973). Alderwood soils are moderately well drained gravelly sandy loams 20-40 inches deep. Beneath these soils is glacial till with low permeability. Roots penetrate easily to the hardpan layer. Runoff potential is slow to medium. Erosion and slippage hazard is moderate; ranging to severe on steeper slope phases. The Everett series consists of somewhat excessively drained soils that are underlain by very gravelly sand. These soils formed in very gravelly glacial outwash deposits under conifers. They are found on terraces and terrace fronts and are gently undulating to moderately steep.

D. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

Many factors affect slope stability including soil type, parent material, slope and drainage. These factors can be further affected by human intervention such as slope alteration, and vegetation removal. The City has identified categories of geologic hazard areas and inventoried these areas. Maps of the erosion, seismic, and landslide hazard areas are provided as maps that are part of the critical areas ordinance inventory.

E. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.

Not applicable. The proposed Comprehensive Plan amendments are non-project actions, no site alteration, construction, or earthwork is proposed.

F. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

Not applicable. This is a non-project action.

G. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

Not applicable. The action does not involve site specific development proposals.

H. Proposed measures to reduce or control erosion or other impacts to the earth.

This is a non-project action; no site specific erosion control measures are proposed. However, the existing comprehensive plan includes numerous policies to reduce or control erosion through the use of best management practices, landscaping requirements, limitations on alteration of steep slopes and other critical areas protections. Impacts to earth/soil resources will be identified and, if necessary, mitigated during the development review process as specific development proposals are made that might be associated with these plan amendments.

Environmental Checklist (continued)
TO BE COMPLETED BY APPLICANT

These potential impacts would be avoided by implementing best management practices and complying with 2014 WA State Dept. of Ecology Stormwater Management Manual for Western Washington with City of Auburn Supplement.

2. Air:

- A. What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, and industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if know.**

Not applicable. This is a non-project action.

- B. Are there any off-site sources of emissions or odors that may affect your proposal? If so, generally describe.**

Not applicable. This is a non-project action.

- C. Proposed measures to reduce or control emissions or other impacts to air, if any:**

Not applicable. This is a non-project action.

3. Water:

A. Surface:

- 1) Is there any surface water body on or in the immediate vicinity of the site (including year round and seasonal streams, saltwater, lakes, ponds, wetlands): If yes, describe type and provide names. If appropriate, state what stream or river it flows into.**

The major bodies of water within Auburn are the Green River, the White (Stuck) River, Bowman Creek, Cobble Creek, Mill Creek, Lea Hill Creek, Olson Creek and White Lake. The City has conducted an inventory of wetlands and streams within the city limits. These are shown on City's critical area inventory maps. Shorelines of the State are reflected in Auburn's Shorelines Master Program adopted in May 2020 under Ordinance No. 6733 and the shoreline environment designations are shown within the Shoreline Management Program.

- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.**

Not applicable. This is a non-project action.

- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.**

Not applicable. This is non-project action.

- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.**

Environmental Checklist (continued)
TO BE COMPLETED BY APPLICANT

Not applicable. This is non-project action.

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

Several areas within Auburn lie within the 100-year floodplain of the Green or White Rivers and Mill Creek and Mullen Slough. Floodplain as well as flood hazard areas as defined by the City are shown on the city critical area maps and floodplain maps. The Riparian Habitat Zone, as a FEMA special flood hazard area is shown on the city's inventory and addressed in the city's regulations.

6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

Not applicable. This is non-project action.

B. Ground:

1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.

Not applicable. This is non-project action.

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: domestic sewage; industrial, containing any toxic chemicals; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) is (are) expected to serve.

Not applicable. This is non-project action.

C. Water Runoff (including storm water):

1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

Not applicable. This is non-project action.

2) Could waste materials enter ground or surface waters? If so, generally describe.

Not applicable. This is non-project action.

D. Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:

Not applicable. This is non-project action.

4. Plants:

A. Check or circle types of vegetation found on the site:

deciduous tree: alder, maple, aspen, other.

X

Environmental Checklist (continued)
TO BE COMPLETED BY APPLICANT

evergreen tree: fir, cedar, pine, other.	X
shrubs.	X
grass.	X
pasture.	X
crop or grain.	X
wet soil plants: cattail, buttercup, bulrush, skunk cabbage, other.	X
water plants: water lily, eelgrass, milfoil, other.	X
other types of vegetation.	X

B. What kind and amount of vegetation will be removed or altered?

Not applicable. This is a non-project action. However, in general urban development results in the removal or alteration of many types of vegetation.

C. List threatened or endangered species known to be on or near the site:

None known at this time.

D. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

Not applicable. This is a non-project action.

5. Animals:

A. Circle any birds and animals which have been observed on or near the site or are known to be on or near the site:

Birds: **hawk, heron, eagle, songbirds, other: geese, ducks, crows, etc.**

Mammals: deer, bear, elk, **beaver**, other:

Fish: bass, **salmon, trout**, herring, shellfish, other: **urban animals such as cats, dogs, rabbits, raccoons, rodents, squirrels, opossums, etc. are also present in the city.**

B. List any threatened or endangered species known to be on or near the site.

There are nesting/breeding sites of great blue herons and green backed herons within Auburn as shown on critical area inventory maps.

Wildlife

The Environmental Impact Statement for the NE Auburn/Robertson Properties Special area plan and addendum indicate the bald eagle was delisted as 'threatened' in 2008 and is now a federal 'species of concern'. There are several species that potentially occur within King County including: gray wolf (federally and state endangered), grizzly bear (federally threatened and state endangered), Canada lynx (federally and state threatened), marbled murrelet (federally and state threatened), and northern spotted owl (federally threatened and state endangered) (USFWS 2007). Due to their limited range and specific habitat requirements, the gray wolf, grizzly bear, Canada lynx, marbled murrelet, and northern spotted owl would not be expected to occur within the urban areas of King County.

The 2004 EIS also identified several federal species of concern that may occur in King County. The list was updated in 2007 to include: tailed frog, Larch Mountain salamander, and northern sea otter (USFWS, 2007). The project area does not contain suitable habitat to support these species at this time. The 2004 EIS did not include the Oregon spotted frog or yellow-billed

Environmental Checklist (continued)
TO BE COMPLETED BY APPLICANT

cuckoo, which are federal candidate species. Though given the current range and distribution of the species and the degraded conditions of on-site wetlands and stream, the likelihood of Oregon spotted frog occurring within the city is very low.

Yellow-billed cuckoos breed in large blocks of riparian habitats (particularly woodlands containing cottonwoods and willows) (Erhlich et al., 1988). This species may now be extirpated from Washington (66 Federal Register 210). There have been documented sightings of yellow-billed cuckoo in King County and the Green River riparian corridor may provide some limited foraging and breeding habitat; however, areas of Auburn are devoid of mature dense cottonwood stands of significant size to support the species and their presence is not anticipated.

Fish

The 2004 EIS identified the Puget Sound/Strait of Georgia Coho salmon as a candidate species; however, their current federal status has been down-graded to a species of concern. Other listing changes that have occurred since that time includes the 2007 listing of the Puget Sound Distinct Population Segment (DPS) steelhead as threatened under the ESA (72 Federal Register 91), and the 2005 listing of designated critical habitat for the Puget Sound Evolutionarily Significant Unit (ESU) Chinook salmon and Coastal-Puget Sound DPS bull trout in the Green River (70 Federal Register 170; 70 Federal Register 185).

Since the 2004 EIS, a Biological Opinion was issued by NMFS that determined the effects of certain elements of the National Flood Insurance Program (NFIP) throughout Puget Sound is likely to jeopardize the continued existence of the following species listed under the ESA: Puget Sound Chinook salmon, Puget Sound steelhead, Hood Canal summer-run chum salmon, and Southern Resident killer whales. The Biological Opinion also determined that NFIP is likely to adversely modify the following ESA designated critical habitats: Puget Sound Chinook salmon, Hood Canal summer-run chum salmon, and Southern Resident killer whale critical habitats. The biological opinion provides a reasonable and prudent alternative which can be implemented to avoid jeopardy and adverse modification of critical habitat. In response to the Biological Opinion, FEMA developed a model ordinance for NFIP participating communities, which includes the City of Auburn. The City of Auburn incorporated substantive terms of the model ordinance into their interim floodplain regulations (Ordinance No. 6295). By letter dated September 21, 2011 FEMA acknowledged that the city's ordinance complies with their model ordinance and as a result, the interim ordinance becomes permanent. The Biological Opinion originally established a 2010 timeline for compliance for all NFIP participating communities within the Puget Sound Basin (NMFS, 2008).

C. Is the site part of a migration route? If so, explain.

Auburn is a portion of the Pacific Flyway for migratory birds.

D. Proposed measures to preserve or enhance wildlife, if any:

Not applicable. This is a non-project action.

6. Energy and Natural Resources:

A. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

Environmental Checklist (continued)
TO BE COMPLETED BY APPLICANT

Not applicable. This is a non-project action.

- B. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.**

Not applicable. This is a non-project action.

- C. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:**

Not applicable. This is a non-project action.

7. Environmental Health:

- A. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste that could occur as a result of this proposal? If so, describe.**

Not applicable. This is a non-project action.

- 1) Describe special emergency services that might be required:**

Not applicable. This is a non-project action.

- 2) Proposed measures to reduce or control environmental health hazards, if any:**

Not applicable. This is a non-project action.

B. Noise:

- 1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?**

Not applicable. This is a non-project action.

- 2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.**

Not applicable. This is a non-project action.

- 3) Proposed measures to reduce or control noise impact, if any:**

Not applicable. This is a non-project action.

8. Land and Shoreline Use:

- A. What is the current use of the site and adjacent properties?**

The City and Potential Annexation Area (PAA) contain a variety of land uses including residential, industrial, institutional, commercial, open space, and public land uses.

- B. Has the site been used for agriculture? If so, describe:**

Environmental Checklist (continued)
TO BE COMPLETED BY APPLICANT

Much of Green and White River Valleys and the City of Auburn were used for agriculture at some time in the past. Over the last several decades, rapid growth in the area resulted in much of the agricultural land converting to urban uses. No land within the city is formally designated as Agricultural Land, though some parcels continue in agricultural use.

C. Describe any structures on the site:

Structures within the city and PAA range from small single family detached homes to large industrial manufacturing and warehousing facilities. Properties subject to the plan map amendments range in use, as examples, from vacant land, schools, residential, commercial to those that appear as primarily wetlands.

D. Will any structures be demolished? If so, what?

Not applicable. This is a non-project action.

E. What is the current zoning classification of the site?

City zoning districts include: RC (Residential Conservancy); R-1 (1 du/acre); R-5 (5 du/acre); R-7 (7 du/acre); R-10 (10 du/acre); R-16 (16 du/acre); R-20 (20 du/acre); R-MHC (Manufactured/Mobile Home Community); RT (Residential Transition); CN (Neighborhood Commercial); C1 (Light Commercial); C2 (Central Business District); DUC (Downtown Urban Center Zone); C3 (Heavy Commercial); C4, Mixed Use Commercial; M1 (Light Industrial); M2 (Heavy Industrial); LF (Airport Landing Field); UNC (Unclassified Use); I (Institutional Use); P-1, Public Use; Lakeland Hills South PUD; and TV (Terrace View Zoning District).

F. What is the current comprehensive plan designation of the site?

A Comprehensive Plan map of the City is contained in the City's Comprehensive Plan and includes various different plan designations similar to, and implemented by the zoning categories.

G. If applicable, what is the current shoreline master program designation of the site?

Portions of the City along the Green and White Rivers fall under the Shoreline Master Program. A map of the shoreline designations for those areas is contained in the shoreline management program. Shorelines of the State are reflected in Auburn's Shorelines Management Program adopted in May 2020.

H. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify:

Not applicable. This is a non-project action. However, areas of the city do contain environmentally sensitive or critical areas and the regulation and protection of environmentally sensitive areas are addressed through the city's critical areas ordinance (ACC 16.10).

I. Approximately how many people would reside or work in the completed project?

Not applicable. This is a non-project action and no specific development is proposed.

J. Approximately how many people would the completed project displace?

None, specifically. This proposal is a non-project action.

K. Proposed measures to avoid or reduce displacement impacts, if any:

None, specifically. This proposal is a non-project action.

L. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

This proposal is to amend the City of Auburn Comprehensive Plan as described in response to the environmental checklist application question A.11 above. The evaluation by staff and the public hearing and review process that occurs as part of the comprehensive plan amendment process will be used to help evaluate whether a particular proposal is consistent with existing plans.

Also, the proposed amendments are circulated to State agencies for a State Agency review process in accordance with RCW 36.70A.106,

9. Housing:

A. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

Not applicable. This proposal is a non-project action.

B. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

None. This proposal is a non-project action.

C. Proposed measures to reduce or control housing impacts, if any:

None specifically, as this is a non-project action.

10. Aesthetics:

A. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

Not applicable. This proposal is a non-project action.

B. What views in the immediate vicinity would be altered or obstructed?

Not applicable. This proposal is a non-project action.

C. Proposed measures to reduce or control aesthetic impacts, if any:

Not applicable. This proposal is a non-project action.

11. Light and Glare:

A. What type of light or glare will the proposal produce? What time of day would it mainly occur?

Environmental Checklist (continued)
TO BE COMPLETED BY APPLICANT

Not applicable. This proposal is a non-project action.

B. Could light or glare from the finished project be a safety hazard or interfere with views?

Not applicable. This proposal is a non-project action.

C. What existing off-site sources of light or glare may affect your proposal?

Not applicable. This proposal is a non-project action.

D. Proposed measures to reduce or control light and glare impacts, if any:

Not applicable. This proposal is a non-project action.

12. Recreation:

A. What designated and informal recreational opportunities are in the immediate vicinity?

The City of Auburn provides a full range of parks and recreational facilities. The City's 2015 Parks, Art, Recreation and Open Space Plan shows the location of these facilities.

B. Would the proposed project displace any existing recreational uses? If so, describe.

Not applicable. This proposal is a non-project action.

C. Proposed measures to reduce or control impacts on recreation including recreation opportunities to be provided by the project or applicant, if any:

Not applicable. This proposal is a non-project action.

13. Historic and Cultural Preservation:

A. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe:

Not applicable. This proposal is a non-project action.

However, as a matter of information, in Auburn, the Blomeen House located at 324 B Street NE is listed on the National Register of Historic Places. The Carnegie Library Building at 306 Auburn Avenue (currently Auburn Dance and Music Center) and the Auburn Post Office (formerly the Seattle-King County Health Department) at 20 Auburn Avenue NE are listed local and county landmarks. The Olson Farm, located at 28728 Green River Road South, was designated as King County Landmark in 2000 and the Masonic Temple Building at the southeast corner of Auburn Way South and East Main Street was designated as a King County Historical Landmark in 2002. The Pioneer Cemetery at Auburn Way North & 9th ST NE was designated as a City of Auburn Landmark in 2016.

B. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.

Several historic Indian campsites have been identified along the Green and White Rivers in the Auburn Thoroughbred Racetrack EIS and in preliminary work for the Army Corps of Engineers' Special Area Management Plan (SAMP).

Environmental Checklist (continued)
TO BE COMPLETED BY APPLICANT

C. Proposed measures to reduce or control impacts, if any:

Not applicable. This proposal is a non-project action.

14. Transportation:

A. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.

The Comprehensive Transportation Plan (The transportation element of the Comprehensive Plan) shows the City's current and future classified street system.

B. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

Figure 4-1 of the Comprehensive Transportation Plan (Transportation element) shows the location of public transit routes within the City. A commuter rail station exists along the Burlington Northern Santa Fe railroad right-of-way just south of West Main Street and east of C Street SW.

C. How many parking spaces would the completed project have? How many would the project eliminate?

Not applicable. This proposal is a non-project action.

D. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private):

Not applicable. This proposal is a non-project action.

E. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe:

There is no water transportation in the Auburn area other than for recreational uses. The area is particularly well served by rail. At this time, local freight service is available. Burlington Northern Santa Fe and Union Pacific both operate freight railroad lines within Auburn. Auburn is also a commuter rail station site for the Sounder commuter rail line between Tacoma, Seattle and Everett. Service began September 18, 2000. Amtrak trains pass through Auburn but do not stop in the city. The Auburn Airport is a general purpose airport located north of 15th and D Streets NE.

F. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

Not applicable. This proposal is a non-project action.

G. Proposed measures to reduce or control transportation impacts, if any:

Not applicable. This proposal is a non-project action.

15. Public Services:

A. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe:

Environmental Checklist (continued)
TO BE COMPLETED BY APPLICANT

Not applicable. This is a non-project action.

B. Proposed measures to reduce or control direct impact on public services, if any:

The Comprehensive Plan contains policies that seek to maintain a sufficient level of service for public services as development occurs. Also, Auburn reviews under SEPA, the impacts of significant development on these public services. Mitigation measures are required to reduce significant adverse impacts.

Also, several Policy/Text amendments as part of this checklist include the capital facilities plan's for the four school districts within Auburn city limits and PAA. Those school districts are Auburn, and Dieringer, Federal Way, and Kent.

16. Utilities:

A. Circle utilities currently available at the site:

Electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other – Cable TV.

All of the above utilities are available within the City of Auburn. The City provides water, sewer and storm facilities. There are also private water and sewer utility districts and private utility providers with service area boundaries within the city.

B. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed:

This is a non-project action. However, the Comprehensive Plan includes a private and a public utilities element (as required by the Growth Management Act), which describes the utilities that serve the Auburn area and includes policies for their provision.

Also, the city actively engages in planning for public facilities. The Comprehensive Water Plan, Comprehensive Sewer Plan and Comprehensive Stormwater Drainage Plan were adopted by the City in 2015.

A new six-year Capital Facilities Plan (CFP) was adopted in 2017(2018-2023) and plan amendments this year will include an update consisting of the City of Auburn 2021-2026. The City seeks to update the CFP a minimum of every two years, and more commonly, yearly.

These plans ensure that utility impacts are adequately monitored and evaluated on a project level and city-wide basis.

C. SIGNATURE

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

OWNER/AGENT SIGNATURE:

Anthony Avery, Senior Planner

DATE PREPARED:

September 23, 2020

D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS

(Do not use this sheet for project actions.)

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

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

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

Taken as a whole, there should be a minimal change in discharges to water, emissions to air, production, storage, or release of toxic or hazardous substances or the production of noise.

The proposed amendments themselves will not create a change in intensity of discharge to water, emissions to air, production, storage or release of toxic or hazardous substances or the production of noise from those levels expected under the existing plan.

Proposed measures to avoid or reduce such increases are:

The City of Auburn Comprehensive Plan contains provisions to reduce increases or emissions caused by new development. Emphasis in the Comprehensive Plan on reducing the reliance on the automobile for transportation should reduce the amount of emissions to the air. Policies in the Plan also provide guidance in the review of development proposals to encourage use and retention of native vegetation. This supports wildlife habitat areas, particularly near streams, as the policies assist the City in addressing adverse impacts to water quality and wildlife habitat from runoff since native plantings can retain and treat runoff and may require less pesticide use. The proposed amendments set the framework where properties and uses would in the future be in compliance with expansion, site redevelopment or new development. City policy and code regulates such impacts through the storm drainage requirements and critical area regulations as applicable.

An environmental review of all non-exempt (from SEPA) development will be conducted to evaluate and mitigate impacts related to discharges, emissions, and the release of toxic substances. Evaluation of the subsequent site-specific proposals will be based on the policies of the Comprehensive Plan, development regulations and appropriate mitigation will take place on a case by case basis.

City development standards including but not limited to the critical areas ordinance, shoreline master program regulations, Stormwater Management Manual, Floodplain permit regulations, and the Public Works Design and Construction Manual, also provide additional protection for these types of impacts.

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

This proposal will amend the Auburn Comprehensive Plan. The plan recognizes the Shoreline Master Program that was adopted in May 2020 which governs development within the Shoreline Management Area, reducing the impacts from new development on plants, animals. The changes will not change any policy which would have a direct effect on flora, fauna, or marine life.

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

Environmental Checklist (continued)
TO BE COMPLETED BY APPLICANT

Generally, the adopted Auburn Comprehensive Plan and critical areas ordinance seek to protect and conserve plants, animals, fish, and marine life. An environmental review under SEPA of all non-exempt development is conducted to measure impacts. Evaluation based on the policies of the Auburn Comprehensive Plan and appropriate mitigation will take place on a case-by-case basis.

Policies within the Plan also provide guidance in the review of development proposals to encourage native vegetation be used and/or retained. This should support wildlife habitat areas, particularly near streams as the policies assist the city in addressing adverse runoff impacts to water quality and wildlife habitat since native plantings may require less pesticide use.

City development standards including but not limited to the critical areas ordinance and the shoreline master program regulations also provide additional protection for these types of impacts.

The proposed map amendments are bringing the land use designations more in line with actual property uses.

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

Future development will use natural gas, petroleum and electricity and could result in increased automobile uses. However, there does not appear to be any significant adverse increases in the use of energy or natural resources resulting from the amendments being proposed to the existing comprehensive plan over what might occur under existing plan designations. In fact, it is possible that use of energy or natural resources could decrease depending on the land use.

The city's amendment for alternative powered vehicles and for preparation of a greenhouse gas inventory establishes a baseline for future energy conservation measures.

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

None specifically, as this is a non-project action. However, Comprehensive Plan policies encourage energy conservation in public buildings, street lighting, and recycling, it places an emphasis on providing for alternative methods of travel to the automobile such as transit, walking, and biking. An environmental review under SEPA of all significant development will be conducted to measure the project impacts.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

This proposal will amend the Comprehensive Plan. Taken as a whole, the increase in impacts from the proposed comprehensive plan amendments on environmentally sensitive areas or areas designated for government protection should be minor, if at all.

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

The Comprehensive Plan and, in particular, the critical areas ordinance, seek to protect environmentally sensitive areas (wetlands, streams, geologically hazard areas, floodplain, wildlife habitat, and aquifer recharge areas) and to reduce the impacts of development on them. The Auburn Comprehensive Plan provides for the implementation of innovative land management techniques to protect these resources. An environmental review under SEPA for all non-exempt development will be conducted to evaluate impacts.

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

Amendments can only be approved if it can be assured that future development is consistent with the Comprehensive Plan and its policies and related regulations. Those proposals that are not consistent with the comprehensive plan policies or other existing plans will not be approved.

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

The comprehensive plan, critical areas ordinance, and other development regulations, such as the zoning ordinance and shoreline master program, seek to protect these land and shoreline resources and to reduce the effects of development on them. An environmental review under SEPA of all development that is non-exempt will also be conducted to evaluate a proposal's land use and environmental impacts.

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

This proposal will amend portions of the Auburn Comprehensive Plan for Capital Facilities Elements. The existing plan assumes a growth target of approximately 6,000 households and a job capacity of 1,200 jobs in the King County portion of the city to the year 2022 (based on city limits as of 2003) and to approximately 8,000 people in the Pierce County portion of the city (based on 2002 city limits in Pierce County).

The proposal will not result in an increase in demands on transportation and public services. Rather, the six-year CFP responds to growth by identifying the public facilities and improvement needed to address future growth. The growth projections mentioned above would occur with or without these amendments.

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

As stated above, no measurable increase in demands to these subject areas will result from the proposed map amendments. However, the Auburn Comprehensive Plan presently incorporates an adoption of the City of Auburn 2021-2026 Capital Facilities Plan, which seeks to maintain a sufficient level of service for public services as development occurs. The City of Auburn Six-Year CFP will be updated as part of the 2020 Comprehensive Plan process to balance public facility needs against projected growth. An environmental review under SEPA for non-exempt development proposals identified in the CFP will be conducted to measure and evaluate impacts.

The city actively engages in planning for public facilities. The Comprehensive Water Plan, Comprehensive Sewer Plan and Comprehensive Stormwater Drainage Plan were adopted by the city in 2015. An update to the Comprehensive Transportation Plan was adopted in 2015. These specific plans help ensure that infrastructure impacts are adequately monitored and evaluated on a project level and city-wide basis.

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

The proposal does not appear to present any conflict with local, state, or federal laws or requirements.

Email Subject Line: REQUEST TO PUBLISH

ATTN: Legal Notice Account Representative

Please publish in the Seattle Times on **September 25, 2020**. Send the bill for the cost of publishing and Affidavit of Publication to:

City of Auburn
City Clerks Dept
25 West Main
Auburn, WA 98001-4998

Please publish below line only.

Notice of Application & Determination of Non-Significance
City of Auburn Year 2019 Annual Comprehensive Plan Text & Map Amendments
SEP19-0028 / CPA19-0002

Description: Adopt 2020 year amendments to the City's Comprehensive Plan consisting of the following Text (P/T) and Map (CPM) Amendments to implement:

P/T #5 – City of Auburn 2021-2026 Capital Facilities Plan

P/T #6 – Change Volume 5, Transportation Element (incorporated by reference). The changes to the Transportation Element are focused on the following subject areas:

- Update Transportation Improvement Program (TIP) information/project list;
- Re-designate multiple capital projects from the TIP (funded) to the Comprehensive Plan (unfunded) to maintain continuity in the future transportation network conditions.
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P/T #7 – Volume 7, Parks, Recreation, and Open Space Element. Add language pertaining to equestrian trails. Language has been previously removed from transportation element and requires modification to meet the goals and mission of the Parks, Recreation, and Open Space Element.

P/T #8 – Volume 1, Land Use Element and Volume 5, Transportation Element (Plan). Amend comprehensive plan policies which do not sufficiently protect the operations of the Auburn Municipal Airport, and do not provide the City sufficient authority to ensure development around the airport is coordinated and consistent with the Airport Master Plan. Policies are currently being evaluated as to whether they:

- Protect the operations of the Auburn Municipal Airport (the “airport”);
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- Protect the airport from nonconforming uses and structures that pose a safety concern to airport operations;
- Provide the authority to review the impact of development on air safety;
- Are clearly defined and clearly understood, or open to a wide degree of interpretation; or
- Use outdated language

CPM #1 - Volume 5: Transportation Element: Several maps found throughout Volume 5 have been updated to reflect current conditions. A final list of maps and corresponding page numbers is under development by Transportation Planning.

Proponent: Anthony Avery, Senior Planner, Comm. Dev. & Public Wks, City of Auburn, 25 West Main Street, Auburn, WA 98001, 253-804-5064 or aavery@auburnwa.gov. **Location:** City-wide and within potential annexation areas. Some amendments may apply to certain land use designations or special plan areas. **Lead Agency:** City of Auburn, the lead agency for this proposal has determined that it does not have probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030 (2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request. This DNS is issued under WAC 197-11-340(2); the lead agency will not act on this proposal for 15 days from the date issued below. Comments must be submitted by 5:00 p.m. on **October 9, 2018**. Any person aggrieved of the City's determination may file an appeal with the Auburn City Clerk within 14 days of the close of the comment period, or by 5:00 p.m. on **October 23, 2018**. Responsible Official: Jeff Tate, Director, Dept. of Comm. Dev.

Published on 9-25-20

AGENCY CORRESPONDENCE



THANK YOU

We have received your amendment submission. Please allow 1-3 business days for review. Please keep the Submittal ID as your receipt and for any future questions. We will also send an email receipt to all contacts listed in the submittal.

Submittal ID: 2020-S-1827

Submittal Date Time: 09/23/2020

Submittal Information

Jurisdiction	City of Auburn
Submittal Type	60-day Notice of Intent to Adopt Amendment
Amendment Type	Comprehensive Plan Amendment

Amendment Information

Brief Description

Proposed comprehensive plan amendment for the GMA periodic update/

☐ Yes, this is a part of the 8-year periodic update schedule, required under RCW 36.70A.130.

Anticipated/Proposed Date of Adoption 12/07/2020

Attachments

Attachment Type	File Name	Upload Date
Comprehensive Plan Amendment - Draft	9 ASD 2021 CFP.pdf	09/23/2020 10:40 PM
Comprehensive Plan Amendment - Draft	11 FWPS 2021 CFP.pdf	09/23/2020 10:41 PM
Comprehensive Plan Amendment - Draft	10 DSD 2021 CFP.pdf	09/23/2020 10:41 PM
Comprehensive Plan Amendment - Draft	12 KSD 2021 CFP.pdf	09/23/2020 10:42 PM
Comprehensive Plan Amendment - Draft	13 Draft 2021-2026 Capital Facilities Plan .pdf	09/23/2020 10:42 PM
Comprehensive Plan Amendment - Draft	14 PT Amendment #6 Transportation.pdf	09/23/2020 10:42 PM
Comprehensive Plan Amendment - Draft	15 PT Amendment #8 Airport.pdf	09/23/2020 10:42 PM
Comprehensive Plan Amendment - Draft	16 CPM Amendment #1 Transportation.pdf	09/23/2020 10:43 PM

Contact Information

Prefix	Mr.
First Name	Anthony
Last Name	Avery
Title	Senior Planner
Work	(253) 804-5068
Cell	(303) 718-9537
Email	aavery@auburnwa.gov

☐ Yes, I would like to be contacted for Technical Assistance.

Certification

■ I certify that I am authorized to submit this Amendment for the Jurisdiction identified in this Submittal and all information provided is true and accurate to the best of my knowledge.

Full Name	Anthony Aaron Avery
Email	aavery@auburnwa.gov

NOTICE OF PLANNING COMMISSION PUBLIC HEARING November 17, 2020

*(For Hearing Notice information specific to the private applications, see
behind the "Comp. Plan Map Amendments" tab in the working binder)*

The Seattle Times

-Ad Confirmation-

These are the details of your ad scheduled to run on the dates indicated below.

Prepayment Information

Date	Method	Card Type	Last 4 Digits	Check #	Amount
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Account Information

Account #:	107302
Advertiser Name:	City of Auburn, Finance Dept
Agency Name:	
Contact:	Shawn Campbell
Address:	25 W Main St Auburn, WA 98001
Telephone:	(253) 876-1980

Run Date(s)

Seattle Times	09/25/20
NWclassifieds	09/25/20
NWclassifieds	09/26/20
NWclassifieds	09/27/20
NWclassifieds	09/28/20
NWclassifieds	09/29/20
NWclassifieds	09/30/20
NWclassifieds	10/01/20

Ad Placement Information

Ad ID:	960279
Purchase Order #:	
# of lines:	106
Total NET Cost:	\$420.82
Class Name:	Public Notices

Contact Information

Contact Name:	Holly Botts
Phone #	
Email:	hbotts@seattletimes.com

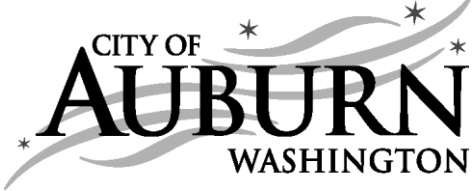
*The ad preview below may not be to actual scale

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Responsible Official: Jeff Tate, Director, Dept. of Comm. Dev.

Published on 9-25-20

**GENERAL PUBLIC NOTICE & ADVERTISEMENT OF
COMPREHENSIVE PLAN AMENDMENT
APPLICATION SUBMISSION DEADLINE
June 5, 2020, 5:00 pm**

	Year 2020 Comprehensive Plan Amendment Applications Being Accepted
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The public is encouraged to submit applications to amend the City of Auburn Comprehensive Plan for consideration during the 2020 annual amendment cycle. **In order to be considered this year, applications must be received by 5:00 p.m., Friday, June 5, 2020. Applications received may be processed as part of this year's amendment cycle or docketed and deferred for consideration later as part of the major Comprehensive Plan Update or subsequent processing. Early submission is advisable for complex projects to increase likelihood that the environmental review process can be concluded in time for consideration as part of this year's annual amendments.**

Amendments to the Auburn Comprehensive Plan have been considered annually since the 1995 GMA compliant amendments were adopted. There are two general types of amendments: 1) text amendments, which revise the Comprehensive Plan's written text; and 2) map amendments, which amend the land use designation for a specific parcel(s) on the City's Comprehensive Land Use Map (adopted December 2015, Ordinance No. 6584).

Per Chapter 14.22 (Comprehensive Plan) of the Auburn City Code, amendments to the Comprehensive Plan may be requested by: 1) an individual, organization, corporation, partnership or general or special purpose government other than the City for a specific property, provided that the property owner provides written consent for the amendment request; or 2) an individual, organization or general or special purpose government having suggested changes to the Comprehensive Plan that are not specific to a piece of property. For the latter, this process is known as "docketing". An item may be submitted to the docket at any time during the calendar year and there is no fee for submitting an item to the docket. The Community Development & Public Works Director will annually review the docket with the City Council to determine whether the docket items will be forwarded to the City's Planning Commission for its consideration. The City Council may decline to consider any items from the docket.

The City of Auburn Planning Commission may hold a public hearing(s) on all plan amendment applications in the fall of this year. Following the Planning Commission public hearing and recommendation, the City Council may consider the requested amendments. Final action by the Auburn City Council on amendment requests are typically made near the end of the year.

Those interested in submitting a comprehensive plan amendment application for consideration during the 2020 annual amendment cycle are encouraged to discuss their ideas with the Planning staff of the City of Auburn Community Development Department. To obtain a current comprehensive amendment application form, fee schedule and/or to discuss your proposal, please call (253) 931-3020 or visit the City's web site at www.auburnwa.gov and the Comprehensive Plan [webpage](#).

**POLICY/TEXT AMENDMENT (P/T) #1
INCORPORATE AUBURN SCHOOL DISTRICT #408
CAPITAL FACILITIES PLAN 2021 - 2026**

Auburn School District No. 408

CAPITAL FACILITIES PLAN 2020 through 2026



**Adopted by the Auburn School District
Board of Directors
*June 22, 2020***





915 Fourth Street NE
Auburn, Washington 98002

(253) 931-4900

Serving Students in:
Unincorporated King County
City of Auburn
City of Algona
City of Kent
City of Pacific
City of Black Diamond

BOARD of DIRECTORS

Laurie Bishop

Arlista Holman

Sheilia McLaughlin

Laura Theimer

Ryan Van Quill

Dr. Alan Spicciati, Superintendent

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Auburn School District No. 408
Capital Facilities Plan
2020 through 2026

Section I
Executive Summary

Auburn School District No. 408
CAPITAL FACILITIES PLAN
2020 through 2026

I. Executive Summary

This six-year Capital Facilities Plan (the "Plan") has been prepared by the Auburn School District (the "District") as the District's principal planning document, in compliance with the requirements of Washington's Growth Management Act and the adopted ordinances of the counties and cities served by the District. This Plan was prepared using data available in the spring of 2020.

This Plan is consistent with prior long-term capital facilities plans adopted by the District. However, this Plan is not intended to be the sole plan for all of the District's needs. The District may prepare interim and periodic long-range Capital Facilities Plans consistent with Board Policies and actions, taking into account a longer or a shorter time period; other factors and trends in the use of facilities; and other needs of the District as may be required. However, any such plan or plans will be consistent with this six-year Capital Facilities Plan.

To enable the collection of impact fees in the unincorporated areas of King County and within the City of Auburn and City of Kent; the King County Council, the City of Auburn and the City of Kent will adopt this Plan by reference as part of each jurisdiction's respective comprehensive plan. To enable the collection of impact fees in the Cities of Algona, Pacific, and Black Diamond, these municipalities must also adopt this Plan and adopt school impact fee ordinances.

Pursuant to the requirements of the Growth Management Act and the local ordinances, this Plan will be updated on an annual basis, and any changes in the fee schedule(s) adjusted accordingly.

The Plan establishes the District's "standard of service" in order to ascertain the District's current and future capacity. While the State Superintendent of Public Instruction establishes square footage guidelines for capacity, those guidelines do not account for the local program needs of the District. The Growth Management Act and the school impact fee ordinance authorize the District to define its standard of service based on the District's specific needs. In general, the District's current standard provides that class size for grades K-3 should not exceed 17 students and class size for grades 4-5 should not exceed 27 students. When averaged over the six elementary school grades, this computes to 20.33 students per classroom. Class size for grade 6 should not exceed 27 students and class size for grades 7 and 8 should not exceed 28.53 students. When averaged over the three middle school grades, this computes to 28.02 students per classroom. Class size for 9-12 should not exceed 28.74 students, with some subject areas restricted to lesser numbers. Decisions by current legislative actions may create the need for additional classrooms. (See Section III for more specific information.)

The capacity of the schools in the District is calculated based on this standard of service and the existing inventory of facilities including transitional classrooms. The District's

2019-20 capacity was 13,997. The actual number of individual students was 17,300 as of October 1, 2019. (See Section V for more specific information.)

The Capital Construction Plan shown in Section VI addresses the additions and proposed modernization to the District's existing facilities. The plan includes the replacement of five elementary schools and one middle school, construction of two new elementary schools, and acquisition of future school sites to accommodate growth. The new facilities are required to meet the projected elementary school class size reductions mandated by the State of Washington and student population increases generated by the large development areas within the Auburn School District. Three areas that have significant impact on the school district are the Lakeland South, Lea Hill, and the valley areas of the district. There are also other development pockets that impact the District.

The District completed a comprehensive review of all district facilities in October 2008. A Steering Committee made recommendations to the Board for capital improvements to existing facilities and replacement of seven schools over the next ten years. These recommendations led to a capital improvements levy and a bond issue that was placed on the ballot in March 2009. Both ballot measures were unsuccessful in March. The Board determined to rerun only the capital improvements levy in November 2009, which the voters approved.

In the fall of 2011, the Board determined to move forward with the Auburn High School Modernization and Reconstruction Project and placed the project before the voters in February of 2012. The bond issue was supported by the community at nearly 57% approval rate, but was short of the super majority requirement of 60%. In March of 2012, the Board determined to rerun the bond in November of 2012. In November 2012, the bond passed at 62%. The project was completed during the summer of 2016.

In the spring of 2016, the Board determined to move forward with the replacement of six schools and the construction of two new elementary schools. The project was placed before the voters in November 2016 and the bond passed at 62.83%. The first of the projects, the replacement of Olympic Middle School, started construction in May 2018 and opened in Fall 2019. Construction of new Elementary School #15 started in May 2019 and construction for the replacement of Dick Scobee Elementary School started in June 2019. Both schools will open in Fall 2020. Construction of new Elementary School #16 and construction of the replacement Pioneer Elementary School started May 2020.

The School Impact Fee Ordinances adopted by King County, the City of Auburn and the City of Kent provide for the assessment of impact fees to assist in meeting some of the fiscal impacts incurred by a district experiencing growth and development. Section VII sets forth the proposed school impact fees for single family and multi-family dwelling units. The student generation factors have been developed using the students who actually attend school in the Auburn School District from single family and multi-family developments constructed in the last five years. There have been dramatic changes in the student generation factors for single and multi-family in the past five years. The District plans to carefully monitor the numbers over the next several years to determine if this is a trend or an anomaly. The method of collecting the data is with the use of GIS mapping software, data from King County and Pierce County GIS, data from Davis Demographics and integration of the mapping with student data from the District's student data system. This method gives the District actual student generation numbers for each grade span for identified developments. This data is contained in Appendix A.3.

Auburn School District No. 408
CAPITAL FACILITIES PLAN
2020 through 2026

EXECUTIVE SUMMARY

Listed below is a summary level outline of the changes from the 2019 Capital Facilities Plan that are a part of the 2020 Plan. The changes are noted by Section for ease of reference.

Section I

Executive Summary

- A. Updated to reflect new information within the Plan.
- B. Summary level list of changes from previous year.

Section II

Enrollment Projections

- A. Updated projections. See Section II & Appendices A.1.

Section III

Standard of Service

- A. Updated to reflect current number of classrooms allocated to non-standard classroom uses.

Section IV

Inventory of Facilities

- A. Add 1 portable at Washington Elementary School.
- B. Add 1 portable at Cascade Middle School.
- C. Add 4 portables at Olympic Middle School.
- D. Add 2 portables at Rainier Middle School.
- E. Remove 3 portables from Gildo Rey Elementary School.
- F. Remove 5 portables from Pioneer Elementary School.

Section V

Pupil Capacity

The eight portables to be relocated in June 2020 are needed to accommodate enrollment increases.

Auburn School District No. 408
CAPITAL FACILITIES PLAN
 2020 through 2026

EXECUTIVE SUMMARY

Impact Fees

CHANGES TO IMPACT FEE DATA ELEMENTS 2019 to 2020

DATA ELEMENTS	CPF 2019	CPF 2020	EXPLANATION
Student Generation Factors			
Single Family			Consistent with King County Ordinance 11621, Student Generation Factors are calculated by the school district based on district records of average actual student generation rates for new developments constructed over the last five years.
Elementary	0.2370	0.2500	
Middle School	0.0960	0.1310	
Sr. High	0.1280	0.1520	
Multi-Family			
Elementary	0.3820	0.4330	
Middle School	0.1530	0.1850	
Sr. High	0.1510	0.1750	
School Construction Costs			
Elementary	\$60,200,000	\$60,200,000	From new school construction cost estimate in April 2019
Site Acquisition Costs			
Cost per acre	\$385,083	\$404,377	Updated estimate based on 5% annual inflation.
Area Cost Allowance Boeckh Index	\$225.97	\$225.97	Updated to current OSPI schedule. (July 2019)
Match % - State	64.99%	66.32%	Updated to current OSPI schedule (May 2019)
Match % - District	35.01%	33.68%	Computed
District Average AV			
Single Family	\$366,092	\$374,661	Updated from March 2020 King County Dept of Assessments data.
Multi-Family	\$161,495	\$160,501	Updated from March 2020 King County Dept of Assessments data using average AV for apartments and condominiums.
Debt Serv Tax Rate	\$2.05	\$2.41	Current Fiscal Year
GO Bond Int Rate	4.09%	2.44%	Current Rate (Bond Buyers 20 Index 3-14)

Section VIII

Appendices

- Appendix A.1 - Updated enrollment projections with anticipated buildout schedule from April 2020
- Appendix A.2 - Student Generation Survey April 2020

Auburn School District No. 408
Capital Facilities Plan
2020 through 2026

Section II
Enrollment Projections

Auburn School District No. 408
CAPITAL FACILITIES PLAN
2020 through 2026

II. Student Enrollment Projections

Introduction

Projection techniques give some consideration to historical and current data as a basis for forecasting the future. In addition, certain assumptions must be made about the variables in the data being used. Forecasting can be defined as the extrapolation or logical extension from history to the future or from the known to the unknown.

The projection logic does not attempt to weigh the individual sociological, psychological, economic, and political factors that are present in any demographic analysis and projection. The logic embraces the assumptions that whatever these individual factors have been in the past are present today and will be in the future. It further moderates the impact of singular factors by averaging data over time. The results provide a trend which reflects a long (13 year) and short (6 year) base from which to extrapolate.

The degree to which the actuals deviate from the projections can only be measured after the fact. This deviation provides a point of departure to evaluate the effectiveness of the assumptions and logic being used to calculate future projections. Monitoring deviation is critical to the viability and creditability of the projections derived by these techniques.

Summary of 2020-21 Enrollment Projections

Table II.1 shows historical enrollment for the October 1 count in the Auburn School District over the past 13 years. The data shows overall average growth over these thirteen years of 1.46%. In the recent six years, growth has been an overwhelming 2.44% average increase. Table II.2 groups the historical enrollment by grade bands. This data is the baseline information used to project future enrollment.

TABLE II.1 Thirteen Year History of October 1 Enrollment Actuals														
GRADE	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	GRADE
KDG	996	998	1032	1010	1029	1098	1170	1232	1198	1237	1261	1272	1292	KDG
1	995	1015	1033	1066	1068	1089	1188	1219	1279	1210	1276	1290	1315	1
2	1019	1024	998	1016	1097	1083	1124	1196	1289	1300	1252	1311	1295	2
3	997	1048	993	1013	996	1111	1125	1136	1232	1317	1328	1276	1320	3
4	1057	1044	1073	1024	1022	1038	1123	1156	1170	1237	1329	1378	1316	4
5	1078	1069	1030	1079	1018	1070	1075	1122	1172	1199	1269	1345	1361	5
6	1007	1096	1040	1041	1063	1041	1076	1059	1116	1152	1207	1275	1338	6
7	1057	1034	1125	1060	1032	1086	1072	1091	1099	1132	1194	1231	1295	7
8	1033	1076	1031	1112	1046	1017	1116	1088	1136	1108	1183	1213	1236	8
9	1337	1256	1244	1221	1273	1200	1159	1275	1229	1261	1258	1372	1399	9
10	1368	1341	1277	1238	1170	1278	1229	1169	1316	1248	1300	1313	1411	10
11	1352	1350	1303	1258	1233	1164	1240	1211	1167	1318	1249	1296	1320	11
12	1263	1352	1410	1344	1316	1321	1274	1323	1260	1226	1419	1377	1402	12
TOTALS	14,559	14,703	14,589	14,482	14,363	14,596	14,971	15,277	15,663	15,945	16,525	16,949	17,300	
Percent of Gain	0.99%	(0.78)%	(0.73)%	(0.82)%	1.62%	2.57%	2.04%	2.53%	1.80%	3.64%	2.57%	2.07%		
Student Gain	144	(114)	(107)	(119)	233	375	306	386	282	580	424	351		
	Average % Gain for 1st 6 years.					0.48%	Average % Gain for last 6 years					2.44%		
	Average Student Gain for 1st 6 years.					69	Average Student Gain for last 6 years					388		
						Average % Gain for 13 years.					1.46%			
						Average Student Gain for 13 years.					228			

Auburn School District No. 408
CAPITAL FACILITIES PLAN
2020 through 2026

TABLE II.2 Grade Group Combinations based upon October Actuals													19-20
KDG	996	998	1032	1010	1029	1098	1170	1232	1198	1237	1261	1272	1292
K,1,2	3010	3037	3063	3092	3194	3270	3482	3647	3766	3747	3789	3873	3902
K - 5	6142	6198	6159	6208	6230	6489	6805	7061	7340	7500	7715	7872	7899
K - 6	7149	7294	7199	7249	7293	7530	7881	8120	8456	8652	8922	9147	9237
1 - 3	3011	3087	3024	3095	3161	3283	3437	3551	3800	3827	3856	3877	3930
1 - 5	5146	5200	5127	5198	5201	5391	5635	5829	6142	6263	6454	6600	6607
1 - 6	6153	6296	6167	6239	6264	6432	6711	6888	7258	7415	7661	7875	7945
6 - 8	3097	3206	3196	3213	3141	3144	3264	3238	3351	3392	3584	3719	3869
7 - 8	2090	2110	2156	2172	2078	2103	2188	2179	2235	2240	2377	2444	2531
7 - 9	3427	3366	3400	3393	3351	3303	3347	3454	3464	3501	3635	3816	3930
9 - 12	5320	5299	5234	5061	4992	4963	4902	4978	4972	5053	5226	5358	5532
10 - 12	3983	4043	3990	3840	3719	3763	3743	3703	3743	3792	3968	3986	4133

Table II.3 shows the three basic factors derived from the data in Table II.1. These factors are:

- Factor 1--Average Student Change Between Grade Levels: This factor is sometimes referred to as the “holding power” or “cohort survival.” It is a measure of the number of students gained or lost as they move from one grade level to the next.
- Factor 2--Average Student Change by Grade Level: This factor is the average change at each grade level over the 13- or 6-year period.
- Factor 3--Auburn School District Kindergarten Enrollments as a Function of King County Live Births: This factor calculates what percent each kindergarten class was of the King County live births in the five previous years. Kindergarten students expected for the next four years have been extrapolated from this information.

TABLE II.3 Factors Used in Projections				
Factor 1	Average Student Change Between Grade Levels			
Factor 1 is the average gain or loss of students as they move from one grade level to the next. Factor 1 uses the past 12 or 6 years of changes.				
13 YEAR BASE			6 YEAR BASE	
K to 1	42.92		K to 1	36.50
1 to 2	21.42		1 to 2	30.17
2 to 3	15.50		2 to 3	22.83
3 to 4	28.17		3 to 4	28.67
4 to 5	13.17		4 to 5	12.50
5 to 6	(1.83)		5 to 6	(5.83)
6 to 7	23.17		6 to 7	26.17
7 to 8	12.42		7 to 8	24.17
8 to 9	165.67		8 to 9	158.33
9 to 10	17.08		9 to 10	33.83
10 to 11	(11.50)		10 to 11	(2.33)
11 to 12	73.58		11 to 12	87.67
total	399.75		total	452.67

Factor 2	Average Student Change By Grade Level			
Factor 2 is the average change in grade level size.				
13 YEAR BASE			6 YEAR BASE	
K	24.67		K	12.00
1	26.67		1	19.20
2	23.00		2	19.80
3	26.92		3	36.80
4	21.58		4	32.00
5	23.58		5	47.80
6	27.58		6	55.80
7	19.83		7	40.80
8	16.92		8	29.60
9	5.17		9	24.80
10	3.58		10	48.40
11	(2.67)		11	21.80
12	11.58		12	15.80

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Factor 3 AUBURN SCHOOL DISTRICT KINDERGARTEN ENROLLMENTS AS A FUNCTION OF KING COUNTY BIRTH RATES									
CALENDAR YEAR	TOTAL LIVE BIRTHS	2/3 RD BIRTHS	1/3RD BIRTHS	YEAR OF ENROLL	ADJ LIVE BIRTHS	ACTUAL KDG ENROLL	AUBURN KINDERGARTEN ENROLLMENT AS A % OF ADJUSTED LIVE BIRTHS		
2000	22,487	14,991	7,496	2006-07	22,014	941	4.274%		
2001	21,778	14,519	7,259	2007-08	21,835	996	4.562%		
2002	21,863	14,575	7,288	2008-09	22,242	998	4.487%		
2003	22,431	14,954	7,477	2009-10	22,726	1032	4.541%		
2004	22,874	15,249	7,625	2010-11	22,745	1010	4.441%		
2005	22,680	15,120	7,560	2011-12	23,723	1029	4.338%		
2006	24,244	16,163	8,081	2012-13	24,683	1098	4.448%		
2007	24,902	16,601	8,301	2013-14	25,094	1162	4.631%		
2008	25,190	16,793	8,397	2014-15	25,101	1232	4.908%		
2009	25,057	16,705	8,352	2015-16	24,695	1198	4.851%	Last 5 year Average	
2010	24,514	16,343	8,171	2016-17	24,591	1237	5.030%		
2011	24,630	16,420	8,210	2017-18	24,898	1261	5.065%		
2012	25,032	16,688	8,344	2018-19	24,951	1272	5.098%		
2013	24,910	16,607	8,303	2019-20	25,202	1292	<i>Actual</i> 5.127%		
2014	25,348	16,899	8,449	2020-21	25,441	1281	<--Prjctd		
2015	25,487	16,991	8,496	2021-22	25,836	1301	<--Prjctd		
2016	26,011	17,341	8,670	2022-23	25,520	1285	<--Prjctd		
2017	25,274	16,849	8,425	2023-24	24,649	1241	<--Prjctd		
2018	24,337	16,225	8,112	2024-25		0	*number from DOH		
Source: Center for Health Statistics, Washington State Department of Health									

Table II.4 shows the current year actual enrollment as of October 1, 2019 and projected enrollment for 2020-21 and five years after. Prior to the COVID health crisis, all projection models showed enrollment growth of 1.0% to 2%. This year is the eighth consecutive year of an increase in enrollment. The 2019-20 increase of 351 students puts the average gain for the last 6 years at 2.44% which equates to an average student gain of 388 students.

Given the uncertainty we are facing, the decision was made to use the lowest growth model to estimate projections for the 2020-21 school year. In addition, enrollment projections are transitioning to call out special programs that have impacts on enrollment such as Running Start and Open Doors program. In the past, enrollment projections have included Running Start and Open Doors programs even though those students did not attend school full time. For this reason, note the 2020-21 projections compared to 2019-20 actual shows a slight decrease. However, when you base growth on the full-time students attending Auburn schools, that percent reflects a 1% increase overall.

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Table II.4 Auburn School District Enrollment Projections - April 2020							
GRADE	2019-20 Actual	2020-21 Projected	2021-22 Projected	2022-23 Projected	2023-24 Projected	2024-25 Projected	2025-26 Projected
K	1,292	1,269	1,321	1,284	1,242	1,267	1,269
1	1,315	1,316	1,326	1,353	1,315	1,270	1,295
2	1,295	1,316	1,339	1,335	1,362	1,334	1,289
3	1,320	1,289	1,330	1,339	1,336	1,374	1,346
4	1,316	1,327	1,316	1,344	1,354	1,361	1,400
5	1,361	1,301	1,332	1,308	1,336	1,356	1,363
K-5	7,899	7,818	7,964	7,963	7,945	7,962	7,962
6	1,338	1,336	1,297	1,314	1,290	1,329	1,349
7	1,295	1,342	1,362	1,308	1,326	1,312	1,351
8	1,236	1,298	1,364	1,370	1,316	1,345	1,331
6-8	3,869	3,976	4,023	3,992	3,932	3,986	4,031
9*	1,399	1,393	1,483	1,544	1,551	1,502	1,535
10*	1,411	1,421	1,436	1,514	1,576	1,596	1,546
11*	1,320	1,364	1,401	1,402	1,477	1,552	1,571
12*	1,402	1,282	1,386	1,400	1,303	1,485	1,559
9-12	5,532	5,460	5,706	5,860	5,907	6,135	6,211
TOTALS	17,300	17,254	17,693	17,815	17,784	18,083	18,204

*Projections for grades 9-12 include estimated students enrolled in Running Start and Open Doors programs.

Tables II.4a-d show projections based upon the 13- and 6-year models using cohort factors and two methods of estimating kindergarten students. The first uses the average increase or decrease over the past 13- and 6-year timeframe and adds it to each succeeding year. The second derives what the average percentage Auburn Kindergarteners have been from live births in King County for the past 5 years and uses this to project the subsequent four years.

TABLE DISTRICT PROJECTIONS								
II.4a	Based on 13 Year History							
GRADE	ACTUAL 2019-20	PROJ 2020-21	PROJ 2021-22	PROJ 2022-23	PROJ 2023-24	PROJ 2024-25	PROJ 2025-26	PROJ 2026-27
KDG	1292	1317	1341	1366	1391	1415	1440	1465
1	1315	1335	1360	1384	1409	1434	1458	1483
2	1295	1336	1356	1381	1406	1430	1455	1480
3	1320	1311	1352	1372	1397	1421	1446	1471
4	1316	1348	1339	1380	1400	1425	1449	1474
5	1361	1329	1361	1352	1393	1413	1438	1463
6	1338	1359	1327	1360	1350	1391	1411	1436
7	1295	1361	1382	1351	1383	1373	1415	1435
8	1236	1307	1374	1395	1363	1395	1386	1427
9	1399	1402	1473	1539	1560	1529	1561	1551
10	1411	1416	1419	1490	1556	1578	1546	1578
11	1320	1400	1405	1407	1479	1545	1566	1534
12	1402	1394	1473	1478	1481	1552	1618	1640
TOTALS	17,300	17,614	17,962	18,255	18,567	18,901	19,189	19,435
	Percent of Gain	1.82%	1.97%	1.63%	1.71%	1.80%	1.52%	1.28%
	Student Gain	314	348	293	312	334	288	246

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TABLE II.4b DISTRICT PROJECTIONS Based on 6 Year History								
GRADE	ACTUAL 2019-20	PROJ 2020-21	PROJ 2021-22	PROJ 2022-23	PROJ 2023-24	PROJ 2024-25	PROJ 2025-26	PROJ 2026-27
KDG	1292	1304	1316	1328	1340	1352	1364	1376
1	1315	1329	1341	1353	1365	1377	1389	1401
2	1295	1345	1359	1371	1383	1395	1407	1419
3	1320	1318	1368	1382	1394	1406	1418	1430
4	1316	1349	1347	1397	1410	1422	1434	1446
5	1361	1329	1361	1359	1409	1423	1435	1447
6	1338	1355	1323	1355	1353	1403	1417	1429
7	1295	1364	1381	1349	1382	1379	1430	1443
8	1236	1319	1388	1406	1373	1406	1404	1454
9	1399	1394	1478	1547	1564	1531	1564	1562
10	1411	1433	1428	1511	1581	1598	1565	1598
11	1320	1409	1431	1426	1509	1578	1595	1563
12	1402	1408	1496	1518	1514	1597	1666	1683
TOTALS	17,300	17,655	18,016	18,300	18,575	18,866	19,086	19,249
	Percent of Gain	2.05%	2.04%	1.58%	1.50%	1.57%	1.17%	0.85%
	Student Gain	355	361	284	274	291	220	163

TABLE II.4c DISTRICT PROJECTIONS Based on Birth Rates & 13 Year History					
GRADE	ACTUAL 2019-20	PROJ 2020-21	PROJ 2021-22	PROJ 2022-23	PROJ 2023-24
K	1292	1292	1281	1301	1285
1	1315	1335	1335	1324	1344
2	1295	1336	1356	1356	1345
3	1320	1311	1352	1372	1372
4	1316	1348	1339	1380	1400
5	1361	1329	1361	1352	1393
6	1338	1359	1327	1360	1350
7	1295	1361	1382	1351	1383
8	1236	1307	1374	1395	1363
9	1399	1402	1473	1539	1560
10	1411	1416	1419	1490	1556
11	1320	1400	1405	1407	1479
12	1402	1394	1473	1478	1481
TOTALS	17,300	17,590	17,877	18,104	18,310
	Percent of Gain	1.67%	1.63%	1.27%	1.14%
	Student Gain	290	287	227	206

TABLE II.4d DISTRICT PROJECTIONS Based on Birth Rates & 6 Year History					
GRADE	ACTUAL 2019-20	PROJ 2020-21	PROJ 2021-22	PROJ 2022-23	PROJ 2023-24
KDG	1292	1292	1281	1301	1285
1	1315	1329	1329	1317	1337
2	1295	1345	1359	1359	1347
3	1320	1318	1368	1382	1382
4	1316	1349	1347	1397	1410
5	1361	1329	1361	1359	1409
6	1338	1355	1323	1355	1353
7	1295	1364	1381	1349	1382
8	1236	1319	1388	1406	1373
9	1399	1394	1478	1547	1564
10	1411	1433	1428	1511	1581
11	1320	1409	1431	1426	1509
12	1402	1408	1496	1518	1514
TOTALS	17,300	17,643	17,968	18,225	18,445
	Percent of Gain	1.98%	1.85%	1.43%	1.20%
	Student Gain	343	326	257	219

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Section III
Standard of Service

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STANDARD OF SERVICE

The School Impact Fee Ordinances adopted by King County, the City of Auburn and the City of Kent indicate that each school district must establish a "Standard of Service" in order to ascertain the overall capacity to house its projected student population. The Superintendent of Public Instruction establishes square footage "capacity" guidelines for computing state funding support. The fundamental purpose of the OSPI guidelines is to provide a vehicle to equitably distribute state matching funds for school construction projects. By default these guidelines have been used to benchmark the district's capacity to house its student population. The OSPI guidelines do not make adequate provision for local district program needs, facility configurations, emerging educational reform, or the dynamics of each student's educational program. The Auburn School District Standard of Service addresses those local considerations that require space in excess of the OSPI guidelines. The effect on the space requirements for both permanent and relocatable facilities is shown below for each grade articulation pattern. Conditions that may result in potential space needs are provided for information purposes without accompanying computations.

OVERVIEW

The Auburn School District operates fourteen elementary schools housing 7,899 students in grades K through 5. The four middle schools house 3,869 students in grades 6 through 8. The District operates three comprehensive senior high schools and one alternative high school, housing 5,532 students in grades 9 through 12.

CLASS SIZE

The number of pupils per classroom determines the number of classrooms required to house the student population. Specialists create additional space needs. Class sizes are subject to collective bargaining agreements. Changes to class size agreements can have significant impact on available space.

The current pupil/teacher limit across all elementary programs is an average of 20.33 students per teacher. Consistent with this staffing limit, room capacities are set at 20.33 students per room at grades K - 5. At grades 6 - 8 the limit is set at 28.02 students per room. At grades 9 - 12 the limit is set at 28.74 students per room. The OSPI space allocation for each grade articulation level, **less** the computed reduction for the Auburn School District Standard of Service, determines the District's capacity to house projected pupil populations. These reductions are shown below by grade articulation level.

ELEMENTARY SCHOOLS

STRUCTURED LEARNING FOR DEVELOPMENTALLY DISABLED SPECIAL EDUCATION

The Auburn School District operates a structured learning program for students with moderate to severe disabilities at the elementary school level which currently uses 15 classrooms to provide for 126 students. The housing requirements for this program are provided for in the OSPI space guidelines. No loss of capacity is expected unless population with disabilities grows at a disproportionate rate compared to total elementary population.

PATHWAYS SPECIAL EDUCATION

The Auburn School District operates an adaptive behavior program for students with behavior disabilities at the elementary school level. The program uses three classrooms to provide for 28 students. The housing requirements for this program exceed the OSPI space allocations.
(Three classrooms @ 20.33 - 11 = 9.33)

Loss of Permanent Capacity 3 rooms @ 9.33 each =	(28)
Loss of Temporary Capacity 0 rooms @ 9.33 each =	0
Total Capacity Loss =	(28)

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SPECIAL EDUCATION RESOURCE ROOMS

The Auburn School District operates a resource room program at the elementary level for special education students requiring instruction to address their specific disabilities. Nineteen standard classrooms are required to house this program. The housing requirements for this program exceed the OSPI space guidelines. Continued loss of capacity is expected as growth in program is larger than the total elementary population.

Loss of Permanent Capacity 9 (17-8) rooms @ 20.33 each =	(183)
Loss of Temporary Capacity 0 rooms @ 20.33 each =	0
Total Capacity Loss =	(183)

NATIVE AMERICAN RESOURCE ROOM

The Auburn School District operates one resource room to support the education of Native American students at the elementary level. One standard classroom is fully dedicated to serve these students.

Loss of Permanent Capacity 1 room @ 20.33 each =	(20)
Loss of Temporary Capacity 0 rooms @ 20.33 each =	0
Total Capacity Loss =	(20)

EARLY CHILDHOOD SPECIAL EDUCATION

The Auburn School District operates a pre-school program for young children below age five with disabilities. This program is housed at seven different elementary schools and currently uses 12 standard classrooms. The housing requirements for this program are not provided for in the OSPI space guidelines.

Loss of Permanent Capacity 12 rooms @ 20.33 each =	(244)
Loss of Temporary Capacity 0 rooms @ 20.33 each =	0
Total Capacity Loss =	(244)

READING LABS

The Auburn School District operates a program for students needing remediation and additional language arts instruction. These programs utilize non-standard classroom spaces if available in each elementary school. Four elementary schools do not have non-standard rooms available, thus they are housed in a standard classroom. The housing requirements for this program are not provided for in the OSPI space guidelines.

Loss of Permanent Capacity 5 rooms @ 20.33 each =	(102)
Loss of Temporary Capacity 0 rooms @ 20.33 each =	0
Total Capacity Loss =	(102)

MUSIC ROOMS

The Auburn School District elementary music programs require one acoustically-modified classroom at each school for music instruction. The housing requirements are not provided for in the OSPI space guidelines.

Loss of Permanent Capacity 15 rooms @ 20.33 each =	(305)
Loss of Temporary Capacity 0 rooms @ 20.33 each =	0
Total Capacity Loss =	(305)

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ENGLISH LANGUAGE LEARNERS PROGRAM

The Auburn School District operates pullout programs at the elementary school level for students learning English as a second language. This program requires 30 standard classrooms that are not provided for in the OSPI space guidelines.

Loss of Permanent Capacity 30 rooms @ 20.33 each =	(610)
Loss of Temporary Capacity 0 rooms @ 20.33 each =	0
Total Capacity Loss =	<u>(610)</u>

SECOND GRADE TOSA PROGRAM

The Auburn School District provides a TOSA reading specialist program for eight highly-impacted elementary schools. This pullout model provides direct instruction to students who are not at grade level and do not receive other services. This program requires eight standard classrooms that are not provided for in the OSPI space guidelines.

Loss of Permanent Capacity 8 rooms @ 20.33 each =	(163)
Loss of Temporary Capacity 0 rooms @ 20.33 each =	0
Total Capacity Loss =	<u>(163)</u>

ELEMENTARY LEARNING SPECIALIST PROGRAM

The Auburn School District provides a learning specialist program to increase literacy skills for first and second graders. This program model was originally created from the I-728 funds and currently has the specialist going into existing teacher classrooms, as well as pulling out students into designated classrooms. The district is utilizing classrooms at all fourteen elementary schools.

Loss of Permanent Capacity 15 rooms @ 20.33 each =	(305)
Loss of Temporary Capacity 0 rooms @ 20.33 each =	0
Total Capacity Loss =	<u>(305)</u>

EARLY CHILDHOOD EDUCATION ASSISTANCE PROGRAM

The Auburn School District operates an ECEAP program for 246 pre-school aged children in twelve sections of half-day length and one full-day program. The program is housed at three elementary schools and three off-site locations and utilizes three standard elementary classrooms and four additional classroom spaces and four auxiliary office spaces. The housing requirements for this program are not provided for in the OSPI space guidelines.

Loss of Permanent Capacity 7 rooms @ 20.33 each =	(142)
Loss of Temporary Capacity 0 rooms @ 20.33 each =	0
Total Capacity Loss =	<u>(142)</u>

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STANDARD OF SERVICE

MIDDLE SCHOOLS

SPECIAL EDUCATION RESOURCE ROOMS

The Auburn School District operates a resource room program for each grade at the middle school level. This is to accommodate special education students needing remedial instruction to address their specific disabilities. Eleven classrooms are required at the middle school level to provide for approximately 292 students. The housing requirements for this program are not entirely provided for in the OSPI space guidelines.

PATHWAYS SPECIAL EDUCATION

The Auburn School District offers a self-contained program for students with moderate to severe behavior disabilities. The program is housed at one of the middle schools and uses two classrooms. One of the two classrooms for this program are provided for in the OSPI space allocations.

Loss of Permanent Capacity 1 rooms @ 28.02 each =	(28)
Loss of Temporary Capacity 0 rooms @ 28.02 each =	<u>0</u>
Total Capacity Loss	(28)

STRUCTURED LEARNING CENTER AND DEVELOPMENTALLY DISABLED SPECIAL EDUCATION

The Auburn School District operates six structured learning classrooms at the middle school level for students with moderate to severe disabilities. Two of the six classrooms for this program are provided for in the OSPI space allocations.

Loss of Permanent Capacity 4 rooms @ 28.02 each =	(112)
Loss of Temporary Capacity 0 rooms @ 28.02 each =	<u>0</u>
Total Capacity Loss	(112)

NATIVE AMERICAN RESOURCE ROOM

The Auburn School District operates one resource room to support the education of Native American students at the middle school level. One standard classroom is fully dedicated to serve these students.

Loss of Permanent Capacity 1 room @ 28.02 each =	28
Loss of Temporary Capacity 0 rooms @ 28.02 each =	<u>0</u>
Total Capacity Loss	28

ENGLISH LANGUAGE LEARNERS PROGRAM

The Auburn School District operates a pullout program at the middle school level for English Language Learner students. This program requires nine standard classrooms that are not provide for in the OSPI space guidelines.

Loss of Permanent Capacity 9 rooms @ 28.02 each =	(252)
Loss of Temporary Capacity 0 rooms @ 28.02 each =	<u>0</u>
Total Capacity Loss	(252)

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ROOM UTILIZATION

The Auburn School District provides a comprehensive middle school program that includes elective options in special interest areas. Facilities to accommodate special interest activities are not amenable to standard classroom usage. The district averages 95% utilization of all available teaching stations. OSPI Report #3 dated 12/14/11 identifies 148 teaching stations available in the mid-level facilities. The utilization pattern results in a loss of approximately 8 teaching stations.

Loss of Permanent Capacity 8 rooms @ 28.02 each =	(224)
Loss of Temporary Capacity 0 rooms @ 28.02 each =	0
Total Capacity Loss	(224)

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SENIOR HIGH SCHOOLS

NATIVE AMERICAN RESOURCE ROOM

The Auburn School District operates one resource room to support the education of Native American students at the high school level. One standard classroom is fully dedicated to serve these students.

Loss of Permanent Capacity 1 room @ 28.74 each =	29
Loss of Temporary Capacity 0 rooms @ 28.74 each =	0
Total Capacity Loss	<u>29</u>

SENIOR HIGH COMPUTER LABS

The Auburn School District support standard allows for one open computer lab at each of the senior high schools. The housing requirements for this program are not provided for in the OSPI space guidelines.

Loss of Permanent Capacity 4 rooms @ 28.74 each =	(115)
Loss of Temporary Capacity 0 rooms @ 28.74 each =	0
Total Capacity Loss	<u>(115)</u>

ENGLISH LANGUAGE LEARNERS PROGRAM

The Auburn School District operates a pullout program at three comprehensive high schools for English Language Learner students. This program requires eleven standard classrooms that are not provided for in the OSPI space guidelines.

Loss of Permanent Capacity 11 rooms @ 28.74 each =	(316)
Loss of Temporary Capacity 0 rooms @ 28.74 each =	0
Total Capacity Loss	<u>(316)</u>

PATHWAYS SPECIAL EDUCATION

The Auburn School District offers a self-contained program for students with moderate to severe behavior disabilities. The program is housed at one of the high schools and uses one classroom. The housing requirements for this program are not provided for in the OSPI space allocations.

Loss of Permanent Capacity 1 room @ 28.74 each =	(29)
Loss of Temporary Capacity 0 rooms @ 28.74 each =	0
Total Capacity Loss	<u>(29)</u>

STRUCTURED LEARNING CENTER PROGRAM

The Auburn School District operates twelve structured learning center classrooms for students with moderate to severe disabilities. This program is housed at three high schools requiring standard classrooms that are not provided for in the OSPI space guidelines.

Loss of Permanent Capacity 12 rooms @ 28.74 each =	(345)
Loss of Temporary Capacity 0 rooms @ 28.74 each =	0
Total Capacity Loss	<u>(345)</u>

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SPECIAL EDUCATION RESOURCE ROOMS

The Auburn School District operates a resource room program at the senior high level for special education students requiring instruction to address their specific learning disabilities. The current high school program requires 15 classrooms to provide program to meet educational needs of the students. The OSPI space guidelines provide for one of the 15 teaching stations.

Loss of Permanent Capacity 14 rooms @ 28.74 each =	(402)
Loss of Temporary Capacity 0 rooms @ 28.74 each =	0
Total Capacity Loss	(402)

PERFORMING ARTS CENTERS

Auburn High School includes 25,000 square feet used exclusively for a Performing Arts Center. The OSPI Inventory includes this space when computing unhoused student capacity. This space was not intended for, nor is it usable for, classroom instruction. It was constructed to provide a community center for the performing arts. Using OSPI capacity guidelines, 25,000 square feet computes to 208 unhoused students or 7.25 classrooms.

Loss of Permanent Capacity 7.25 rooms @ 28.74 each =	(208)
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ROOM UTILIZATION

The Auburn School District provides a comprehensive high school program that includes numerous elective options in special interest areas. Facilities to accommodate special interest activities are not amenable to standard classroom usage. The district averages 95% utilization of all available teaching stations. There are 185 teaching stations available in the senior high facilities. The utilization pattern results in a loss of approximately 10 teaching stations.

Loss of Permanent Capacity 10 rooms @ 28.74 each =	(287)
Loss of Temporary Capacity 0 rooms @ 28.74 each =	0
Total Capacity Loss	(287)

STANDARD OF SERVICE COMPUTED TOTALS

ELEMENTARY

Loss of Permanent Capacity	(2,102)
Loss of Temporary Capacity	0
Total Capacity Loss	(2,102)

MIDDLE SCHOOL

Loss of Permanent Capacity	(588)
Loss of Temporary Capacity	0
Total Capacity Loss	(588)

SENIOR HIGH

Loss of Permanent Capacity	(1,674)
Loss of Temporary Capacity	0
Total Capacity Loss	(1,674)

TOTAL

Loss of Permanent Capacity	(4,364)
Loss of Temporary Capacity	0
Total Capacity Loss	(4,364)

Auburn School District No. 408
Capital Facilities Plan
2020 through 2026

Section IV
Inventory of Facilities

Auburn School District No. 408
CAPITAL FACILITIES PLAN
 2020 through 2026

INVENTORY OF FACILITIES

Table IV.1 shows the current inventory of permanent district facilities and their OSPI rated capacities.

Table IV.2 shows the number and location of each portable unit by school. The district uses relocatable facilities to:

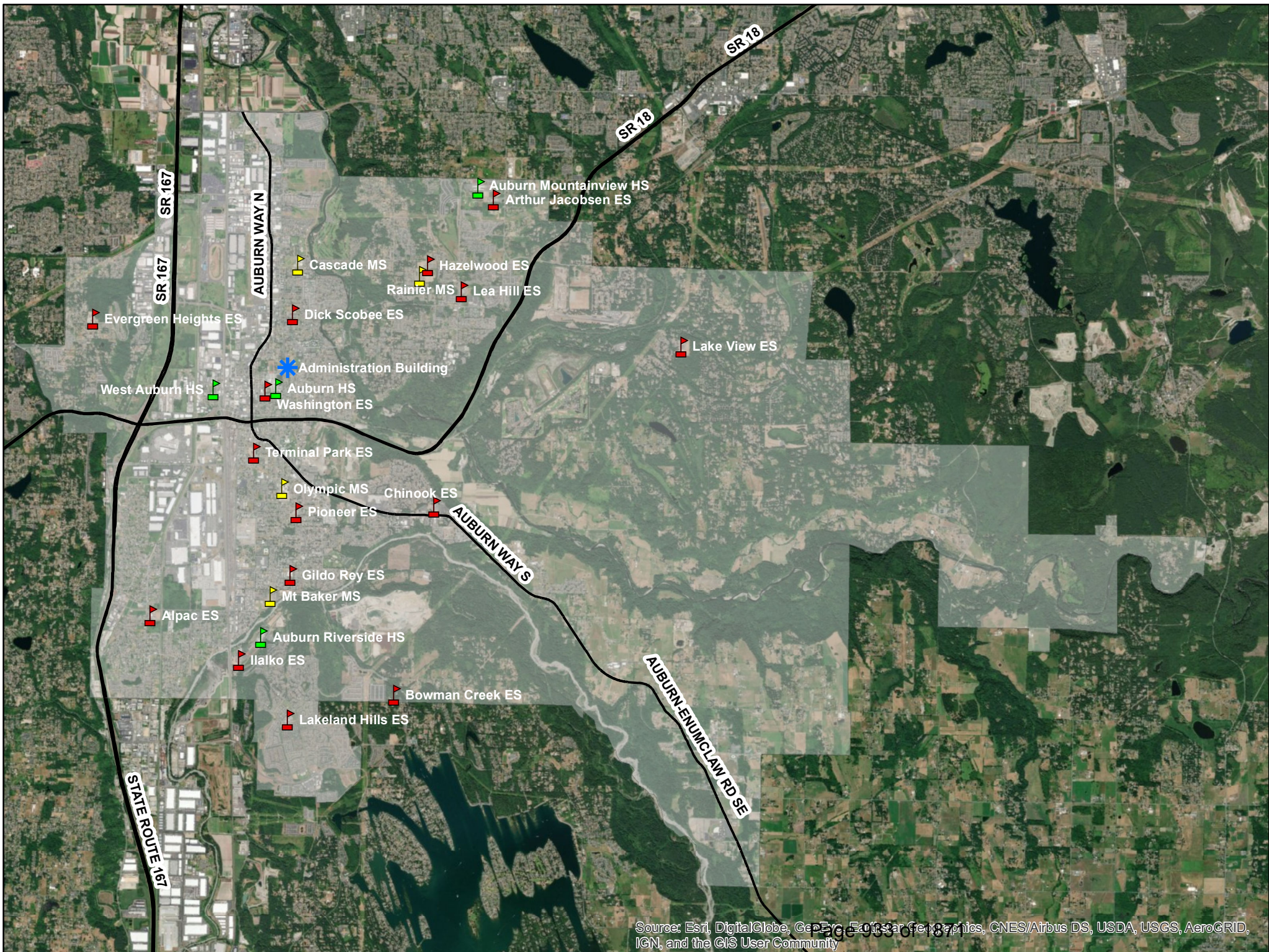
1. provide interim housing in school attendance areas uniquely impacted by increasing school populations that would otherwise require continual redistricting,
2. make space available for changing program requirements and offerings determined by unique student needs, and
3. provide housing to cover district needs until permanent facilities can be financed and constructed.

Relocatable facilities are deemed to be interim, stop gap measures that often place undesirable stress on existing physical plants. Core facilities (i.e. gymnasiums, restrooms, kitchens, labs, lockers, libraries, etc.) are not of sufficient size or quantity to handle the increased school population served by adding relocatable classrooms.

Table IV.1 Permanent Facilities
@ OSPI Rated Capacity
(March 2020)

District School Facilities

Building	Capacity	Acres	Address
Elementary Schools			
Washington Elementary	494	5.33	20 E Street Northeast, Auburn WA, 98002
Terminal Park Elementary	415	6.09	1101 D Street Southeast, Auburn WA, 98002
Dick Scobee Elementary	484	8.90	1031 14th Street Northeast, Auburn WA, 98002
Pioneer Elementary	441	8.40	2301 M Street Southeast, Auburn WA, 98002
Chinook Elementary	461	10.99	3502 Auburn Way South, Auburn WA, 98092
Lea Hill Elementary	450	20.24	30908 124th Avenue Southeast, Auburn WA, 98092
Gildo Rey Elementary	566	10.05	1005 37th Street Southeast, Auburn WA, 98002
Evergreen Heights Elem.	463	10.10	5602 South 316th, Auburn WA, 98001
Alpac Elementary	505	10.68	310 Milwaukee Boulevard North, Pacific WA, 98047
Lake View Elementary	581	16.44	16401 Southeast 318th Street, Auburn WA, 98092
Hazelwood Elementary	594	13.08	11815 Southeast 304th Street, Auburn WA, 98092
Ilalko Elementary	592	14.23	301 Oravetz Place Southeast, Auburn WA, 98092
Lakeland Hills Elementary	594	12.00	1020 Evergreen Way SE, Auburn WA, 98092
Arthur Jacobsen Elementary	614	10.02	29205 132 nd Street SE, Auburn WA, 98092
ELEMENTARY CAPACITY	7,254		
Middle Schools			
Cascade Middle School	837	16.94	1015 24th Street Northeast, Auburn WA, 98002
Olympic Middle School	974	17.45	839 21 st Street SE, Auburn WA, 98002
Rainier Middle School	843	25.54	30620 116th Avenue Southeast, Auburn WA, 98092
Mt. Baker Middle School	837	30.00	620 37th Street Southeast, Auburn WA, 98002
MIDDLE SCHOOL CAPACITY	3,317		
Senior High Schools			
West Auburn HS	233	5.26	401 West Main Street, Auburn WA, 98001
Auburn HS	2,127	23.74	711 East Main Street, Auburn WA, 98002
Auburn Riverside HS	1,387	35.32	501 Oravetz Road, Auburn WA, 98092
Auburn Mountainview HS	1,443	39.42	28900 124 th Ave SE, Auburn WA, 98092
HIGH SCHOOL CAPACITY	5,190		
TOTAL CAPACITY	15,761		



Auburn School District No. 408
CAPITAL FACILITIES PLAN
 2020 through 2026

INVENTORY OF FACILITIES

TABLE IV.2	TEMPORARY/RELOCATABLE FACILITIES INVENTORY (June 2020)							
Elementary Location	2019-20	2020-21	2021-22	2022-2023	2023-2024	2024-2025	2025-2026	
Washington	6	7	8	9	9	9	9	
Terminal Park	8	8	8	0	0	0	0	
Dick Scobee	0	0	0	0	0	0	0	
Pioneer	5	0	0	0	0	0	0	
Chinook	6	6	0	0	0	0	0	
Lea Hill	13	13	0	0	0	0	0	
Gildo Rey	7	4	4	5	5	5	5	
Evergreen Heights	4	4	4	4	4	4	4	
Alpac	8	8	8	8	8	8	8	
Lake View	2	2	2	2	2	2	2	
Hazelwood	2	2	2	2	2	2	2	
Ilalko	7	7	8	8	8	8	8	
Lakeland Hills	7	7	7	7	7	7	7	
Arthur Jacobsen	4	4	4	4	4	4	4	
Bowman Creek	0	0	0	0	0	0	0	
Elementary #16	0	0	0	0	0	0	0	
TOTAL UNITS	79	72	55	49	49	49	49	
TOTAL CAPACITY	1,606	1,464	1,118	996	996	996	996	

Middle School Location	2019-20	2020-21	2021-22	2022-2023	2023-2024	2024-2025	2025-2026	
Cascade	0	1	4	4	4	4	4	
Olympic	0	4	6	6	6	6	6	
Rainier	7	9	10	10	10	10	10	
Mt. Baker	10	10	11	11	11	11	11	
TOTAL UNITS	17	24	31	31	31	31	31	
TOTAL CAPACITY	476	672	869	869	869	869	869	

Sr. High School Location	2019-20	2020-21	2021-22	2022-2023	2023-2024	2024-2025	2025-2026	
West Auburn	0	0	0	0	0	0	0	
Auburn High School	0	0	2	3	3	3	3	
Auburn High School - *TAP	1	1	1	1	1	1	1	
Auburn Riverside	13	13	13	14	14	14	14	
Auburn Mountainview	4	4	6	8	8	8	8	
TOTAL UNITS	18	18	22	26	26	26	26	
TOTAL CAPACITY	517	517	632	747	747	747	747	

*TAP - Transition Assistance Program for 18-21 year old students with special needs.

COMBINED TOTAL UNITS	114	114	108	106	106	106	106	
COMBINED TOTAL CAPACITY	2,600	2,654	2,619	2,612	2,612	2,612	2,612	

Auburn School District No. 408
Capital Facilities Plan
2020 through 2026

Section V
Pupil Capacity

Auburn School District No. 408
CAPITAL FACILITIES PLAN
 2020 through 2026
PUPIL CAPACITY

While the Auburn School District uses the OSPI inventory of permanent facilities as the data from which to determine space needs, the District's educational program requires more space than that provided for under the formula. This additional square footage is converted to numbers of pupils in Section III, Standard of Service. The District's capacity is adjusted to reflect the need for additional space to house its programs. Changes in the capacity of the district recognize new funded facilities. The combined effect of these adjustments is shown on Line B in Tables V.1 and V.2 below. Table V.1 shows the District's capacity with relocatable units included and Table V.2 without these units.

Table V.1								
Capacity WITH relocatables		2019-20	2020-21	2021-22	2022-23	2023-24	2024-2025	2025-2026
A.	SPI Capacity	15,761	15,761	16,577	17,436	17,825	18,060	18,060
A.1	SPI Capacity-New Elem		650	650				
A.2	SPI Capacity-Replacements		166	209	389	235		
B.	Capacity Adjustments	(1,764)	(1,710)	(1,745)	(1,752)	(1,696)	(1,696)	(1,696)
C.	Net Capacity	13,997	14,867	15,691	16,073	16,364	16,364	16,364
D.	ASD Enrollment	17,261	17,618	18,005	18,347	18,700	19,053	19,365
<u>3/</u> E.	ASD Surplus/Deficit	(3,264)	(2,751)	(2,314)	(2,274)	(2,336)	(2,689)	(3,001)
CAPACITY ADJUSTMENTS								
<u>2/</u>	Include Relocatable	2,600	2,654	2,619	2,612	2,668	2,668	2,668
	Exclude SOS (pg 14)	(4,364)	(4,364)	(4,364)	(4,364)	(4,364)	(4,364)	(4,364)
	Total Adjustments	(1,764)	(1,710)	(1,745)	(1,752)	(1,696)	(1,696)	(1,696)

Table V.2								
Capacity WITHOUT relocatables		2019-20	2020-21	2021-22	2022-23	2023-24	2024-2025	2025-2026
A.	SPI Capacity	15,761	15,761	16,577	17,436	17,825	18,060	18,060
A.1	SPI Capacity-New Elem		650	650				
A.2	SPI Capacity-Replacements		166	209	389	235		
B.	Capacity Adjustments	(4,364)	(4,364)	(4,364)	(4,364)	(4,364)	(4,364)	(4,364)
C.	Net Capacity	11,397	12,213	13,072	13,461	13,696	13,696	13,696
D.	ASD Enrollment	17,261	17,618	18,005	18,347	18,700	19,053	19,365
<u>3/</u> E.	ASD Surplus/Deficit	(5,864)	(5,405)	(4,933)	(4,886)	(5,004)	(5,357)	(5,669)
CAPACITY ADJUSTMENTS								
<u>2/</u>	Exclude SOS (pg 14)	(4,364)	(4,364)	(4,364)	(4,364)	(4,364)	(4,364)	(4,364)
	Total Adjustments	(4,364)	(4,364)	(4,364)	(4,364)	(4,364)	(4,364)	(4,364)

1/ New facilities shown in 2019-20 through 2023-24 are funded by the 2016 School Bond Issue.

2/ The Standard of Service represents 27.69% of OSPI capacity. When new facilities are added the Standard of Service computations are decreased to 24.16% of SPI capacity.

3/ Students beyond the capacity are accommodated in other spaces (commons, library, theater, shared teaching space).

Auburn School District No. 408
CAPITAL FACILITIES PLAN
 2020 through 2026
PUPIL CAPACITY

PERMANENT FACILITIES
@ SPI Rated Capacity
(March 2020)

A. Elementary Schools

Building	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26
Washington	494	494	494	494	494	494	494
Terminal Park	415	415	415	415	650	650	650
Dick Scobee	484	650	650	650	650	650	650
Pioneer	441	441	650	650	650	650	650
Chinook	461	461	461	650	650	650	650
Lea Hill	450	450	450	650	650	650	650
Gildo Rey	566	566	566	566	566	566	566
Evergreen Heights	463	463	463	463	463	463	463
Alpac	505	505	505	505	505	505	505
Lake View	581	581	581	581	581	581	581
Hazelwood	594	594	594	594	594	594	594
Ilalko	592	592	592	592	592	592	592
Lakeland Hills	594	594	594	594	594	594	594
Arthur Jacobsen	614	614	614	614	614	614	614
Elementary #15		650	650	650	650	650	650
Elementary #16			650	650	650	650	650
ELEMENTARY CAPACITY	7,254	8,070	8,929	9,318	9,553	9,553	9,553

B. Middle Schools

Building	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26
Cascade	837	837	837	837	837	837	837
Olympic	800	800	800	800	800	800	800
Rainier	843	843	843	843	843	843	843
Mt. Baker	837	837	837	837	837	837	837
MIDDLE SCHOOL CAPACITY	3,317	3,317	3,317	3,317	3,317	3,317	3,317

C. Senior High Schools

Building	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26
West Auburn	233	233	233	233	233	233	233
Auburn	2,127	2,127	2,127	2,127	2,127	2,127	2,127
Auburn Riverside	1,387	1,387	1,387	1,387	1,387	1,387	1,387
Auburn Mountainview	1,443	1,443	1,443	1,443	1,443	1,443	1,443
HIGH SCHOOL CAPACITY	5,190	5,190	5,190	5,190	5,190	5,190	5,190

COMBINED CAPACITY	15,761	16,577	17,436	17,825	18,060	18,060	18,060
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Auburn School District No. 408
Capital Facilities Plan
2020 through 2026

Section VI
Capital Construction Plan

Auburn School District No. 408
CAPITAL FACILITIES PLAN
2020 through 2026
CAPITAL CONSTRUCTION PLAN

The formal process used by the Board to address current and future facility needs began in 1974 with the formation of a community wide citizens committee. The result of this committee's work was published in the document titled '*Guidelines for Development.*' In 1985 the Board formed a second Ad Hoc citizens committee to further the work of the first and address the needs of the District for subsequent years. The work of this committee was published in the document titled '*Directions for the Nineties.*' In 1995 the Board commissioned a third Ad Hoc citizens committee to make recommendations for improvements to the District's programs and physical facilities. The committee recommendations are published in the document titled '*Education Into The Twenty-First Century - - A Community Involved.*'

The 1995 Ad Hoc committee recommended the District develop plans for the implementation, funding, and deployment of technology throughout the District's programs. The 1996 Bond proposition provided funding to enhance the capacity of each facility to accommodate technological applications. The 1998 Capital Levy provided funding to further deploy technology at a level sufficient to support program requirements in every classroom and department. In 2005 and 2014, replacement technology levies were approved to continue to support technology across all facets of the District's teaching, learning and operations.

In addition to the technology needs of the District, the Ad Hoc committee recognized the District must prepare for continued student enrollment growth. As stated in their report, "the District must pursue an appropriate high school site as soon as possible." The Ad Hoc recommendation included commentary that the financing should be timed to maintain consistent rates of tax assessments.

A proposition was approved by the voters on April 28, 1998 that provided \$8,000,000 over six years to address some of the technology needs of the District; and \$5,000,000 to provide funds to acquire school sites.

During the 1997-98 school year, a Joint District Citizen's Ad Hoc Committee was appointed by the Auburn and Dieringer School Boards to make recommendations on how best to serve the school population from an area that includes a large development known as Lakeland South. Lakeland South at that time was immediately adjacent to the southern boundary of the Auburn School District. On June 16, 1998, the Ad Hoc Committee presented its recommendation at a joint meeting of the Auburn and Dieringer Boards of Directors. On June 22, 1998, the Auburn School Board adopted Resolution No. 933 authorizing the process to initiate the adjustment of the boundaries of the District in accordance with the Ad Hoc Committee's recommendation. On June 23, 1998, the Dieringer School Board adopted a companion Resolution No. 24-97-98 authorizing the process to initiate the adjustment of the boundaries in accordance with the Ad Hoc Committee's recommendation. These actions resulted in the transfer of an area from Dieringer to Auburn containing most of the Lakeland South development and certain other undeveloped properties.

Property for the third comprehensive high school was acquired in 1999. The Board placed the proposition to construct a new high school on the ballot four times. Each election was extremely close to passing. After the fourth failure a community meeting was held and from that meeting the Board determined need for further community study.

In April of 2002, the Board formed a fifth citizen's Ad Hoc committee to address the following two items and make recommendations to the Board in the Fall of 2002:

- a. A review of the conclusion and recommendations of 1985 and 1995 Ad Hoc Committees related to accommodating high school enrollment growth. This included the review of possible financing plans for new facilities.
- b. Develop recommendations for accommodating high school enrollment growth for the next 10 years if a new senior high school is not built.

Auburn School District No. 408
CAPITAL FACILITIES PLAN
2020 through 2026
CAPITAL CONSTRUCTION PLAN

This committee recommended the Board place the high school on the ballot for the fifth time in February 2003. The February election approved the new high school at 68.71% yes votes. The school opened in the fall of 2005.

In the fall of 2003, the Board directed the administration to begin the planning and design for Elementary #13 and Elementary #14. In the fall of 2004, the Board passed Resolution No. 1054 to place two elementary schools on the ballot in February 2005. The voters approved the ballot measure in February of 2005 at 64.72%. Lakeland Hills Elementary (Elementary #13) opened in the fall of 2006. Arthur Jacobsen Elementary (Elementary #14) is located in the Lea Hill area and opened in the fall of 2007. These two elementary schools were built to accommodate the housing growth in Lakeland Hills and Lea Hill areas of the school district.

In the 2004-05 school year, the Board convened a sixth Citizen's Ad Hoc committee to again study and make recommendations about the future impacts in the District. One of the areas of study was the need for New Facilities and Modernization. The committee made a number of recommendations including school size, the need for a new middle school, and to begin a capital improvements program to modernize or replace facilities based upon criterion.

During the 2005-06 school year, a Joint District Citizen's Ad Hoc Committee was appointed by the Auburn and Kent School Boards to make recommendations on how best to serve the school population that will come from an area that includes a number of projected developments in the north Auburn valley. On May 17, 2006, the Ad Hoc Committee presented its recommendation at a joint meeting of the Auburn and Kent Boards of Directors. On June 14, 2006, the Kent School Board adopted Resolution No. 1225 authorizing the process to initiate the adjustment of the boundaries of the District in accordance with the Ad Hoc Committee's recommendation. On June 26, 2006, the Auburn School Board adopted a companion Resolution No. 1073 authorizing the process to initiate the adjustment of the boundaries in accordance with the Ad Hoc Committee's recommendation. These actions resulted in the transfer of an area from the Kent School District to the Auburn School District effective September 29, 2006.

In October of 2008, after two years of review and study, a Steering Committee made recommendations to the Board regarding the capital improvements program to modernize or replace facilities as recommended by the 2004-05 Citizen's Ad Hoc Committee. These recommendations, based on specific criteria, led to the Board placing a school improvement bond and capital improvements levy on the ballot in March 2009. Voters did not approve either measure that would have updated 24 facilities and replaced three aging schools. The Board decided to place only a six-year Capital Levy on the ballot in November of 2009, which passed at 55.17%. The levy funded \$46.4 million of needed improvement projects at 24 sites over the following seven school years. Planning for the replacement of aging schools was started with educational specifications and schematic design process for the replacement of Auburn High School.

The District acquired a site for a future high school in 2008 and a second site for a future middle school in 2009. The District also continued efforts to acquire property around Auburn High School. The Special Education Transition Facility opened in February of 2010. This facility is designed for students with disabilities that are 18 to 21 years old.

In the November 2012 election, the community supported the \$110 million bond issue for the Auburn High School Modernization and Reconstruction Project at 62%. Construction began in February 2013. The entire new building was occupied by Auburn High School students and staff in the fall of 2015, with site improvements being completed during the 2015-16 school year.

Auburn School District No. 408
CAPITAL FACILITIES PLAN
2020 through 2026
CAPITAL CONSTRUCTION PLAN

In January 2015, a citizen's ad hoc committee was convened by direction of the Board to address growth and facilities. The major recommendations were to construct two new elementary schools in the next four years and to acquire 3 new elementary school sites as soon as possible.

In the November 2016 election, the community supported the \$456 million bond issue for the replacement of six schools and the construction of two new elementary schools at 62.83%. Construction for the replacement of Olympic Middle School began in May 2018 and was completed in Fall 2019. Construction for New Elementary School #15 began in May 2019 and will be completed in Fall 2020. Construction for the replacement of Dick Scobee Elementary School began in June 2019 and will be completed in Fall 2020. Construction for New Elementary School #16 and replacement of Pioneer Elementary School began in May 2020 and will be completed in Fall 2021.

Within the six-year period, the District is projecting 904 additional students. This increase in student population along with anticipated class-size reductions, will require the construction of a second new elementary school and acquiring one new elementary school site during the six-year window.

The table below illustrates the current capital construction plan for the next six years. The exact timelines are wholly dependent on the rate of growth in the school age population.

2020-26 Capital Construction Plan (May 2020)										
Project	Funded	Projected Cost	Fund Source	Project Timelines						
				20-21	21-22	22-23	23-24	24-25	25-26	26-27
Technology Modernization	Yes	\$35,000,000	2020 6 Year Cap. Levy							
<u>1/</u> Portable Relocation	Yes	\$1,800,000	Impact Fees	XX	XX					
<u>1/</u> Property Purchase - 1 New Elementary	Yes	\$7,500,000	Bond Impact Fee	XX	XX	XX	XX	XX		
Multiple Facility Improvements	Yes	\$46,400,000	Capital Levy	XX	XX					
<u>1/</u> Elementary #15	Yes	\$48,500,000	Bond Impact Fee	XX open						
<u>1/</u> Elementary #16	Yes	\$48,500,000	Bond Impact Fee	XX const	XX open					
<u>1/</u> Replacement of five Elementary Schools	Yes	\$242,500,000	Bond	XX const	XX const	XX const	XX open			

1/ These funds may be secured through a combination of the 2016 Bond Issue, sale of real property, impact fees, and state matching funds. The District currently is eligible for state matching funds for new construction at the elementary school level and for modernization at the elementary and middle school levels.

Auburn School District No. 408
Capital Facilities Plan
2020 through 2026

Section VII
Impact Fees

Auburn School District No. 408
CAPITAL FACILITIES PLAN
2020 through 2026

IMPACT FEE COMPUTATION (Spring 2020)

Elementary #16 within 2 year period

I. SITE COST PER RESIDENCE

Formula: ((Acres x Cost per Acre)/Facility Size) x Student Factor

	Site Acreage	Cost/ Acre	Facility Capacity	Student Generation Factor		Cost/ Single Family	Cost/ Multi Family
				Single Family	Multi Family		
Elem (K - 5)	15	\$404,337	650	0.2500	0.4330	\$2,332.71	\$4,040.26
Middle Sch (6 - 8)	25	\$0	800	0.1310	0.1850	\$0.00	\$0.00
Sr High (9 - 12)	40	\$0	1500	0.1520	0.1750	\$0.00	\$0.00
						\$2,332.71	\$4,040.26

II. PERMANENT FACILITY CONSTRUCTION COST PER RESIDENCE

Formula: ((Facility Cost/Facility Size) x Student Factor) x (Permanent to Total Square Footage Percentage)

Single Family	Facility Cost	Facility Size	% Perm Sq Ft/ Total Sq Ft	Student Generation Factor		Cost/ Single Family	Cost/ Multi Family
				Single Family	Multi Family		
Elem (K - 5)	\$60,200,000	650	0.9430	0.2500	0.4330	\$21,833.15	\$37,815.02
Mid Sch (6 - 8)	\$0	800	0.9430	0.1310	0.1850	\$0.00	\$0.00
Sr High (9 - 12)	\$0	1500	0.9430	0.1520	0.1750	\$0.00	\$0.00
						\$21,833.15	\$37,815.02

III. TEMPORARY FACILITY CONSTRUCTION COST PER RESIDENCE

Formula: ((Facility Cost/Facility Size) x Student Factor) x (Temporary to Total Square Footage Ratio)

Single Family	Facility Cost	Facility Size	% Temp Sq Ft/ Total Sq Ft	Student Generation Factor		Cost/ Single Family	Cost/ Multi Family
				Single Family	Multi Family		
Elem (K - 5)	\$180,000	20.33	0.0570	0.2500	0.4330	\$126.26	\$218.68
Mid Sch (6 - 8)	\$180,000	28.02	0.0570	0.1310	0.1850	\$48.00	\$67.79
Sr High (9 - 12)	\$180,000	28.74	0.0570	0.1520	0.1750	\$54.30	\$62.52
						\$228.55	\$348.98

IV. STATE MATCH CREDIT PER RESIDENCE

Formula: (Boeckh Index x SPI Footage x District Match x Student Factor)

	Boeckh Index	SPI Footage	State Match	Student Generation Factor		Cost/ Single Family	Cost/ Multi Family
				Single Family	Multi Family		
Elem (K - 5)	\$238.22	90	66.32%	0.2500	0.4330	\$3,554.72	\$6,156.77
Mid Sch (6 - 8)	\$0.00	108	66.32%	0.1310	0.1850	\$0.00	\$0.00
Sr High (9 - 12)	\$0.00	130	66.32%	0.1520	0.1750	\$0.00	\$0.00
						\$3,554.72	\$6,156.78

Auburn School District No. 408
CAPITAL FACILITIES PLAN
 2020 through 2026

V. TAX CREDIT PER RESIDENCE

Formula: Expressed as the present value of an annuity

TC = PV(interest rate, discount period, average assd value x tax rate)

	Ave Resid Assd Value	Curr Dbt Serv Tax Rate	Bnd Byr Indx Ann Int Rate	Number of Years	Tax Credit Single Family	Tax Credit Multi Family
Single Family	\$374,661	\$2.41	2.44%	10	\$7,927.08	
Multi Family	\$160,501	\$2.41	2.44%	10		\$3,395.87

VI. DEVELOPER PROVIDED FACILITY CREDIT

Formula: (Value of Site or Facility/Number of dwelling units)

	Value	No. of Units	Facility Credit
Single Family	\$0.00	1	\$0.00
Multi Family	\$0.00	1	\$0.00

FEE RECAP SUMMARY	PER UNIT IMPACT FEES		
	Single Family		Multiple Family
Site Costs	\$2,332.71		\$4,040.26
Permanent Facility Const Costs	\$21,833.15		\$37,815.02
Temporary Facility Costs	\$228.55		\$348.98
State Match Credit	(\$3,554.72)		(\$6,156.78)
Tax Credit	(\$7,927.08)		(\$3,395.87)
FEE (No Discount)	\$12,912.61		\$32,651.61
FEE (50% Discount)	\$6,456.31		\$16,325.80
Less ASD Discount	\$0.00		\$0.00
Facility Credit	\$0.00		\$0.00
Net Fee Obligation	\$6,456.31		\$16,325.80

Auburn School District No. 408
CAPITAL FACILITIES PLAN
2020 through 2026

IMPACT FEE ELEMENTS		SINGLE FAMILY			MULTI FAMILY		
		Elem K - 5	Mid Sch 6 - 8	Sr High 9 - 12	Elem K - 5	Mid Sch 6 - 8	Sr High 9 - 12
Student Factor	Single Family - Auburn actual count April 2020	0.250	0.131	0.152	0.433	0.185	0.175
New Fac Capacity		650	800	1500	650	800	1500
New Facility Cost	Elementary Cost Estimates April 2020	\$60,200,000			\$60,200,000		
Temp Rm Capacity	ASD District Standard of Service. Grades K - 5 @ 20.33, 6 - 8 @ 28.02, & 9 - 12 @ 28.74.	20.33	28.02	28.74	20.33	28.02	28.74
Temp Facility Cost	Relocatables, including site work, set up, and furnishing.	\$180,000	\$180,000	\$180,000	\$180,000	\$180,000	\$180,000
Site Acreage	ASD District Standard or SPI Minimum	12	25	40	12	25	40
Site Cost/Acre	See below	\$404,337	\$404,337	\$404,337	\$404,337	\$404,337	\$404,337
Perm Sq Footage	14 Elementary, 4 Middle, and 4 High Schools	1,700,850	1,700,850	1,700,850	1,700,850	1,700,850	1,700,850
Temp Sq Footage	2 x 768 SF + 24 x 864 SF + 87 x 896 SF + TAP 2661	102,885	102,885	102,885	102,885	102,885	102,885
Total Sq Footage	Sum of Permanent and Temporary above	1,803,735	1,803,735	1,803,735	1,803,735	1,803,735	1,803,735
% - Perm Facilities	Permanent Sq. Footage divided by Total Sq. Footage	94.30%	94.30%	94.30%	94.30%	94.30%	94.30%
% - Temp Facilities	Temporary Sq. Footage divided by Total Sq. Footage	5.70%	5.70%	5.70%	5.70%	5.70%	5.70%
SPI Sq Ft/Student	From OSPI Regulations (WAC 392-343-035)	90	108	130	90	108	130
Boeckh Index	From OSPI projection for July 2020	\$238.22	\$238.22	\$238.22	\$238.22	\$238.22	\$238.22
Match % - State	From OSPI May 2020	66.32%	66.32%	66.32%	66.32%	66.32%	66.32%
Match % - District	Computed	33.68%	33.68%	33.68%	33.68%	33.68%	33.68%
Dist Aver AV	King County Department of Assessments March 2020	\$374,661	\$374,661	\$374,661	\$160,501	\$160,501	\$160,501
Debt Serv Tax Rate	Current Fiscal Year	\$2.41	\$2.41	\$2.41	\$2.41	\$2.41	\$2.41
G. O Bond Int Rate	Current Rate - (Bond Buyer 20 Index Feb. 2020 avg)	2.44%	2.44%	2.44%	2.44%	2.44%	2.44%

Site Cost Projections

Recent Property Acquisitions	Acreage	Purchase Year	Purchase Price	Purchase Cost/Acre	Adjusted Present Day	Projected Annual Inflation Factor	Sites Required	Latest Date of Acquisition	Projected Cost/Acre
Elem. #16 Parcel 1	1.26	2019	\$480,000	\$382,166	\$401,274	5.00%	Elementary	2025	\$491,474
Elem. #16 Parcel 2	8.19	2019	\$2,959,561	\$361,363	\$379,431	2019 Annual Inflation Factor	2020 Annual Inflation Factor		
Elem. #16 Parcel 3	0.80	2018	\$460,000	\$575,000	\$664,125		5%		
Total	10.25		\$3,899,561	\$380,593	\$404,337	10.00%			

Auburn School District No. 408
CAPITAL FACILITIES PLAN
2020 through 2026

VII. IMPACT FEE MODIFICATIONS PROVIDED FOR BY CITY OF AUBURN ORDINANCE

FEE RECAP SUMMARY	PER UNIT IMPACT FEES					
	Single Family		Multi-Family Studio	Multi-Family One Bedroom	Multi-Family Two Bedroom	Multi-Family Three Bedroom 4 & 5 Bedroom
Site Costs	\$2,332.71		\$4,040.26	\$4,040.26	\$4,040.26	\$4,040.26
Permanent Facility Const Costs	\$21,833.15		\$37,815.02	\$37,815.02	\$37,815.02	\$37,815.02
Temporary Facility Costs	\$228.55		\$348.98	\$348.98	\$348.98	\$348.98
State Match Credit	(\$3,554.72)		(\$6,156.78)	(\$6,156.78)	(\$6,156.78)	(\$6,156.78)
Tax Credit	(\$7,927.08)		(\$3,395.87)	(\$3,395.87)	(\$3,395.87)	(\$3,395.87)
FEE (No Discount)	\$12,912.61		\$32,651.61	\$32,651.61	\$32,651.61	\$32,651.61
FEE (50% Discount)	\$6,456.31		\$16,325.80	\$16,325.80	\$16,325.80	\$16,325.80
Less ASD Discount	\$0.00		\$10,000.00	\$8,000.00	\$5,000.00	\$2,000.00
Facility Credit	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00
Net Fee Obligation	\$6,456.31		\$6,325.80	\$8,325.80	\$11,325.80	\$14,325.80

VIII. IMPACT FEE MODIFICATIONS PROVIDED FOR BY CITY OF KENT ORDINANCE

FEE RECAP SUMMARY	PER UNIT IMPACT FEES	
	Single Family	Multiple Family
Site Costs	\$2,332.71	\$4,040.26
Permanent Facility Const Costs	\$21,833.15	\$37,815.02
Temporary Facility Costs	\$228.55	\$348.98
State Match Credit	(\$3,554.72)	(\$6,156.78)
Tax Credit	(\$7,927.08)	(\$3,395.87)
FEE (No Discount)	\$12,912.61	\$32,651.61
FEE (50% Discount)	\$6,456.31	\$16,325.80
City of Kent Impact Fee Cap	\$0.00	\$7,132.00
Facility Credit	\$0.00	\$0.00
Net Fee Obligation	\$6,456.31	\$9,193.80

Auburn School District No. 408
Capital Facilities Plan
2020 through 2026

Section VIII

Appendices

Appendix A.1 - CAPITAL FACILITIES PLAN Enrollment Projections

Appendix A.2 - Student Generation Survey

Appendix A.2 - CAPITAL FACILITIES PLAN
Enrollment Projections

Buildout Data for Enrollment Projections-April 2020

BASE DATA - BUILDOUT SCHEDULE

ASSUMPTIONS:

- 1 Uses Build Out estimates received from developers.
- 2 Student Generation Factors are updated Auburn data for 2020 as allowed per King County Ordinance

Student Generation Factors

Auburn Factors	Single Family	Multi-Family
2020 SF		
2020 MF		
Elementary	0.2500	0.4330
Middle School	0.1310	0.1850
Senior High	0.1520	0.1750
Total	0.5330	0.7930

Table 1	Auburn S.D. Development	2020	2021	2022	2023	2024	2025	2026	Total
Single Family Units		50	145	155	140	140	140	208	978
Total Single Family Units		50	145	155	140	140	140	208	978
Projected Pupils:									
Elementary Pupils	K-5	13	36	39	35	35	35	52	245
Mid School Pupils	6-8	7	19	20	18	18	18	27	128
Sr. High Pupils	9-12	8	22	24	21	21	21	32	149
Total	K-12	27	77	83	75	75	75	111	521
Multi Family Units		726	24	24	0	0	0	0	774
Total Multi Family Units		726	24	24	0	0	0	0	774
Projected Pupils:									
Elementary Pupils	K-5	314	10	10	0	0	0	0	335
Mid School Pupils	6-8	134	4	4	0	0	0	0	143
Sr. High Pupils	9-12	127	4	4	0	0	0	0	135
Total	K-12	576	19	19	0	0	0	0	614
Total Housing Units		776	169	179	140	140	140	208	1752
Elementary Pupils	K-5	327	47	49	35	35	35	52	580
Mid School Pupils	6-8	141	23	25	18	18	18	27	271
Sr. High Pupils	9-12	135	26	28	21	21	21	32	284
Total	K-12	602	96	102	75	75	75	111	1135
Cumulative Projection		2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	
Elementary - Grades K - 5		327	374	423	458	493	528	580	
Mid School - Grades 6 - 8		141	164	189	207	226	244	271	
Senior High - Grades 9 - 12		135	161	189	210	231	252	284	
Total		602	699	800	875	950	1024	1135	

Appendix A.3 Student Generation Survey

Auburn School District
 Development Growth since 1/1/15
 May 2020 (Based on Oct 1, 2019 Enrollment)

SINGLE FAMILY

Development Name	Year of Full Occupancy	Units/ Parcels	Current Occupancy	To Be Occupied	Feeder Elementary	Actual Students				Student Generation Factors			
						Elem	Middle	HS	Total	Elem	Middle	HS	Total
Alicia Glenn	2016	28	28	0	Elementary 16	6	10	13	29	0.214	0.357	0.464	1.036
Anthem (formerly Megan's Meadows)	2018	13	13	0	Ilalko	14	4	1	19	1.077	0.308	0.077	1.462
Bridges		380	355	25	Aurthur Jacobsen	69	31	57	157	0.194	0.087	0.161	0.442
Canyon Creek	2018	151	151	0	Evergreen Hts.	29	9	9	47	0.192	0.060	0.060	0.311
Dulcinea	2018	6	6	0	Lea Hill	1	2	0	3	0.167	0.333	0.000	0.500
Hastings		10	7	3	Evergreen Hts.	0	0	0	0	0.000	0.000	0.000	0.000
Hazel View	2018	22	22	0	Lea Hill	8	8	4	20	0.364	0.364	0.182	0.909
Kendall Ridge	2015	106	106	0	Elementary 16	28	13	14	55	0.264	0.123	0.132	0.519
Lakeland East Portola	2015	130	130	0	Bowman Creek	43	26	32	101	0.331	0.200	0.246	0.777
Lakeland Hills Estates	2017	66	66	0	Bowman Creek	21	8	11	40	0.318	0.121	0.167	0.606
Edgeview at Lakeland Hills	2015	368	368	0	Bowman Creek	81	40	50	171	0.220	0.109	0.136	0.465
Lakeland: Pinnacle Estates	2018	99	99	0	Bowman Creek	51	32	24	107	0.515	0.323	0.242	1.081
Villas at Lakeland Hills	2015	81	81	0	Bowman Creek	30	15	7	52	0.370	0.185	0.086	0.642
Lozier Ranch		18	4	14	Chinook	0	0	0	0	0.000	0.000	0.000	0.000
Monterey Park	2016	238	238	0	Evergreen Hts.	50	30	29	109	0.210	0.126	0.122	0.458
Mountain View	2018	55	55	0	Evergreen Hts.	6	0	7	13	0.109	0.000	0.127	0.236
Omnia Palisades Plate		16	3	13	Alpac	0	1	1	2	0.000	0.333	0.333	0.667
Seremounte	2019	30	30	0	Aurthur Jacobsen	7	5	8	20	0.233	0.167	0.267	0.667
Sonata Hills	2017	69	69	0	Lea Hill	10	2	8	20	0.145	0.029	0.116	0.290
Spencer Place	2017	13	13	0	Hazelwood	10	7	3	20	0.769	0.538	0.231	1.538
Vasily		8	1	7	Terminal Park	0	0	0	0	0.000	0.000	0.000	0.000
Willow Place		11	10	1	Elementary 16	0	0	4	4	0.000	0.000	0.400	0.400
Totals		1918	1855	63		464	243	282	989	0.250	0.131	0.152	0.533

Auburn School District
 Development Growth since 1/1/15
 May 2020 (Based on Oct 1, 2019 Enrollment)

SINGLE FAMILY-- 2020 and beyond

Development Name	Units/ Parcels	Current Occupancy	To Be Occupied
Anderson Acres	14	0	14
Backbone Ridge	7	0	7
Bridle Estates	18	0	18
Hastings 10 *	10	0	10
Greenvale	17	0	17
Lakeland: Forest Glen At ..	30	0	30
Lakeland: Park Ridge	256	0	256
Lakeland: River Rock*	14	0	14
Pacific Lane	11	0	11
Ridge At Tall Timbers	104	0	104
Richardson BLA/Plat	6	0	6
Huntionton Woods	74	0	74
Topaz Short Plat	4	0	4
Oxbow Acres	3	0	3
Wyncrest II	41	0	41
Wesport Capital	306	0	306
Current Partially Occupied Developments	1918	1855	63
	2833		978

Estimated Students Based on Student Generation Factors			
Elem	Middle	HS	Total
4	2	2	7
2	1	1	4
5	2	3	10
3	1	2	5
4	2	3	
8	4	5	16
64	34	39	136
4	2	2	7
3	1	2	6
26	14	16	55
2	1	1	3
19	10	11	39
1	1	1	2
1	0	0	2
10	5	6	22
77	40	47	163
16	8	10	34
Totals	245	128	149
			521

* currently under construction

Auburn School District
 Development Growth since 1/1/15
 May 2020 (Based on October 1, 2019 Enrollment)

MULTI FAMILY

Development Name	Year of Full Occupancy	Units/ Parcels	Current Occupancy	To Be Occupied	Feeder Elementary	Actual Students				Student Generation Factors			
						Elem	Middle	HS	Total	Elem	Middle	HS	Total
Promenade Apts	2018	294	294	0	Lea Hill	205	98	90	393	0.697	0.333	0.306	1.337
The Villas at Auburn	2018	295	295	0	Washington	50	11	13	74	0.169	0.037	0.044	0.251
Totals		589	589	0		255	109	103	467	0.433	0.185	0.175	0.793

2020 and beyond

	Units/ Parcels	Current Occupancy	To Be Occupied
Sundallen Condos	48	0	48
Auburn Town Center Apt	226	0	226
Copper Gate Apt.	500	0	500
Current Partially Occupied Developments	589	589	0
	1363		774

Estimated Students Based on Student Generation Factors			
21	9	8	38
98	42	40	179
216	93	87	396
0	0	0	0
Total	335	143	614



July 1, 2020

Mr. Jeff Dixon
City of Auburn
25 W. Main Street
Auburn, WA 98001

Re: Multiple Family Residence Impact Fee Increase Request
Auburn School District Capital Facilities Plan for 2020 to 2026

Dear Mr. Dixon,

Annually the Auburn School District, as part of the development of the Capital Facilities Plan, calculates impact fees using the formula established by King County ordinance.

Multiple Family Residence Impact Fees are calculated using the following formula and amounts:

	<u>2019</u>	<u>2020</u>
Site Costs	\$3,394.66	\$4,040.26
Permanent Facility Const. Costs	\$33,358.69	\$37,815.02
Temporary Facility Costs	\$303.79	\$348.98
State Match Credit	(\$5,048.98)	(\$6,156.78)
Tax Credit	(\$2,673.24)	(\$3,395.87)
Fee without Discount	\$29,334.91	\$32,651.61
50% Discount	(\$14,667.45)	(\$16,325.80)
Net Fee Obligation Before Discount	\$14,667.45	\$16,325.80

The increase in the Multiple Family Impact Fee results from a 15% increase in the number of students coming from each new multiple family residence. Auburn School District respectfully requests that the Multiple Family Residence Impact Fee be increased from \$14,667.45 to \$16,325.80.

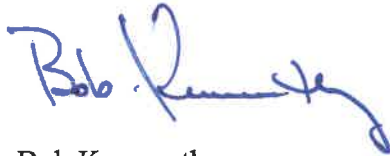
The Auburn School District offered discounts to the Multiple Family Residence Impact Fees for studio, one bedroom, two bedroom, and three bedroom residences for 2019. We propose to offer the same discounts for 2020.

Multiple Family Residence Impact Fee Increase Request
Auburn School District Capital Facilities Plan for 2020 to 2026
Page 2

	<u>2019 Discount</u>	<u>2020 Discount</u>	<u>2020 Impact Fee</u>
Studio	(\$10,000.00)	(\$10,000.00)	\$6,325.80
One Bedroom	(\$8,000.00)	(\$8,000.00)	\$8,325.80
Two Bedroom	(\$5,000.00)	(\$5,000.00)	\$11,325.80
Three Bedroom	(\$2,000.00)	(\$2,000.00)	\$14,325.80
Four and Five Bedroom	(\$0.00)	(\$0.00)	\$16,325.80

Your consideration and approval of our request will be appreciated.

Sincerely,



Bob Kenworthy
Assistant Director of Capital Projects

Cc: C. Blansfield

DETERMINATION OF NONSIGNIFICANCE
Issued with a 14-day comment period

Description of Proposal:

This threshold determination analyzes the environmental impacts associated with the following actions, which are so closely related to each other that they are in effect a single course of action:

1. The adoption of the Auburn School District's Capital Facilities Plan 2020-2026 by the Auburn School District No. 408 for the purposes of planning for the facilities needs of the District;
2. The amendment of the Comprehensive Plans of King County and the cities of Auburn and Kent to include the Auburn School District's Capital Facilities Plan 2020-2026 as part of the Capital Facilities Element of each jurisdiction's Comprehensive Plan; and
3. The amendment of the Comprehensive Plans of the cities of Algona, Black Diamond, and Pacific to include the Auburn School District's Capital Facilities Plan 2020-2026 as part of the Capital Facilities Element of each jurisdiction's Comprehensive Plan.

Proponent: Auburn School District No. 408

Location of the Proposal:

The Auburn School District includes an area of approximately 62 square miles. Portions of unincorporated King County and County and the cities of Algona, Auburn, Black Diamond, Kent, and Pacific fall within the District's boundaries.

Lead Agency: Auburn School District No. 408

The lead agency for this proposal has determined that the proposal does not have a probable significant adverse environmental impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after a review of the completed environmental checklist and other information on file with the lead agency. This information is available to the public upon request.

This Determination of Nonsignificance (DNS) is issued under WAC 197-11-340(2). The lead agency will not act on this proposal for 14 days from the date of issue. Comments must be submitted by 4:30 p.m. on June 22, 2020. The responsible official will reconsider the DNS based on timely comments and may retain, modify, or, if significant adverse impacts are likely, withdraw the DNS. If the DNS is retained, it will be final after the expiration of the comment deadline.

Responsible Official:	Dr. Alan Spicciati Superintendent Auburn School District No. 408
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Address:	Auburn School District 915 4 th Street NE Auburn, WA 98002
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DETERMINATION OF NONSIGNIFICANCE
Issued with a 14-day comment period

Questions may be directed and comments may be submitted by 4:30 p.m., June 22, 2020, to: Bob Kenworthy, Assistant Director, Capital Projects, Auburn School District No. 408, 915 4th Street NE, Auburn, WA 98002.

Date of Issue: June 5, 2020
Date Published: June 5, 2020 - Auburn Reporter

SEPA ENVIRONMENTAL CHECKLIST

Purpose of checklist:

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

Instructions for applicants:

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

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

Instructions for Lead Agencies:

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

Use of checklist for nonproject proposals: [\[help\]](#)

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

A. Background [\[help\]](#)

1. Name of proposed project, if applicable: [\[help\]](#)

This is a non-project planning proposal for the 2020 Auburn School District Capital Facilities Plan. The Auburn School District prepares an annual Capital Facilities Plan (CFP) in accordance with the Washington State Growth Management Act for the purposes of planning for the District's facilities needs. The CFP covers a six-year planning period and its purpose is to provide jurisdictions that it serves with a snapshot of projected student enrollment and school

capacities over a six-year planning period. The CFP also includes planning for projects needed to address school capacity deficits and provides a basis for school impact fee eligibility. Once the Board of Directors considers and adopts the CFP, it is submitted to the jurisdictions served by the District for their respective consideration. King County may incorporate the District's Capital Facilities Plan into its Comprehensive Plan. The cities of Algona, Auburn, Black Diamond, Kent, and Pacific may also incorporate the District's Capital Facilities Plan into their respective Comprehensive Plans. A copy of the District's draft Capital Facilities Plan is available for review in the District's offices.

2. Name of applicant: [\[help\]](#)

Auburn School District No. 408.

3. Address and phone number of applicant and contact person: [\[help\]](#)

915 4th Street NE
Auburn, WA 98002

Bob Kenworthy, Assistant Director, Capital Projects
(253) 931-4826

4. Date checklist prepared: [\[help\]](#)

June 3, 2020

5. Agency requesting checklist: [\[help\]](#)

Auburn School District No. 408 is acting as the lead agency for environmental review and SEPA compliance for this proposal.

6. Proposed timing or schedule (including phasing, if applicable): [\[help\]](#)

The Capital Facilities Plan is scheduled to be adopted by the District's Board of Directors on or about June 22, 2020. After adoption, the District will forward the Capital Facilities Plan to King County and the cities of Algona, Auburn, Black Diamond, Kent, and Pacific for inclusion in each jurisdiction's Comprehensive Plan. The District will continue to update the Capital Facilities Plan annually. The projects identified in the Capital Facilities Plan have been or will be subject to project-level environmental review at the appropriate time during project proposal when project details are known and able to be analyzed.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain. [\[help\]](#)

This is a nonproject action. However, the Capital Facilities Plan identifies the capital improvement projects that the District plans to implement over the next six years. The District plans to complete construction of two new elementary schools, replace five elementary schools, relocate portable facilities, and acquire future school sites. The District may also add portable facilities at various school locations throughout the District. In addition, the District plans for

technology improvements at all facilities and multiple facility improvements at several facilities across the District. All planned projects have been or will be subject to project-level environmental review at the appropriate time during project proposal when project details are known and able to be analyzed.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. [\[help\]](#)

This proposal is a nonproject planning document. The projects identified in the Capital Facilities Plan have undergone or will undergo additional environmental review, when appropriate, as they are developed. For projects in progress, applicable environmental information is available from the District upon request.

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

This is a nonproject action and addresses the entirety of the Auburn School District.

10. List any government approvals or permits that will be needed for your proposal, if known. [\[help\]](#)

As a nonproject planning document, the CFP itself does not require permitting. King County will review the Capital Facilities Plan for the purposes of updating the County's school impact fee ordinance and incorporating the CFP by reference as a part of the Capital Facilities Element of the King County Comprehensive Plan. The cities of Algona, Auburn, Black Diamond, Kent, and Pacific may also review and take action to adopt the Capital Facilities Plan reference as a part of the Capital Facilities Element of each jurisdiction's Comprehensive plan and update their respective school impact fee ordinances.

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

This is a nonproject action. This proposal involves the adoption of the Auburn School District's 2020 Capital Facilities Plan for the purpose of planning the District's facilities needs. The District anticipates King County and the cities of Algona, Auburn, Black Diamond, Kent, and Pacific will adopt the Capital Facilities Plan as part of the Capital Facilities Element of each jurisdiction's Comprehensive Plan. The projects included in the Capital Facilities Plan have been or will be subject to project-level environmental review when appropriate. A copy of the Capital Facilities Plan may be viewed at the District's offices.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or

boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist. [\[help\]](#)

The Capital Facilities Plan will affect the Auburn School District. The District includes an area of approximately 62 square miles. A portion of King County is served by the District. The cities of Algona, Auburn, Black Diamond, Kent, and Pacific are also served by the District. A detailed map of the District's boundaries can be viewed at the District's offices.

B. ENVIRONMENTAL ELEMENTS [\[help\]](#)

1. Earth [\[help\]](#)

a. General description of the site: [\[help\]](#)

(circle one): Flat, rolling, hilly, steep slopes, mountainous, other _____

This is a nonproject action. Generally, the Auburn School District is comprised of a variety of topographic land forms and gradients. Specific topographic characteristics of the sites at which the projects included in the Capital Facilities Plan are located have been or will be identified during project-level environmental review when appropriate.

b. What is the steepest slope on the site (approximate percent slope)? [\[help\]](#)

This is a nonproject action. Specific slope characteristics at the sites of the projects included in the Capital Facilities Plan have been or will be identified during project-level environmental review.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils. [\[help\]](#)

This is a nonproject action. Specific soil types found at the sites of the projects included in the Capital Facilities Plan have been or will be identified during project-level environmental review when appropriate.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. [\[help\]](#)

This is a nonproject action. It is possible that unstable soils may exist within the Auburn School District. Specific soil limitations on individual project sites have been or will be identified at the time of project-level environmental review when appropriate.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill. [\[help\]](#)

This is a nonproject action. Individual projects included in the Capital Facilities Plan have been or will be subject, when appropriate, to project-level environmental review and local approval at the time of proposal. Proposed grading projects, as well as the purpose, type, quantity, and source of any fill materials to be used have been or will be identified at that time.

- f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe. [\[help\]](#)

This is a nonproject action. It is possible that erosion could occur as a result of the construction projects currently proposed in the Capital Facilities Plan. The erosion impacts of the individual projects have been or will be evaluated on a site-specific basis at the time of project-level environmental review when appropriate. Individual projects have been or will be subject to local approval processes.

- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)? [\[help\]](#)

This is a nonproject action. The construction projects included in the Capital Facilities Plan have required or will require the construction of impervious surfaces. The extent of any impervious cover constructed will vary with each project included in the Capital Facilities Plan. This issue has been or will be addressed during project-level environmental review when appropriate.

- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any: [\[help\]](#)

This is a nonproject action. The erosion potential of the projects included in the Capital Facilities Plan and appropriate control measures have been or will be addressed during project-level environmental review when appropriate. Relevant erosion reduction and control requirements have been or will be met

2. Air [\[help\]](#)

- a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known. [\[help\]](#)

This is a nonproject action. Various emissions, many construction-related, may result from the individual projects included in the Capital Facilities Plan. The air-quality impacts of each project have been or will be evaluated during project-level environmental review when appropriate. Please see the Supplemental Sheet for Nonproject Actions.

- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe. [\[help\]](#)

This is a nonproject action. Any off-site sources of emissions or odor that may affect the individual projects included in the Capital Facilities Plan have been or will be addressed during project-level environmental review when appropriate.

- c. Proposed measures to reduce or control emissions or other impacts to air, if any: [\[help\]](#)

This is a nonproject action. The individual projects included in the Capital Facilities Plan have been or will be subject to project-level environmental review and relevant local approval processes when appropriate. The District has been or will be required to comply with all applicable air regulations and air permit requirements. Proposed measures specific to the individual projects included in the Capital Facilities Plan have been or will be addressed during project-level environmental review when appropriate. Please see the Supplemental Sheet for Nonproject Actions.

3. Water [\[help\]](#)

a. Surface Water:

- 1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into. [\[help\]](#)

This is a nonproject action. There is a network of surface water bodies within the Auburn School District. The surface water bodies that are in the immediate vicinity of the projects included in the Capital Facilities Plan have been or will be identified during project-level environmental review when appropriate. When necessary, the surface water regimes and flow patterns have been or will be researched and incorporated into the designs of the individual projects.

- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans. [\[help\]](#)

This is a nonproject action. The projects included in the Capital Facilities Plan may require work near the surface waters located within the Auburn School District. Applicable local approval requirements have been or will be satisfied

- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material. [\[help\]](#)

This is a nonproject action. Information with respect to the placement or removal of fill and dredge material as a component of the projects included in the Capital Facilities Plan has been or will be provided during project-level environmental review when appropriate. Applicable local regulations have been or will be satisfied.

- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known. [\[help\]](#)

This is a nonproject action. Any surface water withdrawals or diversions required in connection with the projects included in the Capital Facilities Plan have been or will be addressed during project-level environmental review when appropriate.

- 5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan. [\[help\]](#)

This is a nonproject action. Each project included in the Capital Facilities Plan, if located in a floodplain area, has been or will be required to meet applicable local regulations for flood areas.

- 6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge. [\[help\]](#)

This is a nonproject action. Specific information regarding the discharge of waste materials that may be required as a result of the projects included in the Capital Facilities Plan has been or will be provided during project-level environmental review when appropriate. Please see the Supplemental Sheet for Nonproject Actions.

b. Ground Water:

- 1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known. [\[help\]](#)

This is a nonproject action. Individual projects included in the Capital Facilities Plan may impact groundwater resources. The impact of the individual projects included in the Capital Facilities Plan on groundwater resources has been or will be addressed during project-level environmental review when appropriate. Each project has been or will be subject to applicable local regulations. Please see the Supplemental Sheet for Nonproject Actions.

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve. [\[help\]](#)

This is a nonproject action. The discharges of waste material that may take place in connection with the projects included in the Plan have been or will be addressed during project-level environmental review.

c. Water runoff (including stormwater):

- 1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe. [\[help\]](#)

This is a nonproject action. Individual projects included in the Capital Facilities Plan may have stormwater runoff consequences. Specific information regarding the stormwater impacts of each project has been or will be provided during project-level environmental review when appropriate. Each project has been or will be subject to applicable local stormwater regulations.

2) Could waste materials enter ground or surface waters? If so, generally describe. [\[help\]](#)

This is a nonproject action. The projects included in the Capital Facilities Plan may result in the discharge of waste materials into ground or surface waters. The specific impacts of each project on ground and surface waters have been or will be identified during project-level environmental review when appropriate. Each project has been or will be subject to all applicable regulations regarding the discharge of waste materials into ground and surface waters. Please see the Supplemental Sheet for Nonproject Actions.

3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe. [\[help\]](#)

This is a nonproject action. Individual projects included in the Capital Facilities Plan may alter or otherwise affect drainage patterns. The impact of the individual projects included in the Capital Facilities Plan on drainage patterns has been or will be addressed during project-level environmental review when appropriate. Each project has been or will be subject to applicable local regulations. Please see the Supplemental Sheet for Nonproject Actions.

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any: [\[help\]](#)

This is a nonproject action. Specific measures to reduce or control runoff impacts associated with the projects included in the Capital Facilities Plan have been or will be addressed during project-level environmental review when appropriate.

4. **Plants** [\[help\]](#)

a. Check the types of vegetation found on the site: [\[help\]](#)

- ☐ deciduous tree: alder, maple, aspen, other
- ☐ evergreen tree: fir, cedar, pine, other
- ☐ shrubs
- ☐ grass
- ☐ pasture
- ☐ crop or grain
- ☐ Orchards, vineyards or other permanent crops.
- ☐ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
- ☐ water plants: water lily, eelgrass, milfoil, other
- ☐ other types of vegetation

This is a nonproject action. A variety of vegetative zones are located within the Auburn School District. Inventories of the vegetation located on the sites of the projects proposed in the Capital Facilities Plan have been or will be developed during project-level environmental review when appropriate.

b. What kind and amount of vegetation will be removed or altered? [\[help\]](#)

This is a nonproject action. Some of the projects included in the Capital Facilities Plan may require the removal or alteration of vegetation. The specific impacts on vegetation of the projects included in the Capital Facilities Plan have been or will be identified during project-level environmental review when appropriate.

- c. List threatened and endangered species known to be on or near the site. [\[help\]](#)

This is a nonproject action. The specific impacts to these species from the individual projects included in the Capital Facilities Plan have been or will be determined during project-level environmental review when appropriate. Investigation will include use of the Washington State Department of Fisheries and Wildlife's *Priority Habitats and Species* database.

- d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any: [\[help\]](#)

This is a nonproject action. Measures to preserve or enhance vegetation at the sites of the projects included in the Capital Facilities Plan have been or will be identified during project-level environmental review when appropriate. Each project is or will be subject to applicable local landscaping requirements.

- e. List all noxious weeds and invasive species known to be on or near the site. [\[help\]](#)

This is a nonproject action. Inventories of noxious weeds and invasive species located on or near sites of the projects proposed in the Capital Facilities Plan have been or will be addressed during project-level environmental review when appropriate.

5. Animals [\[help\]](#)

- a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site. [\[help\]](#)

Examples include:

birds: hawk, heron, eagle, songbirds, other:

mammals: deer, bear, elk, beaver, other:

fish: bass, salmon, trout, herring, shellfish, other _____

This is a nonproject action. An inventory of species that have been observed on or near the sites of the projects proposed in the Capital Facilities Plan has been or will be developed during project-level environmental review when appropriate. Investigation will include use of the Washington State Department of Fisheries and Wildlife's *Priority Habitats and Species* database.

- b. List any threatened and endangered species known to be on or near the site. [\[help\]](#)

This is a nonproject action. Inventories of threatened or endangered species known to be on or near the sites of the projects included in the Capital Facilities Plan have been or will be developed during project-level environmental review when appropriate.

- c. Is the site part of a migration route? If so, explain. [\[help\]](#)

This is a nonproject action. The impacts of the projects included in the Capital Facilities Plan on migration routes have been or will be addressed during project-level environmental review when appropriate.

d. Proposed measures to preserve or enhance wildlife, if any: [\[help\]](#)

This is a nonproject action. Appropriate measures to preserve or enhance wildlife have been or will be determined during project-level environmental review when appropriate.

e. List any invasive animal species known to be on or near the site. [\[help\]](#)

This is a nonproject action. Inventories of invasive animal species located on or near sites of the projects proposed in the Capital Facilities Plan have been or will be addressed during project-level environmental review when appropriate.

6. Energy and Natural Resources [\[help\]](#)

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc. [\[help\]](#)

This is a nonproject action. The Office of the Superintendent of Public Instruction regulations require completion of a life-cycle cost analysis of all heating, lighting, and insulation systems before it will permit specific school projects to proceed. The energy needs of the projects included in the Capital Facilities Plan have been or will be determined at the time of specific engineering and site design planning when appropriate. Please see the Supplemental Sheet for Nonproject Actions.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe. [\[help\]](#)

This is a nonproject action. The impacts of the projects included in the Capital Facilities Plan on the solar potential of adjacent projects have been or will be addressed during project-level environmental review when appropriate.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any: [\[help\]](#)

This is a nonproject action. Energy conservation measures proposed in connection with the projects included in the Capital Facilities Plan have been or will be considered during project-level environmental review when appropriate.

7. Environmental Health [\[help\]](#)

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe. [\[help\]](#)

This is a nonproject action. Please see the Supplemental Sheet for Nonproject Actions.

- 1) Describe any known or possible contamination at the site from present or past uses.

[\[help\]](#)

This is a nonproject action. Known or possible contamination on sites intended for any projects included in the Capital Facilities Plan have been or will be identified and described during project-level environmental review when appropriate.

- 2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity. [\[help\]](#)

This is a nonproject action. Hazardous chemicals/conditions that might affect the project development and design on sites intended for any projects included in the Capital Facilities Plan have been or will be identified and described during project-level environmental review when appropriate.

- 3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project. [\[help\]](#)

This is a nonproject action. Toxic or hazardous chemicals that might be stored, used, or produced during the development, construction, or operation of any projects included in the Capital Facilities Plan have been or will be identified and described during project-level environmental review when appropriate.

- 4) Describe special emergency services that might be required. [\[help\]](#)

This is a nonproject action. Please see the Supplemental Sheet for Nonproject Actions.

- 5) Proposed measures to reduce or control environmental health hazards, if any: [\[help\]](#)

This is a nonproject action. The projects included in the Capital Facilities Plan comply or will comply with all current codes, standards, rules, and regulations. Individual projects have been or will be subject to project-level environmental review and local approval at the time they are developed, when appropriate.

b. Noise [\[help\]](#)

- 1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)? [\[help\]](#)

This is a nonproject action. A variety of noises from traffic, construction, residential, commercial, and industrial areas exists within the Auburn School District. The specific noise sources that may affect the projects included in the Capital Facilities Plan have been or will be identified during project-level environmental review when appropriate.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site. [\[help\]](#)

This is a nonproject action. The projects included in the Capital Facilities Plan may create normal construction noises that will exist on a short-term basis only. The construction projects could increase traffic around the construction sites on a short-term basis. Because the construction of additional school capacity will increase the capacity of the District's school facilities, there may be a slight increase in traffic-related or operations-related noise on a long-term basis. Similarly, the placement of portables at school sites will increase the capacity of school facilities and may create a slight increase in traffic-related or operations-related noise. Neither of these increases is expected to be significant. The specific noise sources and levels that may result from the projects included in the Capital Facilities Plan have been or will be identified during project-level environmental review when appropriate. Please see the Supplemental Sheet for Nonproject Actions.

3) Proposed measures to reduce or control noise impacts, if any: [\[help\]](#)

This is a nonproject action. The projected noise impacts of the projects included in the Capital Facilities Plan have been or will be evaluated and mitigated during project-level environmental review when appropriate. Each project is or will be subject to applicable local regulations.

8. Land and Shoreline Use [\[help\]](#)

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe. [\[help\]](#)

This is a nonproject action. There are a variety of land uses in the Auburn School District, including residential, commercial, industrial, institutional, utility, open space, recreational, etc. Impacts of projects included in the Capital Facilities Plan on land uses on nearby or adjacent properties have been or will be identified and described during project-level environmental review when appropriate.

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use? [\[help\]](#)

This is a nonproject action. Identification of the use of sites intended for any projects included in the Capital Facilities Plan as working farmlands or working forest land has been or will be identified and described during project-level environmental review when appropriate.

1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how: [\[help\]](#)

This is a nonproject action. Any projects included in the Capital Facilities Plan have been or will be analyzed during project-level environmental review when appropriate to determine if the proposal will affect or be affected by surrounding working farm or forest lands.

c. Describe any structures on the site. [\[help\]](#)

This is a nonproject action. Any structures located on the sites for the projects included in the Capital Facilities Plan have been or will be identified and described during project-level environmental review when appropriate.

d. Will any structures be demolished? If so, what? [\[help\]](#)

This is a nonproject action. Any structures that will be demolished as a result of the projects included in the Capital Facilities Plan, if any, have been or will be identified during project-level environmental review when appropriate.

e. What is the current zoning classification of the site? [\[help\]](#)

This is a nonproject action. The sites that are covered under the Capital Facilities Plan have a variety of zoning classifications under the applicable zoning codes. Site-specific zoning information has been or will be identified during project-level environmental review when appropriate. All sites anticipated for school construction are zoned for such use.

f. What is the current comprehensive plan designation of the site? [\[help\]](#)

This is a nonproject action. Inventories of the comprehensive plan designations for the sites of the projects included in the Capital Facilities Plan have been or will be completed during project-level environmental review when appropriate. All sites anticipated for school construction are designated for such use.

g. If applicable, what is the current shoreline master program designation of the site? [\[help\]](#)

This is a nonproject action. Shoreline master program designations of the sites of the projects included in the Capital Facilities Plan have been or will be identified during project-level environmental review when appropriate.

h. Has any part of the site been classified as a critical area by the city or county? If so, specify. [\[help\]](#)

This is a nonproject action. Any critical areas located on the sites of the projects included in the Capital Facilities Plan have been or will be identified during project-level environmental review.

i. Approximately how many people would reside or work in the completed project? [\[help\]](#)

The Auburn School District currently serves approximately 17,300 students. Enrollment is expected to increase to approximately 18,204 students by the 2025-2026 school year. The District employs approximately 1,700 people.

- j. Approximately how many people would the completed project displace? [\[help\]](#)

This is a nonproject action. Any displacement of people caused by the projects included in the Capital Facilities Plan has been or will be evaluated during project-level environmental review when appropriate. However, it is not anticipated that the Capital Facilities Plan, or any of the projects contained therein, will displace any people.

- k. Proposed measures to avoid or reduce displacement impacts, if any: [\[help\]](#)

This is a nonproject action. Individual projects included in the Capital Facilities Plan have been or will be subject to project-level environmental review and local approval when appropriate. Proposed mitigating measures have been or will be developed at that time, when necessary.

- l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any: [\[help\]](#)

This is a nonproject action. The compatibility of the specific projects included in the Capital Facilities Plan with existing uses and plans has been or will be assessed as part of the comprehensive planning process and during project-level environmental review when appropriate.

- m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any: [\[help\]](#)

This is a nonproject action. The compatibility of the specific projects included in the Capital Facilities Plan with nearby agricultural and forest lands of long-term commercial significance has been or will be identified and described during project-level environmental review when appropriate.

9. Housing [\[help\]](#)

- a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing. [\[help\]](#)

This is a nonproject action. No housing units would be provided in connection with the completion of the projects included in the Capital Facilities Plan.

- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing. [\[help\]](#)

This is a nonproject action. The District's ability to use the two new school sites for school facilities necessitated demolition of three single family residential units on each site and the ability to use two existing school sites for new school facilities necessitated demolition of two single family residences and one four-plex, for a total of twelve units eliminated. The impacts of the projects included in the Capital Facilities Plan on existing housing have been or will be evaluated during project-level

environmental review when appropriate.

- c. Proposed measures to reduce or control housing impacts, if any: [\[help\]](#)

This is a nonproject action. Measures to reduce or control any housing impacts caused by the projects included in the Capital Facilities Plan have been or will be addressed during project-level environmental review when appropriate.

10. Aesthetics [\[help\]](#)

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed? [\[help\]](#)

This is a nonproject action. The aesthetic impacts of the projects included in the Capital Facilities Plan have been or will be addressed during project-level environmental review when appropriate.

- b. What views in the immediate vicinity would be altered or obstructed? [\[help\]](#)

This is a nonproject action. The aesthetic impacts of the projects included in the Capital Facilities Plan have been or will be addressed during project-level environmental review when appropriate.

- c. Proposed measures to reduce or control aesthetic impacts, if any: [\[help\]](#)

This is a nonproject action. Appropriate measures to reduce or control the aesthetic impacts of the projects included in the Capital Facilities Plan have been or will be determined on a project-level basis when appropriate.

11. Light and Glare [\[help\]](#)

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur? [\[help\]](#)

This is a nonproject action. The light or glare impacts of the projects included in the Capital Facilities Plan have been or will be addressed during project-level environmental review, when appropriate.

- b. Could light or glare from the finished project be a safety hazard or interfere with views? [\[help\]](#)

This is a nonproject action. The light or glare impacts of the projects included in the Capital Facilities Plan have been or will be addressed during project-level environmental review when appropriate.

- c. What existing off-site sources of light or glare may affect your proposal? [\[help\]](#)

This is a nonproject action. Off-site sources of light or glare that may affect the projects included in the Capital Facilities Plan have been or will be evaluated during project-level environmental review when appropriate.

d. Proposed measures to reduce or control light and glare impacts, if any: [\[help\]](#)

This is a nonproject action. Proposed measures to mitigate light and glare impacts have been or will be addressed during project-level environmental review when appropriate.

12. Recreation [\[help\]](#)

a. What designated and informal recreational opportunities are in the immediate vicinity? [\[help\]](#)

This is a nonproject action. There are a variety of formal and informal recreational facilities within the Auburn School District.

b. Would the proposed project displace any existing recreational uses? If so, describe. [\[help\]](#)

This is a nonproject action. The recreational impacts of the projects included in the Capital Facilities Plan have been or will be addressed during project-level environmental review when appropriate. The projects included in the Capital Facilities Plan, including proposed new school facilities, may enhance recreational opportunities and uses.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any: [\[help\]](#)

This is a nonproject action. Adverse recreational effects of the projects included in the Capital Facilities Plan have been or will be subject to mitigation during project-level environmental review when appropriate. School facilities usually provide recreational facilities to the community in the form of play fields and gymnasiums.

13. Historic and cultural preservation [\[help\]](#)

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers? If so, specifically describe. [\[help\]](#)

This is a nonproject action. Any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or proposed eligible for listing in national, state, or local preservation registers on or near sites intended for any projects included in the Capital Facilities Plan have been or will be identified and described during project-level environmental review when appropriate.

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources. [\[help\]](#)

This is a nonproject action. Any landmarks, features, or other evidence of Indian or historic use or occupation, or material evidence, artifacts, or areas of cultural importance, on or near

sites intended for any projects included in the Capital Facilities Plan have been or will be identified and described during project-level environmental review when appropriate. Research will be conducted using the Washington State Department of Archaeology & Historic Preservation's *Washington Information System for Architectural and Archaeological Records Data (WISAARD)* resource.

- c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc. [\[help\]](#)

This is a nonproject action. Research will be conducted using the Washington State Department of Archaeology & Historic Preservation's *Washington Information System for Architectural and Archaeological Records Data (WISAARD)* resource.

Appropriate and relevant methods utilized at sites intended for any projects included in the Capital Facilities Plan have been or will be identified and described during project-level environmental review when appropriate.

- d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required. [\[help\]](#)

This is a nonproject action. Any needed relevant measures proposed to avoid, minimize, or compensate for loss, changes to, and disturbance to resources, including necessary plans and permits, for any projects included in the Capital Facilities Plan have been or will be identified and described during project-level environmental review when appropriate.

14. **Transportation** [\[help\]](#)

- a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any. [\[help\]](#)

This is a nonproject action. The impact on public streets and highways of the individual projects included in the Capital Facilities Plan have been or will be addressed during project-level environmental review when appropriate.

- b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop? [\[help\]](#)

This is a nonproject action. The relationship between the specific projects included in the Capital Facilities Plan and public transit has been or will be addressed during project-level environmental review when appropriate. Public school buses do serve school facilities.

- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate? [\[help\]](#)

This is a nonproject action. Inventories of parking spaces located at the sites of the projects included in the Capital Facilities Plan and the impacts of specific projects on parking

availability have been or will be conducted during project-level environmental review when appropriate.

- d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private). [\[help\]](#)

This is a nonproject action. The need for new streets or roads, or improvements to existing streets and roads has been or will be addressed during project-level environmental review when appropriate.

- e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe. [\[help\]](#)

This is a nonproject action. Use of water, rail, or air transportation has been or will be addressed during project-level environmental review when appropriate.

- f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates? [\[help\]](#)

This is a nonproject action. The traffic impacts of the projects included in the Capital Facilities Plan have been or will be addressed during project-level environmental review when appropriate.

- g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe. [\[help\]](#)

This is a nonproject action. The potential impact of any project proposed in the Capital Facilities Plan on the movement of agricultural or forest products on roads and streets has been or will be addressed during project-level environmental review when appropriate.

- h. Proposed measures to reduce or control transportation impacts, if any: [\[help\]](#)

This is a nonproject action. The mitigation of traffic impacts associated with the projects included in the Capital Facilities Plan has been or will be addressed during project-level environmental review when appropriate.

15. **Public Services** [\[help\]](#)

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe. [\[help\]](#)

This is a nonproject action. However, the District does not anticipate that the projects identified in the Capital Facilities Plan will significantly increase the need for public services.

- b. Proposed measures to reduce or control direct impacts on public services, if any. [\[help\]](#)

This is a nonproject action. New school facilities have been or will be built with automatic security systems, fire alarms, smoke alarms, heat sensors, and sprinkler systems. The mitigation of impacts to public services associated with the projects included in the Capital Facilities Plan has been or will be addressed during project-level environmental review when appropriate.

16. Utilities [\[help\]](#)

- a. Circle utilities currently available at the site: [\[help\]](#)
electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system,
other _____

This is a nonproject action. Electricity, natural gas, water, refuse service, telephone, and sewer are or can be made available at the known sites of the projects included in the Capital Facilities Plan. The types of utilities available at specific project sites have been or will be addressed in more detail during project-level environmental review when appropriate.

- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed. [\[help\]](#)

This is a nonproject action. Utility revisions and construction needs have been or will be identified during project-level environmental review when appropriate.

C. Signature [\[help\]](#)

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

Signature: _____

Name of signee _____

Position and Agency/Organization ASST. DIRECTOR OF CAPITAL PROJECTS

Date Submitted: 6/5/2020

AUBURN SCHOOL DISTRICT #408

D. supplemental sheet for nonproject actions [\[help\]](#)

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

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

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

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

To the extent the Capital Facilities Plan makes it more likely that school facilities will be constructed, some of these environmental impacts may be more likely. Additional impermeable surfaces, such as roofs, access roads, and sidewalks could increase stormwater runoff, which could enter surface or ground waters. Heating systems, emergency generators, and other school equipment that is installed pursuant to the Capital Facilities Plan could result in air emissions. The projects identified in the Capital Facilities Plan should not require the production, storage, or release of toxic or hazardous substances, with the possible exception of the storage of diesel fuel or gasoline for emergency generating equipment. The District does not anticipate a significant increase in the production of noise from its facilities, with the possible exception of noise production due to short-term construction activities or the presences of additional students on a site. Construction impacts related to noise and air would be short term and are not anticipated to be significant.

Proposed measures to avoid or reduce such increases are:

The CFP is a nonproject planning document. Proposed measures to mitigate any such increases described above have been or will be addressed during project-level environmental review when appropriate. Stormwater detention and runoff will meet applicable County and/or City requirements and may be subject to National Pollutant Discharge Elimination System ("NPDES") permitting requirements. Noise limits will be consistent with local and or state regulations. Discharges to air will meet applicable air pollution control requirements. Fuel oil will be stored in accordance with local and state requirements.

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

The Capital Facilities Plan itself will have no impact on these elements of the environment. The projects included in the Capital Facilities Plan may require clearing plants off of the project sites and a loss to animal habitat. These impacts have been or will be addressed in more detail during project-level environmental review when

appropriate. The projects included in the Plan are not likely to generate significant impacts on fish or marine life.

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

Specific measures to protect and conserve plants, animals, and fish cannot be identified at this time. Specific mitigation proposals will be identified, however, during project-level environmental review when appropriate.

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

While the CFP is a nonproject planning document, the construction of the projects identified in the Capital Facilities Plan will require the consumption of energy.

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

The projects included in the Capital Facilities Plan will be constructed in accordance with applicable energy efficiency standards and requirements.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

The Capital Facilities Plan and individual projects contained therein should have no impact on these resources. Specific review will be conducted, however, during project-level environmental review when the scope of each project is defined.

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

No specific measures are being proposed at this time. Appropriate measures have been or will be proposed during project-level environmental review when appropriate. Updates of this Plan will be coordinated with King County and the cities of Algona, Auburn, Black Diamond, Kent, and Pacific as part of the Growth Management Act process, one of the purposes of which is to protect critical areas. To the extent the District's facilities planning process is part of the overall growth management planning process, these resources are more likely to be protected. Future projects would comply with permitting regulations regarding environmentally sensitive areas.

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

The Capital Facilities Plan will not have any impact on land or shoreline use that is incompatible with existing comprehensive plans, land use codes, or shoreline management plans. The District does not anticipate that the Capital Facilities Plan or the projects contained therein will affect land and shoreline uses in the area served by the District in any manner not currently permitted or designated for the intended use.

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

No measures to avoid or reduce land use impacts resulting from the Capital Facilities Plan or the projects contained therein are proposed at this time. As necessary when a scope for a specific project identified in the CFP is defined, the District will identify any appropriate measures.

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

While the CFP is a nonproject planning document, the school construction projects identified in the Capital Facilities Plan may create temporary increases in the District's need for public services and utilities. The new school facilities will increase the District's demands on transportation and utilities. These increases are not expected to be significant.

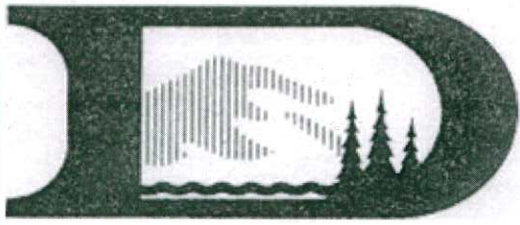
Proposed measures to reduce or respond to such demand(s) are:

No measures to reduce or respond to such demands are proposed at this time. As necessary when a scope for a specific project identified in the CFP is defined, the District will identify any appropriate measures.

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

The Capital Facilities Plan will not conflict with any laws or requirements for the protection of the environment. The Washington Growth Management Act (the GMA) outlines 13 broad goals, including adequate provision of necessary public facilities and services. Schools are among these necessary facilities and services. The Capital Facilities Plan satisfies the requirements of RCW 36.70A.070, and to identify additional school facilities necessary to meet the educational needs of the growing student populations anticipated in the District.

**POLICY/TEXT AMENDMENT (P/T) #2
INCORPORATE DIERINGER SCHOOL DISTRICT #343
CAPITAL FACILITIES PLAN 2021-2026**



***Dieringer School District
Capital Facilities Plan
2021-2026***

DRAFT

Board Approval scheduled on August 17, 2020

DIERINGER SCHOOL DISTRICT NO. 343

**1320-178th Avenue East
Lake Tapps, Washington 98391
(253) 862-2537**

BOARD OF DIRECTORS

Megan Bearor

Greg Garrison

Greg Johnson

Scott Reisnouer

Chelsea Steiner

Michael Farmer, Superintendent

Dieringer

Educating every child for

Confidence today and

Contribution tomorrow

Dieringer School District No. 343

An Overview

Established in 1890, Dieringer School District consolidated with Lake Tapps School District in 1936. The District's three schools, Lake Tapps Elementary School, Dieringer Heights Elementary School and North Tapps Middle School, provide K through 8th grade education, and serve as hubs for community activities as well. Dieringer School District #343 is located in unincorporated Pierce County, bounded on the east by the White River, on the west by the Stuck River, on the north by the city of Auburn, and on the south by the cities of Bonney Lake and Sumner. The District surrounds the northern two-thirds of Lake Tapps and covers approximately 5.5 square miles.

The current student enrollment is approximately 1,523 students in grades kindergarten through eight. Students in grades first through third are housed at Lake Tapps Elementary, constructed in 2005 as a replacement project. Construction was complete on an addition in the September 2017. Dieringer Heights Elementary opened in the fall of 2000 and is home to students in kindergarten, fourth and fifth grade. Dieringer Heights Elementary also houses two inclusion preschool classrooms. Originally constructed in 1992 and added on to in 1998 and 2009, North Tapps Middle School houses students in grades sixth-eighth. The district supports an additional 540 high school students who may select to attend any public high school. The majority chose to attend Auburn Riverside, Sumner and Bonney Lake High Schools.

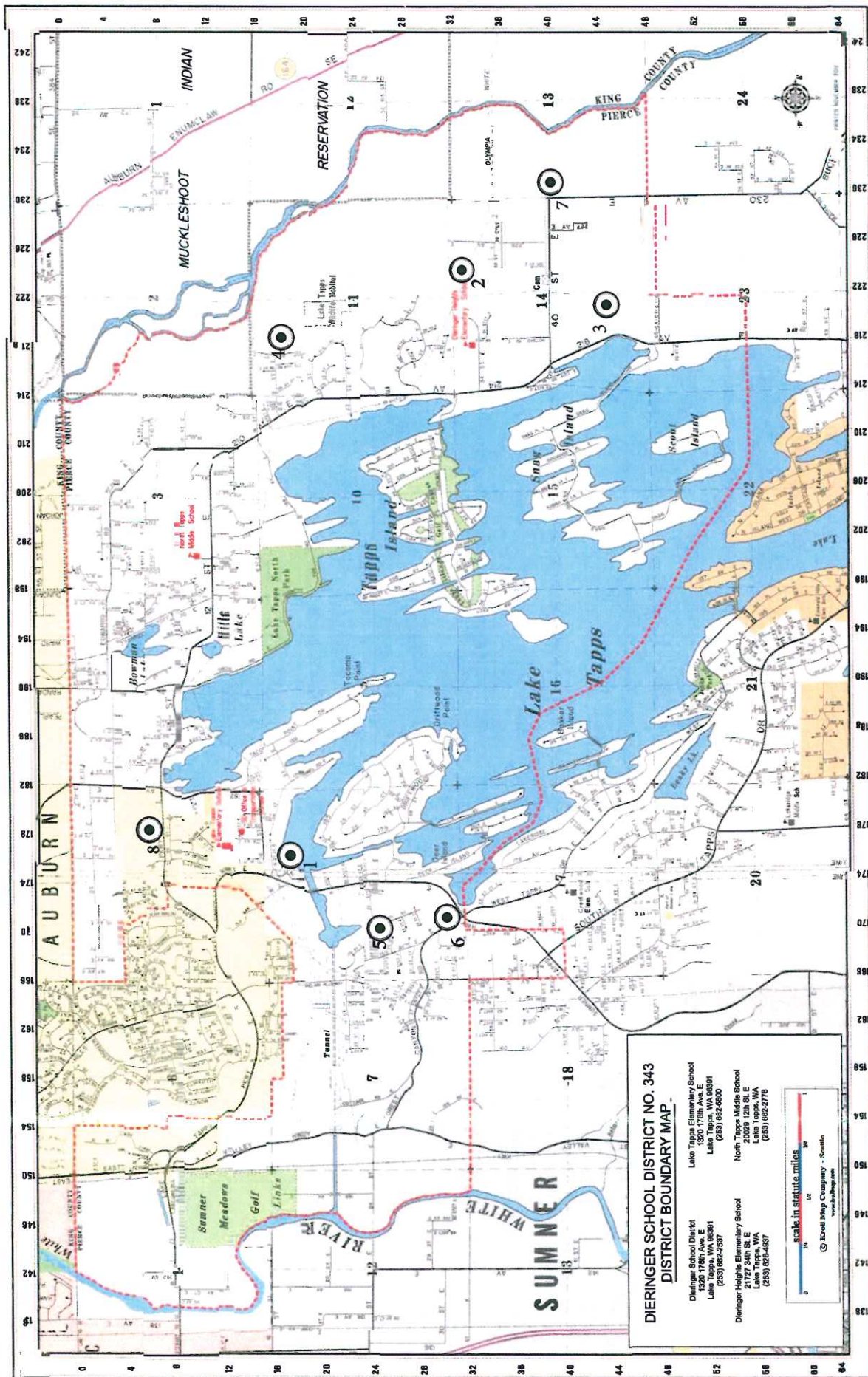
The district has a long standing history of providing high quality education for all our students. Our goal is for our students to gain the skills that will allow them to become successful, confident, contributing members of society. Dieringer is composed of students who come to school well prepared and eager to learn. Parents are concerned with student success and provide outstanding support for their children and the Dieringer School District. The PTA and many volunteers contribute countless hours and resources to our schools and students. The community supports the schools through the passage of funding issues to support bus acquisition, student access to current technology and the construction of school facilities. Impact fees, including interest, are held in reserve until used to meet District identified needs for site acquisition, additional facilities and improvements and/or technology capital expenditures.

DIERINGER SCHOOL DISTRICT NO. 343

Capital Facilities Plan Update, 2020

Current Facilities Inventory of Public Schools

<u>NAME</u>	<u>CAPACITY</u>	<u>LOCATION</u>
Lake Tapps Elementary	357	1320-178 th Ave E., Lake Tapps
Dieringer Heights Elementary	508	21727 – 34 th St. E., Lake Tapps
North Tapps Middle School	536	20029- 12 th St., E., Lake Tapps
High School	<u>0</u>	
TOTAL	1,401	



**Dieringer School District Proposed Housing
Potential Enrollment Increase
June 2020**

Proposed Housing Units:

*Single Family- $224 \times .381$ generation factor = 85.3 students K-8

Enrollment Impact:

85.3 students K-8

Estimated 17.1 students a year over the period 2021-2026

Potential enrollment increase = 5.6% (based on 1,523 enrollment 4/20)

Increase per grade level = 9.5 students (based on 9 grade bands)

Approximately students per school: 28.4

**District enrollment based on 4/19 and potential growth = 1,608.3 / 1654.3

District program capacity = 1,401 students

*Generation factor based on an average of 2019 Sumner .429 and Auburn .333

**Numbers are without and with preschool students, respectively

Enrollment Projections

The Dieringer School District is located in an area that continues to experience growth. This growth can be noted by reviewing the following indicators: enrollment trend data, proposed housing development, and the mitigation impact fees received for new construction.

The District continues to experience steady growth in student enrollment. This has slightly exceeded the Pierce County and Puget Sound Educational Service District (PSESD) enrollment growth over the same period. A review of proposed construction within the borders of the Dieringer School District indicates that the growth trend can be expected to continue over the next four years and beyond. The growth this year has been higher than anticipated. There are 224 single family residents slated for construction within the next five years. These projects, together with individual lots and general immigration, are anticipated to generate an additional 85.3 students in kindergarten through eighth grade.

To partially address this growth, the District passed a 2006 bond issue to construct an additional five classrooms at Dieringer Heights Elementary. Those classrooms were completed and occupied in 2009. The bond issue also provided for the addition of an auxiliary gym, health and fitness classroom, and four science rooms at North Tapps Middle School. Those projects were completed in 2009 and the new instructional spaces are in use. At Lake Tapps Elementary School the construction of 3 new classrooms was completed in September 2017.

HOUSING DEVELOPMENT/POTENTIAL ENROLLMENT INCREASE

#1 Fairweather Cove Estates (18)

- 28 lots total
- 8 lots sold (Lived in) (1 on 2 lots combined)
- 18 active lot listings
- 2 active construction
- 2011 permit for PSE replacing 3 power poles
- 1600-2000 block of 16th St. @ the 17500-17800 block of Sumner-Tapps Hwy.

#2 Rainier Plateau (10)

- 10 lots total
- Permit approved
- Behind DHES
- No active building
- End of 34th St.

#3 Tapps Meadows (6)

- 10 Lots
- 4 completed
- Across from Snag Island

#4 Country Creek Estates (1)

- 9 out 10 lots built
- Remaining lot filed for Plat Alteration 2007
- Off 15th near Edwards Road

#5 Forest Canyon Estates (124)

- 1 year extension approved (Applied 3/2018)
- Owner Kenneth Atkinson
- 124 lots; Behind Al Lago/off Forest Canyon Rd.

#6 The Ridge at Lake Tapps (45)

- No active permits
- 45 Single Family Lots -32XX Sumner Tapps Hwy. E./next to al Lago

#7 Maryanski Plat (4)

- Short Plat (4 or less. Usually 6-month completion time)
- 4 Single Family Lots; 40th St. E and 230th Ave E
- No active building
- Toward Wildview Ridge

#8 Franklin Northlake (16)

- Active site; pre-build
- 16 Single Family Lots-off Lake Tapps Pkwy

Single Family Units to be built: 224

Standard of Service

The Dieringer School District houses children in elementary schools serving students preschool through fifth grade and a middle school that houses grades six through eighth. High school students, grades nine through twelve, attend adjacent high schools, primarily in the Auburn and Sumner School Districts.

Dieringer School District follows a traditional school calendar beginning in early September and completing in mid June. The daily school schedules begin between 7:49 and 8:45 a.m. and end between 2:17 and 3:15 p.m.

The Dieringer School District standard of service is based on class size and program decisions adopted by the Dieringer School District Board of Directors. Based on the legislative funding regarding class size, the targeted number of students per classroom kindergarten through third grade 17, fourth through fifth and sixth grade 27 and seven through eighth grade 28. These class sizes have an impact on facilities and the permanent capacity of each school reflects these class sizes.

In the District, rooms designated and assigned for special use are not counted as capacity classrooms. At the elementary level students are provided music instruction and physical education in non-capacity classrooms. Special education and intervention programs are provided as pullout programs and do not provide capacity. At the middle school level, instruction is organized around a six period day; classrooms are calculated as providing 5/6 capacity to accommodate teacher planning time in the instructional space.

DIERINGER SCHOOL DISTRICT NO. 343

Capital Facilities Plan Update, 2020

**Dieringer School District Service Standards
Public School Facilities
(Square Feet Per Student)**

Elementary School	139
Middle School	148
Junior High	NA
High School	NA

Dieringer School District Individual Capacity Projects (2020-2025)

Elementary School #3	433
High School	NA

DIERINGER SCHOOL DISTRICT NO. 343

PERMANENT CAPACITY PROJECTS
MASTER SCHEDULE
June, 2020

<u>Name</u>	<u>Current Capacity</u>	<u>6 - Year Capacity</u>	<u>Total Capacity</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>
Lake Tapps Elementary	357		357						
Dieringer Heights Elem.	508		508						
Elementary #3		433	433			433			
North Tapps MS	536		536						
TOTALS	1401	433	1834						

DIERINGER SCHOOL DISTRICT NO. 343

Capital Facilities Plan Update, June 2020

CFP Projects and Financing Plan
Sources and Uses of Funds
(x \$1,000)

Sources of Funds

Existing Revenue:

Reserve	\$3,254
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New Revenue:

Bonds, Levies, Fees, State Matching	
Funds, Dedications, Mitigation Payments	<u>\$33,099</u>

TOTAL SOURCES	<u>\$36,273</u>
---------------	-----------------

Uses of Funds

Elementary #3	(\$30,538)
---------------	------------

Non-Capacity Projects:

School Site, Technology Upgrades, And Board Approved Projects	<u>(5,735)</u>
--	----------------

TOTAL USES	<u>(\$36,273)</u>
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BALANCE	0
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DIERINGER SCHOOL DISTRICT NO. 343

FINANCE PLAN 2021-2026

June 2020

<u>Permanent Capacity Projects</u>		<u>Unsecured Source of Funds</u>			<u>Secured Source of Funds</u>		
	<u>Estimated Cost</u>	<u>Estimated Amt Levy, Bond</u>	<u>Estimated Unrestricted</u>	<u>Impact Fees</u>	<u>Levy, Bond & Amount</u>	<u>Unrestr Amount</u>	<u>Impact Fees</u>
School Site Elem. No. 3	25,275,000	25,034,901	4,000	9,000	0	0	227,099
Total Capacity Projects	<u>25,275,000</u>	<u>25,034,901</u>	<u>4,000</u>	<u>9,000</u>	<u>0</u>	<u>0</u>	<u>227,099</u>
<u>Non-Capacity Projects</u>							
School Site Elem. No. 3	5,263,356	4,511,935	0	0	0	751,421	0
Technology Improvements	5,735,558	3,528,892	10,000	0	2,196,666	0	0
Total Non-Capacity Projects	<u>10,998,914</u>	<u>8,040,827</u>	<u>10,000</u>	<u>0</u>	<u>2,196,666</u>	<u>751,421</u>	<u>0</u>
TOTAL PROJECTS	<u><u>36,273,914</u></u>	<u><u>33,075,728</u></u>	<u><u>14,000</u></u>	<u><u>9,000</u></u>	<u><u>2,196,666</u></u>	<u><u>751,421</u></u>	<u><u>227,099</u></u>

DIERINGER SCHOOL DISTRICT NO. 343

Capital Facilities Plan Update, 2020

Capital Facilities Requirements to 2026

Time Period	Student Population	Student Capacity	Net Reserve Or (Deficiency)
2020 Actual	1523.0	1401	(122)
2021-2026 Growth	85.3	433	347.7

Dieringer School District Cost Per Student

(2020 Dollars)

<u>Elementary Schools</u>	<u>Middle Schools</u>	<u>Junior High Schools</u>	<u>High Schools</u>
\$57,639	\$64,467	NA	NA

School Impact Fee Calculation 6/20				DISTRICT		Dieringer School District	
School Site Acquisition Cost:							
((AcresxCost per Acre)/Facility Capacity)xStudent Generation Factor							
	Facility	Cost/	Facility	Student	Student		
	Acreage	Acre	Capacity	Factor	Factor	Cost/	Cost/
				SFR	MFR	SFR	MFR
Elementary #3	12.00	\$438,613	433	0.322	0.172	\$3,909	\$2,091
Middle				0.130	0.070		
				TOTAL		\$3,909	\$2,091
School Construction Cost:							
((Facility Cost/Facility Capacity)xStudent Generation Factor)x(permanent/Total Sq Ft)							
		Facility	Facility	Student	Student		
		Cost	Capacity	Factor	Factor	Cost/	Cost/
				SFR	MFR	SFR	MFR
Elementary #3		\$25,275,000	433	0.322	0.172	\$18,796	\$10,040
				0.130	0.070		
				TOTAL		\$18,796	\$10,040
Temporary Facility Cost:							
((Facility Cost/Facility Capacity)xStudent Generation Factor)x(Temporary/Total Square Feet)							
	%Temp/	Facility	Facility	Student	Student	Cost/	Cost/
	Total Sq.Ft	Cost	Size	Factor	Factor	SFR	MFR
				SFR	MFR		
Elementary		\$0	0	0.322	0.172		
Middle		\$0	0	0.130	0.070		
				TOTAL		\$0	\$0
State Matching Credit:							
Boeckh Index X SPI Square Footage X District Match % X Student Factor							
	Boeckh	SPI	District	Student	Student		
	Index	Footage	Match %	Factor	Factor	Cost/	Cost/
				SFR	MFR	SFR	MFR
Elementary							
Middle							
				TOTAL		\$0	\$0
Tax Payment Credit:						SFR	MFR
Average Assessed Value 2020						\$653,162	\$480,235
Capital Bond Interest Rate (est) 5/20						0.40%	0.40%
Net Present Value of Average Dwelling						\$6,390,194	\$4,698,367
						10	10
Property Tax Levy Rate 2020						\$2.2460	\$2.2460
Present Value of Revenue Stream						\$14,352	\$10,553
Fee Summary:				Single	Multiple		
				Family	Family		
Site Acquisition Costs				\$3,909.23	\$2,090.76		
Permanent Facility Cost				\$18,795.73	\$10,039.95		
Temporary Facility Cost				\$0.00	\$0.00		
State Match Credit				\$0.00	\$0.00		
Tax Payment Credit				(\$14,352.38)	(\$10,552.53)		
FEE				\$8,353	\$1,578		
FEE WITH DISCOUNT OF 50%				\$4,176			
FEE WITH DISCOUNT OF 50%					\$789		



DIERINGER SCHOOL DISTRICT No. 343

Educating every child for

Confidence today and

Contribution tomorrow

July 30, 2020

Jeff Tate
Director of Planning
City of Auburn
25 West Main Street
Auburn, WA 98001-4998

Subject: Dieringer School District – Mitigation Impact Fees

Dear Mr. Tate:

The Dieringer School District has completed the Dieringer School District Capital Facilities Plan for 2021-2026. In preparing the updated Capital Facilities Plan the District once more reviewed the question of the School Impact Fee Calculation. Based on the analysis of the District's site acquisition and permanent facility costs, the Dieringer School District Board of Directors has determined that the appropriate mitigation impact fee for the permitting of a single family residence is \$4,176 and \$789 per unit for a multiple family residence.

A review of the fees collected by the City of Auburn, on behalf of other school districts within the city, serves to support the validity of the Dieringer requested fee of \$4,176 and \$789 per unit for a multiple family residence.

The property values within the boundaries of the Dieringer School District are the highest in Pierce County; this causes site acquisition to be expensive and contributes to overall higher construction costs than other school districts experience. Therefore, it is most appropriate for the mitigation impact fees collected on behalf of the Dieringer School District to be adjusted to more closely approximate the fees collected for other local school districts.

The Dieringer School District requests that the City of Auburn adjust the mitigation impact fees collected on behalf of the District to the \$4,176 and \$789 per unit for a multiple family residence established in the Capital Facilities Plan for 2021-2026. Please let me know if you need further information by contacting me at (253) 862-2537.

Sincerely,

Michael Farmer
Superintendent

DRAFT - DETERMINATION OF NONSIGNIFICANCE

for

Dieringer School District No. 343
2020 Capital Facilities Plan

Issued with a 14-day comment and appeal period

Description of Proposal:

This threshold determination analyzes the environmental impacts associated with the following actions, which are so closely related to each other that they are in effect a single action:

1. The adoption of the Dieringer School District Amended 2020 Six-Year Capital Facilities Plan by the Dieringer School District for the purposes of planning for the facilities needs of the District.
2. The amendment of the Pierce County Comprehensive Plan to include the Dieringer School District Amended 2020 Capital Facilities Plan as a part of the Capital Facilities Plan Element of the Pierce County Comprehensive Plan.
3. The amendment of the Comprehensive Plan of the City of Auburn to include the Dieringer School District's Amended 2020 Capital Facilities Plan as part of the Capital Facilities Plan Element of the Comprehensive Plans of the City of Auburn.
4. The amendment of the Comprehensive Plan of the City of Sumner to include the Dieringer School District's Amended 2020 Capital Facilities Plan as part of the Capital Facilities Plan Element of the Comprehensive Plans of the City of Sumner.

Proponent: Dieringer School District No. 343

Location of the Proposal:

The Dieringer School District includes an area of approximately 5.5 square miles. Portions of the cities of Auburn and Sumner fall within the District's boundaries, as do parts of unincorporated Pierce County.

Lead Agency:

Dieringer School District No. 343 is the lead agency pursuant to WAC 197-11-926.

The lead agency for this proposal has determined that the proposal does not pose a probable significant adverse impact to the environment. An environmental impact statement (EIS) is not required under RCW 43.21 C.030 (2) (c). This decision was made after a review of the completed environmental checklist and other information on file with the lead agency. This information is available to the public upon request.

This Determination of Nonsignificance (DNS) is issued under WAC 197-11-340(2). The lead agency will not act on this proposal for 14 days from the date of issue. Comments must be submitted by 4:00 p.m., August 17, 2020. The responsible official will reconsider the DNS based on timely comments and may retain, modify, or, if significant adverse impacts are likely, withdraw the DNS. If the DNS is retained, it will be final after the expiration of the comment deadline.

Responsible Official:



Michael Farmer
Superintendent
Dieringer School District No. 343

Telephone: (253) 862-2537

Address: 1320 178th Ave E.
Lake Tapps, Washington 98391

Appeals of this determination are governed by Board Policy No. 6890 which can be obtained from Dr. Judy Neumeier-Martinson, Superintendent, Dieringer School District No. 343, 1320 178th Ave E., Lake Tapps, Washington 98391 and pursuant to WAC 680 and RCW 43.21 C.075.

Date of Issue: July 30, 2020

Date Published August 3, 2020

ENVIRONMENTAL CHECKLIST

WAC 197-11-960 Environmental Checklist.

Purpose of Checklist:

The State Environmental Policy Act (SEPA), chapter 43.21 C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the agency decide whether an EIS is required.

Instructions for Applicants:

This environmental checklist asks you to describe some basic information about your proposal. Governmental agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the answer, or if a question does not apply to your proposal, write "do not know" or "does not apply." Complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the governmental agencies can assist you.

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

Use of checklist for nonproject proposals:

Complete this checklist for nonproject proposals, even though questions may be answered "does not apply." In addition, complete the Supplemental Sheet for nonproject actions (part D).

For nonproject actions, the references in the checklist to the words "project," "applicant," and "property or site" should be read as "proposal," "prepares," and "affected geographic area," respectively.

A. BACKGROUND

1. Name of proposed project, if applicable

The adoption of a six-year Capital Facilities Plan by the Dieringer School District. The Comprehensive Plans of Pierce County, City of Auburn and City of Sumner have been and/or will be amended to include the Dieringer School District 2020 Capital Facilities Plan in the Capital Facilities Plan Element of each jurisdiction's Comprehensive Plan. A copy of the District's Plan is available for review in the District Office.

2. Name of applicant:

Dieringer School District No. 343

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

Dieringer School District No. 343
1320 178th Ave E.
Lake Tapps, WA 98391

Contact Person: Michael Farmer, Superintendent

Telephone: (253) 862-2537

4. Date checklist prepared: July 30, 2020.

5. Agency requesting checklist:

Dieringer School District No. 343

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

The 2020 Dieringer School District Capital Facilities Plan is scheduled to be adopted in August 17, 2020 and forwarded to Pierce County, Cities of Auburn and Sumner for possible inclusion in each jurisdiction's Comprehensive Plan. The Capital Facilities Plan will be updated annually. Site-specific projects have been or will be subject to project-specific environmental review.

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

The Capital Facilities Plan reviews the purchase of additional property and the construction of a new elementary school.

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

The above-referenced projects will undergo environmental review at the time of formal proposal.

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

If yes, explain.

No.

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

Pierce County and Cities of Auburn and Sumner will review and approve the Capital Facilities Plan for the purposes of impact fee ordinances and will need to adopt the Plan as an amendment to the Capital Facilities Plan element of the Comprehensive Plans of Pierce County and Cities of Auburn and Sumner.

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

This is a non-project action. This proposal involves the adoption of the Dieringer School District 2018 Capital Facilities Plan for the purpose of planning the facilities needs of the District and for inclusion in the Capital Facilities Plan element and possible amendment of the Comprehensive Plans for Pierce County, City of Auburn and City of Sumner. A copy of the Capital Facilities Plan may be viewed at the Dieringer School District Office.

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

The 2020 Capital Facilities Plan will affect the Dieringer School District. The District includes an area of approximately 5.5 square miles. Portions of the City of Auburn and the City of Sumner, and parts of unincorporated Pierce County, fall within the District's boundaries.

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site (circle one): Flat, rolling, hilly, steep slopes, mountainous, and more than 2/3 of Lake Tapps.

The Dieringer School District is comprised of a variety of topographic land forms and gradients, including all of those listed. Specific topographic characteristics will be identified during the planning and permit process for each capital project.

b. What is the steepest slope on the site (approximate percent slope)?

Specific slope characteristics will be identified during the planning and permit process for each capital project.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.

Specific soil types will be identified during the planning and permit process for each capital project.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

Unstable soils may exist within the Dieringer School District. Specific soil limitations on individual project sites will be identified at the time of environmental review.

e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.

Individual projects included in the Capital Facilities Plan will be subject to project specific environmental review and local approval at the time of proposal. Proposed grading projects, as well as the purpose, type, quantity, and source of fill materials will be identified as appropriate to each project.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

It is possible that erosion could occur as a result of construction projects currently proposed in the Capital Facilities Plan. Individual projects and their erosion impacts will be evaluated on a site-specific basis. Individual projects will be subject to environmental review and local approval at the time of proposal.

g. About what percent of the site will be covered with impervious project construction (for example, asphalt or buildings?)

Percentage of impervious cover will vary with each capital facilities project and will

be addressed during project-specific environmental review.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

Erosion potential on individual project sites will be addressed during project-specific environmental review. Relevant erosion reduction and control requirements will be met.

2. Air

a. What types of emissions to the air would result from the proposal (ie., dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.

Various emissions, many construction-related, may result from individual projects. Air-quality impacts will be evaluated during project-specific environmental review. Please see the Supplemental Sheet for Nonproject Actions.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

Off-site sources and necessary mitigation will be addressed during project-specific environmental review.

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

Plans for individual projects included in the Capital Facilities Plan have been or will be subject to environmental review and relevant local approval processes, including obtaining of any necessary air quality permits, at the time individual projects are formally proposed. Please see the Supplemental Sheet for Nonproject Actions.

3. Water

a. Surface:

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

There is a network of surface water bodies within the Dieringer School District. The surface water regimes and flow patterns have been or will be researched and incorporated in the design of each individual project.

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

Some projects may require work near these described waters. Individual projects in the Capital Facilities Plan will be subject to environmental review and local approval requirements at the time the project is formally proposed.

- 3) Estimate the amount of fill and dredge material that be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

Information with respect to placement or removal of fill or dredge material will be addressed at the time of project-specific environmental review. Applicable local regulations have been or will be satisfied.

- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

Any surface water withdrawals or diversions have been or will be addressed during project-specific environmental review.

- 5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

Each capital facilities project, if located in a floodplain area, will be required to meet applicable local regulations for flood areas.

- 6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

Specific information regarding discharges of waste materials, if any, will be addressed during project-specific environmental review. Please see the Supplemental Sheet for Nonproject Actions.

b. Ground:

- 1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.

Individual projects included in the Capital Facilities Plan may impact ground water resources. Each project will be evaluated during project-specific environmental review. Applicable local regulations have been or will be satisfied. Please see the Supplemental Sheet for Nonproject Actions.

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. .; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to served (if applicable), or the number of animals or humans the system(s) are expected to serve.

Impacts of discharged waste material, if any, have been or will be addressed during site-specific, project-level environmental review.

c. Water Runoff (including storm water):

- 1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

Individual projects included in the Capital Facilities Plan may have varying storm water runoff consequences. Each project will be subject to environmental review and applicable local regulations.

- 2) Could waste materials enter ground or surface waters? If so, generally describe.

Individual projects included in the Capital Facilities Plan will have varying environmental impacts and will be subject to appropriate review and local regulations prior to construction. Information regarding waste materials will be presented at the time of such review. Please see the Supplemental Sheet for Nonproject Actions.

d. Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:

Specific measures to reduce or control runoff impacts have been or will be developed on a project-specific basis in cooperation with the appropriate jurisdiction.

4. Plants:

a. Check or circle types of vegetation found on the site:

- ☐ deciduous tree: alder, maple, aspen, other
- ☐ evergreen tree: fir, cedar, pine, other
- ☐ shrubs
- ☐ grass
- ☐ pasture
- ☐ crop or grain
- ☐ wet soil plants: cattail, buttercup, bulrush, skunk cabbage. Other
- ☐ other water plants: water lily, eelgrass, milfoil, other
- ☐ other types of vegetation

There are various vegetative zones within the Dieringer School District. An inventory of species has been or will be produced as part of project-specific environmental review.

b. What kind and amount of vegetation will be removed or altered?

Impacts on vegetation will be determined at the time of project-specific environmental review at the time the project is formally proposed. Please see the Supplemental Sheet for Nonproject Actions.

c. List threatened or endangered species known to be on or near the site.

Specific impacts to these species from individual projects has been or be determined at the time of project proposal and will be addressed during site-specific, project-level environmental review.

- d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

Individual projects included in the Capital Facilities Plan will be subject to environmental review and local approval at the time of project proposal.

5. Animals:

- a. Circle any birds and animals which have been observed on or near the site or are known to be on or near the site:

birds: hawk, heron, eagle, songbirds, other:

mammals: deer, bear, elk, beaver, other:

fish: bass, salmon, trout, perch, crappies, tiger muskies other:

An inventory of species observed on or near sites has been or will be developed during project-specific environmental review.

- b. List any threatened or endangered species known to be on or near the site.

Specific impacts to these species from individual projects will be determined at the time of project proposal and will be reviewed in cooperation with the affected jurisdictions.

- c. Is the site part of a migration route? If so, explain.

Impacts on migration routes, if any, will addressed during site-specific, project-level environmental review.

- d. Proposed measures to preserve or enhance wildlife, if any:

Appropriate measures to preserve or enhance wildlife have been or will be determined at the time of site-specific, project-level environmental review.

6. Energy and Natural Resources:

- a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

The State Board of Education requires a life-cycle cost analysis of all heating,

lighting, and insulating systems prior to allowing specific projects to proceed. Energy needs will be decided at the time of specific engineering and site design planning. Please see the Supplemental Sheet for Nonproject Actions.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe:

Individual projects of this Capital Facilities Plan will be evaluated as to their impact on the solar potential of adjacent projects during environmental review.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

Energy conservation measures will be considered at the project-specific design phase and environmental review.

7. Environmental Health

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste that could occur as a result of this proposal? If so, describe.

Please see the Supplemental Sheet for Nonproject Actions.

1) Describe special emergency services that might required.

Please see the Supplemental Sheet for Nonproject Actions.

2) Proposed measures to reduce or control environmental health hazards, if any:

Proposed projects will comply with all current codes, standards, and rules and regulations. Individual projects have been or will be subject to environmental review and local approval at the time of formal submittal.

b. Noise:

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

A variety of noises exist within the Dieringer School District. Specific noise sources have been or will be identified during project-specific environmental review.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

Normal construction noises would exist on a short-term basis during school construction. There could be an increase in traffic or operations-related noise

which would be addressed during project specific environmental review. Please see the Supplemental Sheet for Nonproject Actions.

3) Proposed measures to reduce or control noise impacts, if any:

Project noise impacts have been or will be evaluated and mitigated during the project-specific environmental review. Each project is or will be subject to applicable local regulations.

8. Land and Shoreline Use:

a. What is the current use of the site and adjacent properties?

There are a variety of land uses within the Dieringer School District, including residential, commercial, industrial, institutional, utility, agricultural, forestry, open space, recreational, etc.

b. Has the site been used for agriculture? If so, describe.

This question will be addressed during site-specific, project-level environmental review.

c. Describe any structures on the site.

Structures located on proposed sites have been or will be identified and described during project-specific environmental review when appropriate.

d. Will any structures be demolished? If so, what?

Structures to be demolished, if any, will be identified as part of the project-specific environmental review process.

e. What is the current zoning classification of the site?

There are a variety of zoning classifications within the Dieringer School District. Site specific zoning information has been or will be identified during project-specific environmental review.

f. What is the current comprehensive plan designation of the site?

An inventory of comprehensive plan designations has been or will be completed during project-specific environmental review.

g. If applicable, what is the current shoreline master program designation of the site?

Any shoreline master program designations have been or will be identified during project-specific environmental review.

h. Has any part of the site been classified as an "environmentally sensitive"

area? If so, specify.

Environmentally sensitive areas, if any, will be identified during project-specific environmental review.

i. Approximately how many people would reside or work in the completed project?

This information has been or will be provided at the time of project-specific environmental review.

j. Approximately how many people would the completed project displace?

It is not anticipated that proposed projects will displace any people. Displacement of people, if any, will be evaluated during project-specific environmental review.

k. Proposed measures to avoid or reduce displacement impacts, if any:

Individual projects included in the Capital Facilities Plan will be subject to project specific environmental review and local approval at the time the project is formally proposed.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

Compatibility of the proposal and specific projects with existing uses and plans have been or will be assessed as part of the comprehensive planning process and during project-specific environmental review.

9. Housing

a. Approximately how many units would be provided if any? Indicate whether high, middle, or low-income housing.

No housing units would be provided.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

Any impact of project proposals on existing housing have been or would be evaluated during project-specific environmental review procedures.

c. Proposed measures to reduce or control housing impacts, if any:

Measures to reduce or control any housing impacts have been or will be addressed during site-specific, project-level environmental review.

10. Aesthetics:

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

Aesthetic impacts have been or will be determined at the time of site-specific, project-level environmental review.

- b. What views in the immediate vicinity would be altered or obstructed?

Aesthetic impacts have been or will be determined at the time of site-specific, project-level environmental review.

- c. Proposed measures to reduce or control aesthetic impacts, if any:

Appropriate measures to reduce or control aesthetic impacts have been or will be determined at the time of project-specific environmental review.

11. Light and Glare:

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

Light or glare impacts have been or will be determined at the time of project-specific environmental review.

- b. Could light or glare from the finished project be a safety hazard or interfere with views?

Light or glare impacts have been or will be determined at the time of the project-specific environmental review.

- c. What existing off-site sources of light or glare may affect your proposal?

Off-site sources of light or glare have been or will be evaluated at the time of project specific environmental review.

- d. Proposed measures to reduce or control light and glare impacts, if any:

Mitigation of light and glare impacts have been or will be addressed during project specific environmental review.

12. Recreation:

- a. What designated and informal recreational opportunities are in the immediate vicinity?

There are a variety of formal and informal recreational facilities within the Dieringer School District.

- b. Would the proposed project displace any existing recreational uses? If so, describe.

Recreational impacts have been or will be addressed during project specific environmental review. Projects in the Capital Facilities Plan may enhance recreational opportunities and uses.

- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

Any adverse effects on recreation stemming from individual project proposals have been or will be subject to mitigation during the environmental review procedure. A school site usually provides recreational facilities to the community in the form of additional play fields and gymnasiums.

13. Historic and Cultural Preservation:

- a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.

The existence of historic and cultural resources will be determined at the time of project-specific environmental review.

- b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.

An inventory of historical sites has been or will be conducted as part of project specific environmental review.

- c. Proposed measures to reduce or control impacts, if any:

Appropriate measures have been or will be proposed on a project-specific basis.

14. Transportation:

- a. Identify public streets and highways serving the site and describe proposed access to the existing street system. Show on site plans, if any.

Impact on public streets and highways has been or will be assessed during project specific environmental review.

- b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

The relationship between specific projects and public transit has been or will be assessed during project-specific environmental review.

- c. How many parking spaces would the completed project have? How many would the project eliminate?

An inventory of parking spaces and the impacts of specific projects on parking spaces has been or will be conducted during project-specific environmental review.

- d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).

The development of new schools may require new access roads or streets. This issue will be fully addressed during project-specific environmental review.

- e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

Use of water, rail or air transportation has been or will be addressed during site specific, project-level environmental review.

- f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

Each project proposal has been or will be separately evaluated as to traffic impacts.

- g. Proposed measures to reduce or control transportation impacts, if any:

Mitigation of impacts on transportation has been or will be addressed during project specific environmental review.

15. Public Services:

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.

The District does not anticipate that the projects identified in the Capital Facilities Plan will substantially increase the need for other public services. Impacts have been or will be evaluated on a project-specific basis.

- b. Proposed measures to reduce or control direct impacts on public services, if any.

Schools are built with automatic security systems, fire alarms, smoke alarms, heat sensors and sprinkler systems.

16. Utilities

a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.

Utilities available at project sites have been or will be identified during project specific environmental review.

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

Utility revisions and construction needs will be identified during project-specific environmental review.

C. Signature

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

Signature: 
Michael Farmer

Date Submitted: July 30, 2020

D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS

(do not use this sheet for project actions)

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

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

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

To the extent this Plan makes it more likely that school facilities will be constructed, and/or renovated or remodeled, some of these environmental impacts will be more likely. Additional impermeable surfaces, such as roofs, parking lots, sidewalks, access roads and playgrounds will increase storm water runoff, which could enter surface or ground water. Emissions to air could result from heating systems, emergency generators and other equipment, and from additional car and bus trips to and from the school for students and faculty. Any emissions resulting from this Plan should not require the production, storage, or release of toxic or hazardous substances, with the possible exception of storage of diesel fuel or gasoline for emergency generating equipment. Noise may result from additional traffic and from concentrating several hundred children at a new facility, especially before and after school and during recesses.

To the extent this proposal allows additional residential development to occur, these impacts would also increase somewhat, but it is not possible to quantify those impacts at this time. The impacts would depend on the type, location and distribution of housing, for example, whether single or multiple family and the location of the school.

Proposed measures to avoid or reduce such increases are:

Facilities implementing the Plan have been or will be evaluated at the project specific level and impacts will be mitigated accordingly. Storm water detention and runoff will meet applicable County and/or City requirements and, depending on the date of actual construction, may be subject to a National Pollutant Discharge Elimination

System ("NPDES") permitting requirements. Discharges to air will be minimal, and will meet any applicable requirements of the Puget Sound Air Pollution Control Authority. Fuel oil will be stored according to local and state requirements.

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

The Plan itself will have no impact on these elements of the environment. Depending on the particular site, construction of facilities may require clearing sites of plants and loss of animal habitat. To the extent residential development is allowed, additional area may be cleared and eliminated as habitat for animals. There are not likely to be any impacts on fish or marine life, although some water quality degradation in streams and rivers could occur due to increased residential development. These impacts have been or will be addressed in more detail during project-specific environmental review when appropriate.

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

Individual projects will be evaluated and mitigated appropriately on a project-specific basis, but specific mitigation proposals cannot be identified at this time.

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

Any actual projects resulting from this Plan would consume heating fuel and electrical energy. Increased traffic resulting from the construction of additional facilities would consume petroleum based fuels. Reduced traffic resulting from construction of another neighborhood school may also reduce amounts of fuel consumed, but it is not possible to quantify such reduction in consumption at this time. These impacts have been or will be addressed in more detail during project-specific environmental review when appropriate.

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

Facilities would be constructed in accordance with applicable energy efficiency standards.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

The Plan and facilities constructed pursuant to the Plan should have no impact on these resources. It is not possible to predict whether other development made possible by this Plan would affect sensitive areas.

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

No specific measures are being proposed at this time. Appropriate measures have been or will be proposed during project-specific review. Annual updates of this Plan

will be coordinated with Pierce County, City of Auburn and City of Sumner as part of the Growth Management Act process, one of the purposes of which is to protect environmentally sensitive areas. To the extent the School District's facilities planning process is part of the overall growth management planning process, these resources are more likely to be protected.

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

The Plan will not have any impact on land or shoreline use that is incompatible existing comprehensive plans, land use codes, or shoreline management plans.

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

None are proposed at this time. Actual facilities constructed to implement the Plan will be sited and constructed to avoid or reduce land use impacts.

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

This proposal should not create substantial new demands for transportation. The projects included in the Capital Facilities Plan may create an increase in traffic near new District facilities but also reduce traffic by creating the opportunity for more students to walk to a closer school. The construction of the facilities included in the Capital Facilities Plan may result in minor increases in the demand for public services and utilities, such as fire and police protection, and water, sewer, and electric utilities. None of these impacts are likely to be significant. The impacts on transportation and public services and utilities of the projects included in the Capital Facilities Plan will be addressed during project-level review when appropriate.

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

No measures to reduce or respond to such demands are proposed at this time.

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

The Dieringer School District Capital Facilities Plan will not conflict with any laws or requirements for the protection of the environment.

**POLICY/TEXT AMENDMENT (P/T) #3
INCORPORATE FEDERAL WAY PUBLIC SCHOOLS
#210, 2021 CAPITAL FACILITIES PLAN**



FEDERAL WAY PUBLIC SCHOOLS

Each Scholar: A voice. A dream. A **BRIGHT** future.



Lake Grove
Elementary School

Mirror Lake
Elementary School



Wildwood
Elementary School

Thomas
Jefferson
High School



CAPITAL FACILITIES PLAN 2021

FEDERAL WAY PUBLIC SCHOOLS
2021
CAPITAL FACILITIES PLAN
June 5, 2020

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INTRODUCTION

In response to the requirements of the State of Washington Growth Management Act (SHB) 2929 (1990) and ESHB 1025 (1991)), and under the School Impact Fee Ordinances of King County Code 21A, City of Federal Way Ordinance No. 95-249 effective December 21, 1995 as amended, City of Kent Ordinance No. 4278 effective June 2018, revised January 2020, and the City of Auburn Ordinance No. 5078 effective 1998, Federal Way Public Schools has updated its Capital Facilities Plan as of June 2020.

This plan is scheduled to be submitted for consideration to each of the jurisdictions located within the Federal Way Public Schools' service area: King County, the City of Kent, City of Federal Way and the City of Auburn and is incorporated in the Comprehensive Plans of each jurisdiction by reference. This plan is requested to be included in the Facilities Plan element of the Comprehensive Plans of each jurisdiction. To date, the City of Des Moines has not adopted a school impact fee ordinance. The City of Des Moines collects school impact fees as part of the SEPA process. Discussions with the City of Milton to adopt an ordinance for school impact fees for parcels located within the Federal Way School District's service area is in process.

The Growth Management Act requires the County to designate Urban Growth areas within which urban growth can be encouraged. The Growth Management Planning Council adopted and recommended to the King County Council for Urban Growth Area Line Maps with designations for urban centers. A designation was made within the Federal Way planning area, which encompasses Federal Way Public Schools boundaries. King County will encourage and actively support the development of Urban Centers to meet the region's need for housing, jobs, services, culture, and recreation. This Plan's estimated population growth is prepared with this underlying assumption.

This Capital Facilities Plan will be used as documentation for any jurisdiction, which requires its use to meet the needs of the Growth Management Act. This plan is not intended to be the sole planning tool for all of the District needs. The District may prepare interim plans consistent with Board policies or management need.

During the 2016-17 school year the District formed a 100 member Facilities Planning Committee consisting of parents, community members and staff. The Committee was tasked with developing a recommendation to the Superintendent regarding Phase 2 of the District's plan for school construction, remodeling, and/or modernization for voter consideration in November 2017. The voters passed this \$450M bond authorization with a 62% YES vote reflecting a commitment to invest in the modernization of our infrastructure. Through the committee's work a determination was made to rebuild Thomas Jefferson High School, Illahee Middle School, Totem Middle School, Lake Grove Elementary, Mirror Lake Elementary, Olympic View Elementary, Star Lake Elementary, and Wildwood Elementary. In addition to the school projects, the committee included a plan to modernize Memorial Stadium, which currently supports athletic activities for all schools. The rebuilding of the schools will create additional capacity for students at the elementary and high school levels.

INTRODUCTION, continued

The District continues to monitor factors that may have an impact on enrollment and capacity at our schools, including new single-family and multi-family residential developments and any impacts due to the COVID-19 stay home order. In accordance with the McCleary decision, the State has provided funding to reduce K-3 class size to 17 and 4-12 class size to 25. Beginning in 2019-20 the legislature expects compliance with this funding adding pressure to the need for elementary capacity. In response to this need the district has acquired a commercial building to renovate into classrooms to provide permanent additional capacity.

We will also continue to study school boundaries as new housing and fluctuating populations impact specific schools. Some shifts in boundaries may be required in the coming years. At this time with more than 1,000 unhoused elementary students, boundary adjustments cannot resolve the need for additional capacity.

SECTION 1 - THE CAPITAL FACILITIES PLAN

The State Growth Management Act requires that several pieces of information be gathered to determine the facilities available and needed to meet the needs of a growing community.

This section provides information about current facilities, existing facility needs, and expected future facility requirements for Federal Way Public Schools. A Financial Plan that shows expected funding for any new construction, portables and modernization listed follows this.

INVENTORY OF EDUCATIONAL FACILITIES

ELEMENTARY SCHOOLS (K-5)

Adelaide	1635 SW 304 th St	Federal Way	98023
Brigadoon	3601 SW 336 th St	Federal Way	98023
Camelot	4041 S 298 th St	Auburn	98001
Enterprise	35101 5 th Ave SW	Federal Way	98023
Green Gables	32607 47 th Ave SW	Federal Way	98023
Lake Dolloff	4200 S 308 th St	Auburn	98001
Lake Grove	303 SW 308 th St	Federal Way	98023
Lakeland	35827 32 nd Ave S	Auburn	98001
Mark Twain	2450 S Star Lake Rd	Federal Way	98003
Meredith Hill	5830 S 300 th St	Auburn	98001
Mirror Lake	625 S 314 th St	Federal Way	98003
Nautilus (K-2)	1000 S 289 th St	Federal Way	98003
Olympic View	2626 SW 327 th St	Federal Way	98023
Panther Lake	34424 1 st Ave S	Federal Way	98003
Rainier View	3015 S 368 th St	Federal Way	98003
Sherwood Forest	34600 12 th Ave SW	Federal Way	98023
Silver Lake	1310 SW 325 th Pl	Federal Way	98023
Star Lake	4014 S 270 th St	Kent	98032
Sunnycrest	24629 42 nd Ave S	Kent	98032
Twin Lakes	4400 SW 320 th St	Federal Way	98023
Valhalla	27847 42 nd Ave S	Auburn	98001
Wildwood	2405 S 300 th St	Federal Way	98003
Woodmont (K-8)	26454 16 th Ave S	Des Moines	98198

MIDDLE SCHOOLS (6-8)

Federal Way Public Academy (6-10)	34620 9 th Ave S	Federal Way	98003
Illahee	36001 1 st Ave S	Federal Way	98003
Kilo	4400 S 308 th St	Auburn	98001
Lakota	1415 SW 314 th St	Federal Way	98023
Sacajawea	1101 S Dash Point Rd	Federal Way	98003
Sequoyah	3450 S 360 th ST	Auburn	98001
Totem	26630 40 th Ave S	Kent	98032
TAF @ Saghalie (6-12)	33914 19 th Ave SW	Federal Way	98023

HIGH SCHOOLS (9-12)

Decatur	2800 SW 320 th St	Federal Way	98023
Federal Way	30611 16 th Ave S	Federal Way	98003
Thomas Jefferson	4248 S 288 th St	Auburn	98001
Todd Beamer	35999 16 th Ave S	Federal Way	98003
Career Academy at Truman	31455 28 th Ave S	Federal Way	98003

ADDITIONAL SCHOOLS

Internet Academy (K-12)	31455 28 th Ave S	Federal Way	98003
Employment Transition Program (12+)	33250 21 st Ave SW	Federal Way	98023
Federal Way Open Doors	31455 28 th Ave S	Federal Way	98003
Former DeVry Property (K-5)	3600 S 344 th Way,	Federal Way	98001

CURRENT INVENTORY NON-INSTRUCTIONAL FACILITIES

Developed Property

Central Kitchen	1214 S 332 nd	Federal Way	98003
Federal Way Memorial Field	1300 S 308 th St	Federal Way	98003
Educational Services Center	33330 8 th Ave S	Federal Way	98003
Support Services Center	1211 S 332 nd St	Federal Way	98003

Leased Property

Early Learning Center at Uptown Square	1066 S 320 th St	Federal Way	98003
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Undeveloped Property

Site #	Location
75	SW 360th Street & 3rd Avenue SW – 9.2 Acres
65	S 351st Street & 52nd Avenue S – 8.8 Acres
60	E of 10th Avenue SW - SW 334th & SW 335 th Streets - 10.04 Acres
73	N of SW 320 th and east of 45 th PL SW – 23.45 Acres
71	S 344th Street & 46th Avenue S - 17.47 Acres
82	1 st Way S and S 342 nd St – Minimal acreage
96	S 308 th St and 14 th Ave S – .36 Acres

Notes:

Not all undeveloped properties are large enough to meet school construction requirements. Properties may be traded or sold depending on what locations are needed to house students in the District.

NEEDS FORECAST - EXISTING FACILITIES

PHASE	EXISTING FACILITY	FUTURE NEEDS	ANTICIPATED SOURCE OF FUNDS
As needed	Purchase and Relocate Portables	Interim Capacity	Anticipated source of funds is Impact Fees.
II	Thomas Jefferson High School	Replace Existing Building, Increase Capacity	Voter Approved Capital bond
II	Illahee Middle School	Replace Existing Building	Voter Approved Capital bond
II	Totem Middle School	Replace Existing Building	Voter Approved Capital bond
II	Lake Grove Elementary	Replace Existing Building, Increase Capacity	Voter Approved Capital bond
II	Mark Twain Elementary	Replace Existing Building, Increase Capacity	TBD, pending SCAP funding
II	Mirror Lake Elementary	Replace Existing Building, Increase Capacity	Voter Approved Capital bond
II	Olympic View K-8 School	Replace Existing Building, Increase Capacity	Voter Approved Capital bond
II	Star Lake Elementary	Replace Existing Building, Increase Capacity	Voter Approved Capital bond
II	Wildwood Elementary	Replace Existing Building, Increase Capacity	Voter Approved Capital bond
II	Memorial Stadium	Replace Existing Facility	Voter Approved Capital bond
II	DeVry Property	Temp Swing School Increase Capacity	SCAP and K-3 Class size reduction funding
III	Decatur High School	Replace Existing Building, Increase Capacity	TBD
III	Kilo Middle School	Replace Existing Building	TBD
III	Sacajawea Middle School	Replace Existing Building	TBD
III	Adelaide Elementary	Replace Existing Building, Increase Capacity	TBD
III	Brigadoon Elementary	Replace Existing Building, Increase Capacity	TBD
III	Camelot Elementary	Replace Existing Building, Increase Capacity	TBD
III	Lake Dolloff Elementary	Replace Existing Building, Increase Capacity	TBD
III	Nautilus K-8 School	Replace Existing Building, Increase Capacity	TBD
III	Twin Lakes Elementary	Replace Existing Building, Increase Capacity	TBD
III	Woodmont K-8 School	Replace Existing Building, Increase Capacity	TBD

As part of the multi-phase modernization and replacement plan, the District intends to increase capacity for elementary and high school students with expansion at the Thomas Jefferson, Lake Grove, Mirror Lake, Olympic View, Star Lake, and Wildwood sites. Only projects in Phase II with plans to increase capacity are included in the impact fee calculation for this plan.

NEEDS FORECAST - ADDITIONAL FACILITIES

NEW FACILITY	LOCATION	ANTICIPATED SOURCE OF FUNDS
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No current plans for additional facilities.

FEDERAL WAY PUBLIC SCHOOLS 2021 CAPITAL FACILITIES PLAN

Six Year Finance Plan

Secured Funding

Sources	
Impact Fees (1)	\$576,280
Land Sale Funds (2)	(\$1,502,782)
Bond or Levy Funds (3)	\$305,641,132
K3-CSR & TAFA unclaimed expenditures	(\$356,454)
School Construction Assistance Program (SCAP) (4)	(\$1,810,820)
TOTAL	\$302,547,356

Projected Revenue

Sources	
School Construction Assistance Program (SCAP) (5)	\$122,289,000
K-3 Class Size Reduction (6)	\$10,821,352
Bond Funds (7)	\$115,000,000
Land Fund Sales (8)	\$0
Impact Fees (9)	\$3,600,000
TOTAL	\$251,710,352

Actual and Planned Expenditures

Total Secured Funding and Projected Revenue	\$554,257,708
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NEW SCHOOLS	Estimated and Prior Years	Budget 2020-21	2021 2021-22	2022 2022-23	2023 2023-24	2024 2024-2025	2025 2025-2026	2026 2026-2027	Total 2020-2027	Total Cost
MODERNIZATION AND EXPANSION										
Lake Grove Elementary (10)	\$34,189,000	\$8,611,000							\$8,611,000	\$42,800,000
Mirror Lake Elementary (10)	\$35,355,000	\$9,145,000							\$9,145,000	\$44,500,000
Star Lake Elementary (10)	\$7,135,000	\$24,259,000	\$10,106,000						\$34,365,000	\$41,500,000
Wildwood Elementary (10)	\$34,097,000	\$8,603,000							\$8,603,000	\$42,700,000
Olympic View K-8 School (10)			\$2,500,000	\$25,900,000	\$24,600,000				\$53,000,000	\$53,000,000
Thomas Jefferson High School (10)	\$45,653,000	\$40,000,000	\$47,947,000						\$87,947,000	\$133,600,000
Totem Middle School (10)	\$11,229,000	\$40,000,000	\$17,571,000						\$57,571,000	\$68,800,000
Illahee Middle School (10)				\$6,600,000	\$28,700,000	\$45,000,000			\$80,300,000	\$80,300,000
Memorial Stadium (10)							\$1,800,000	\$25,100,000	\$26,900,000	\$26,900,000
									\$0	\$0
									\$0	\$0
SITE ACQUISITION										
Former DeVry/ES 24 (11)	\$16,919,121	\$1,420,500	\$1,424,750	\$1,421,500	\$1,421,000	\$1,423,000	\$1,422,250	\$1,423,750	\$9,956,750	\$26,875,871
TEMPORARY FACILITIES										
Portables (12)					\$200,000	\$200,000	\$200,000	\$200,000	\$800,000	\$800,000
TOTAL	\$184,577,121	\$132,038,500	\$79,548,750	\$33,921,500	\$54,921,000	\$46,623,000	\$3,422,250	\$26,723,750	\$377,198,750	\$561,775,871

NOTES:

- These fees are currently being held in a King County, City of Federal Way, City of Auburn, and City of Kent impact fee account, and will be available for use by the District for system improvements. This is year end balance on 12/31/19.
- This is year end balance on 12/31/19.
- This is the 12/31/19 balance of bond funds and capital levy funds. This figure includes interest earnings.
- This represents the balance due to FWPS from OSPI for School Construction Assistance Program funds spent through December 31, 2019.
- This is anticipated SCAP for the future projects authorized by the voters in 2017, less payments received to-date
- This is a secured K-3 Class size reduction grant.
- In November 2017, the District passed a \$450M bond measure. The amount included in the finance plan is for projects that will create additional capacity. Only the costs associated with increasing capacity are included in school impact fee calculations.
- There are no projected sale of surplus properties.
- These are projected fees based upon anticipated residential developments in the District, estimated at \$50,000 per month over the next 6 years.
- Project budgets are updated as of April 2020 and reflective of actual Guaranteed Price Maximums for all but Illahee Middle School and Olympic View K-8
- A former private university campus located in Federal Way was purchased this year to provide up to 43 additional permanent elementary classrooms. Prior to creating new permanent capacity this location will be used as a temporary housing. These costs of the site acquisition are included in the school impact fee calculations
- These fees represent the cost of purchasing and installing new portables. The portable expenditure in future years may replace existing portables that are not functional. These may not increase capacity and are not included in the capacity summary.

SECTION 2 - MAPS

Federal Way Public Schools has twenty-one elementary schools (grades K-5), two schools with a K-8 grade configuration, six middle school schools (grades 6-8), four high schools (grades 9-12) and four small secondary schools. The Federal Way Public Academy serves students in grades 6-10. The programs at Open Doors and Career Academy at Truman High School serves students in grades 9-12. In addition to these programs, TAF@Saghalie serves students in grades 6-12 who reside within the service area and the Employment and Transition Program (ETP) at the Norman Center serves 18-21 year old scholars.

The Growth Management Act requires that a jurisdiction evaluate if the public facility infrastructure is in place to handle new housing developments. In the case of most public facilities, new development has its major impact on the facilities immediately adjacent to that development. School districts are different. If the district does not have permanent facilities available, interim measures must be taken until new facilities can be built or until boundaries can be adjusted to match the population changes to the surrounding facilities.

It is important to realize that a single housing development does not require the construction of a complete school facility. School districts are required to project growth throughout the district and build or adjust boundaries based on growth throughout the district, not just around a single development.

Adjusting boundaries requires careful consideration by the district and is not taken lightly. It is recognized that there is a potential impact on students who are required to change schools. Boundary adjustments impact the whole district, not just one school.

The final map included represents the city and county boundaries which overlap with the district's service areas.

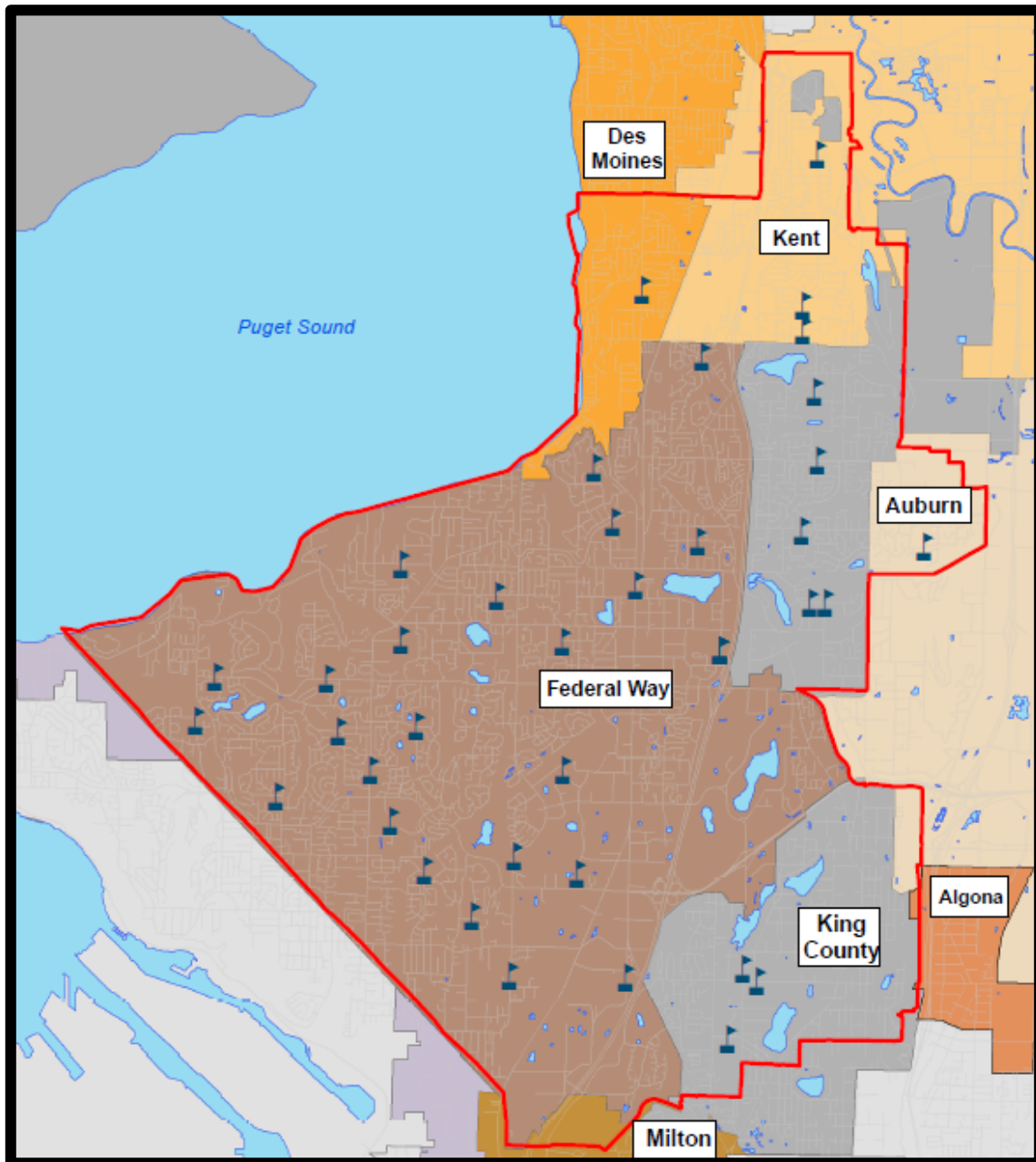
- City of Algona
- City of Auburn
- City of Des Moines
- City of Federal Way
- City of Kent
- City of Milton
- Unincorporated King County

MAP – CITY AND COUNTY JURISDICTIONS



**FEDERAL WAY
PUBLIC SCHOOLS**

Each Scholar: A voice. A dream. A **BRIGHT** future.



**City and County
Jurisdictions**

FWPS boundaries is 100% Urban Growth Area

SECTION 3 - SUPPORT DOCUMENTATION

Building Capacities - The Education Program

Portable Locations

Student Forecast – 2021 through 2027

BUILDING CAPACITIES

This Capital Facilities Plan establishes the District’s “standard of service” in order to ascertain the District’s current and future capacity. The Superintendent of Public Instruction establishes square footage guidelines for capacity, but these guidelines do not take into consideration the education program needs.

In general, the District’s current target class size provides that the average class size for a standard classroom for grades K through 3 should be 17 students to comply with current legislation. In grades 4-5 the target is 25 students. For grades 6 to 12 the target class size is 26 students. Classrooms for students with Individualized Education Program (Special Education) needs are calculated at 12 seats per classroom.

Historically, the District has used the OSPI square footage calculation as a baseline for capacity calculation and made adjustments for specific program needs. The District will continue to use this calculation for determining capacity at our middle and high schools. However, for elementary schools capacity will be calculated based on the number of classroom spaces and the number of students assigned to each classroom.

Class Size Guidelines	FWPS Historical “Standard of Service”	HB2661/SHB2776 Enacted Law	Square Footage Guideline
Kindergarten	18.9	17	25-28
Grades 1-2	18.9	17	25-28
Grade 3	18.9	17	28
Grades 4-5	25	25	28

For the purposes of determining student capacity at individual schools, the following list clarifies adjustments to classroom spaces and the OSPI calculation.

Special Education Resource Rooms:

Each middle school requires the use of a standard classroom(s) for special education students requiring instruction to address specific disabilities.

English as a Second Language Programs:

Each middle school and high school requires the use of a standard classroom for students learning English as a second language.

Middle School Computer Labs:

Each middle school has computer labs, except Totem Middle School. Wireless access has been installed at all secondary schools. If additional classroom space is needed, these computer labs may be converted to mobile carts.

BUILDING CAPACITIES, continued

High School Career Development and Learning Center (Resource) Room:

Each high school provides special education resource room and career development classrooms for students requiring instruction to address specific disabilities.

Preschool/ECEAP/Headstart:

Our district currently offers preschool programs for both special needs & typically developing students at 9 elementary schools. We also have ECEAP and Headstart program at 10 sites (4 elementary schools, 1 middle school, 2 high schools, and 2 commercial sites). These programs decrease capacity at those schools.

Alternative Learning Experience:

Federal Way offers students the opportunity to participate in an Alternative Learning Experience through our Internet Academy. These students have never been included in the capacity calculation of unhoused students.

1418 Youth Reengagement:

Federal Way offers students the opportunity to participate in 1418 Youth Reengagement Open Doors program. These students are housed at the Truman campus but are not currently included in the capacity calculation of unhoused students.

BUILDING CAPACITIES, continued

ELEMENTARY BUILDING PROGRAM CAPACITY

School Name	Headcount	¹ Preschool
Adelaide	353	30
Brigadoon	299	30
Camelot	277	30
Enterprise	345	15
Green Gables	401	
Lake Dolloff	400	
³ Lake Grove	600	
Lakeland	371	
Mark Twain	430	
Meredith Hill	375	30
³ Mirror Lake	600	
Nautilus (K-8)	466	
Olympic View	353	
Panther Lake	347	
Rainier View	405	30
Sherwood Forest	390	6
Silver Lake	400	
Star Lake	337	
Sunnycrest	405	
Twin Lakes	341	30
Valhalla	406	
³ Wildwood	600	30
Woodmont (K-8)	357	
TOTAL	9,258	231

Elementary Average	403	
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MIDDLE SCHOOL BUILDING PROGRAM CAPACITY

School Name	Headcount
Illahee	855
Kilo	779
Lakota	786
Sacajawea	694
Sequoyah	585
Totem	795
TAF @ Saghalie	598
Federal Way Public Academy	183
TOTAL	5,275

*Middle School Average	727
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HIGH SCHOOL BUILDING PROGRAM CAPACITY

School Name	Headcount
Decatur	1243
Federal Way	1684
Thomas Jefferson	1224
Todd Beamer	1085
TAF @ Saghalie	155
Career Academy at Truman	159
Federal Way Public Academy	116
Employment Transition Program	48
TOTAL	5,714

²High School Average	1,309
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Notes:

¹Preschool enrollment reduces capacity for K-5 students. 15 preschool students in one classroom.

²Federal Way Public Academy, Career Academy at Truman High School, and Employment Transition Program

and TAF @ Saghalie for the high school school grade span (9-12) are non-boundary schools. These schools are not used in the calculated averages.

³Lake Grove and Wildwood are scheduled to open January 2021; Mirror Lake is scheduled to open September 2021

PORTABLE LOCATIONS

The Washington State Constitution requires the State to provide each student a basic education. It is not an efficient use of District resources to build a school with a capacity for 500 students due to lack of space for 25 students when enrollment fluctuates throughout the year and from year to year.

Portables are used as interim measures to house students when increasing population impacts a school attendance area. Portables may also be required to house students when new or changing programs require additional capacity. They also provide housing for students until permanent facilities can be financed and constructed. When permanent facilities become available, the portable(s) is either used for other purposes such as storage or child care programs, or moved to another school for an interim classroom. Some portables may not be fit to move due to age or physical condition. In these cases, the District may choose to buy new portables and surplus these unfit portables.

With the launch of construction of new schools, a number of portables will be relocated, decommissioned, or sold. These numbers are not available at this time.

The following page provides a list of the location of the portable facilities, used for educational facilities by Federal Way Public Schools.

PORTABLE LOCATIONS, continued

**PORTABLES LOCATED
AT ELEMENTARY SCHOOLS**

	INSTRUCTIONAL	NON INSTRUCTIONAL
Adelaide	2	1
Brigadoon	1	
Camelot	1	
Enterprise	3	
Green Gables	1	
Lake Dolloff	4	1
Lake Grove		
Lakeland		
Mark Twain	3	
Meredith Hill	3	
Mirror Lake		
Nautilus	3	
Olympic View	2	
Panther Lake	4	
Rainier View	5	
Sherwood Forest	2	2
Silver Lake	1	3
Star Lake		
Sunnycrest	6	
Twin Lakes	1	2
Valhalla	4	
Wildwood		
Woodmont	3	
TOTAL	49	9

**PORTABLES LOCATED
AT HIGH SCHOOLS**

	INSTRUCTIONAL	NON INSTRUCTIONAL
Decatur	8	
Federal Way		
Thomas Jefferson	6	
Todd Beamer	8	
TOTAL	22	

**PORTABLES LOCATED
AT SUPPORT FACILITIES**

MOT	
TDC	9
Former TAFA	
TOTAL	9

**DISTRICT PORTABLES IN USE FOR ECEAP
AND/OR HEADSTART**

Sherwood Forest	1
Totem	
Total	1

**PORTABLES LOCATED
AT MIDDLE SCHOOLS**

	INSTRUCTIONAL	NON INSTRUCTIONAL
Illahee	2	1
Kilo	1	6
Lakota		
Sacajawea	4	
Sequoyah	2	
Totem		
TAF@ Saghalie	4	
TOTAL	13	7

STUDENT FORECAST

Student enrollment projections are a basic component of budget development. Enrollment projections influence many of the financial estimates that go into budget preparation. The majority of staffing requirements are derived directly from the forecasted number of students. Allocations for instructional supplies and materials are also made on the basis of projected enrollment. Other expenditures and certain revenue projections are directly related to enrollment projections.

Enrollment projections are completed annually in the Business Services Department. Projections must be detailed at various levels, district total, school-building totals, grade level and program level to include vocational and special education students.

The basis of projections has been cohort survival analysis. Cohort survival is the analysis of a group that has a common statistical value (grade level) as it progresses through time. In a stable population the cohort would be 1.00 for all grades. This analysis uses historical information to develop averages and project the averages forward. This method does not trace individual students; it is concerned with aggregate numbers in each grade level. The district has used this method with varying years of history and weighted factors to study several projections. Because transfers in and out of the school system are common, student migration is factored into the analysis as it increases or decreases survival rates. Entry grades (kindergarten) are a unique problem in cohort analysis. The district collects information on birth rates within the district's census tracts and treats these statistics as a cohort for kindergarten enrollment in the appropriate years.

The Federal Way School District is using various statistical methods for projecting student enrollments. The resultant forecasted enrollments are evaluated below.

The first method is a statistical cohort analysis that produces ten distinct forecasts. These are forecast of enrollment for one year. The projections vary depending on the number of years of historical information and how they are weighted.

A second method is a projection using an enrollment projection software package that allows the user to project independently at school or grade level and to aggregate these projections for the district level. The Enrollment MasterTM software provides statistical methods including trend line, standard grade progression (cohort) and combinations of these methods. This software produces a five-year projection of school enrollment.

In February 2018, the District contracted a demographer to develop projections for the Federal Way School District. The report was complete in March 2018. The model used to forecast next year's enrollment uses cohort survival rates to measure grade to grade growth, assumes market share losses to private schools (consistent with county-wide average), assumes growth from new housing or losses due to net losses from migration. This forecast was provided as a range of three projections. The long-range forecast provided with this report used a model with cohort survival rates and growth rates based on projected changes in the 5-19 age group for King County.

STUDENT FORECAST, continued

Most of the methods used for long range enrollment reporting assume that enrollment is a constant percent of something else (e.g. population) or that enrollment will mirror some projected trend for the school-age population over time. The report included 5 different calculations to provide a range of possible projections for the District to the year 2026. This model produces a projection that is between 21,500 and 25,000 when applied to the low, medium and high range modes. This provides a reasonable range for long-range planning and is consistent with estimates from various models.

Long-range projections that establish the need for facilities are a modification of the cohort survival method. The cohort method of analysis becomes less reliable the farther out the projections are made. The Federal Way School District long-range projections are studied annually. The study includes information from the jurisdictional demographers as they project future housing and population in the region. The long-range projections used by Federal Way Public Schools reflect a similar age trend in student populations as the projections published by the Office of Financial Management for the State of Washington.

Near term projections assume some growth from new housing, which is offset by current local economic conditions. The District tracks new development from five permitting jurisdictions. Long range planning assumes a student yield from proposed new housing consistent with historical growth patterns.

Growth Management requires jurisdictions to plan for a minimum of twenty years. The Federal Way School District is a partner in this planning with the various jurisdictions comprising the school district geography. These projections create a vision of the school district community in the future.

In school year 2018-19, King County as a whole experienced unusual enrollment patterns. We continue to monitor this closely.

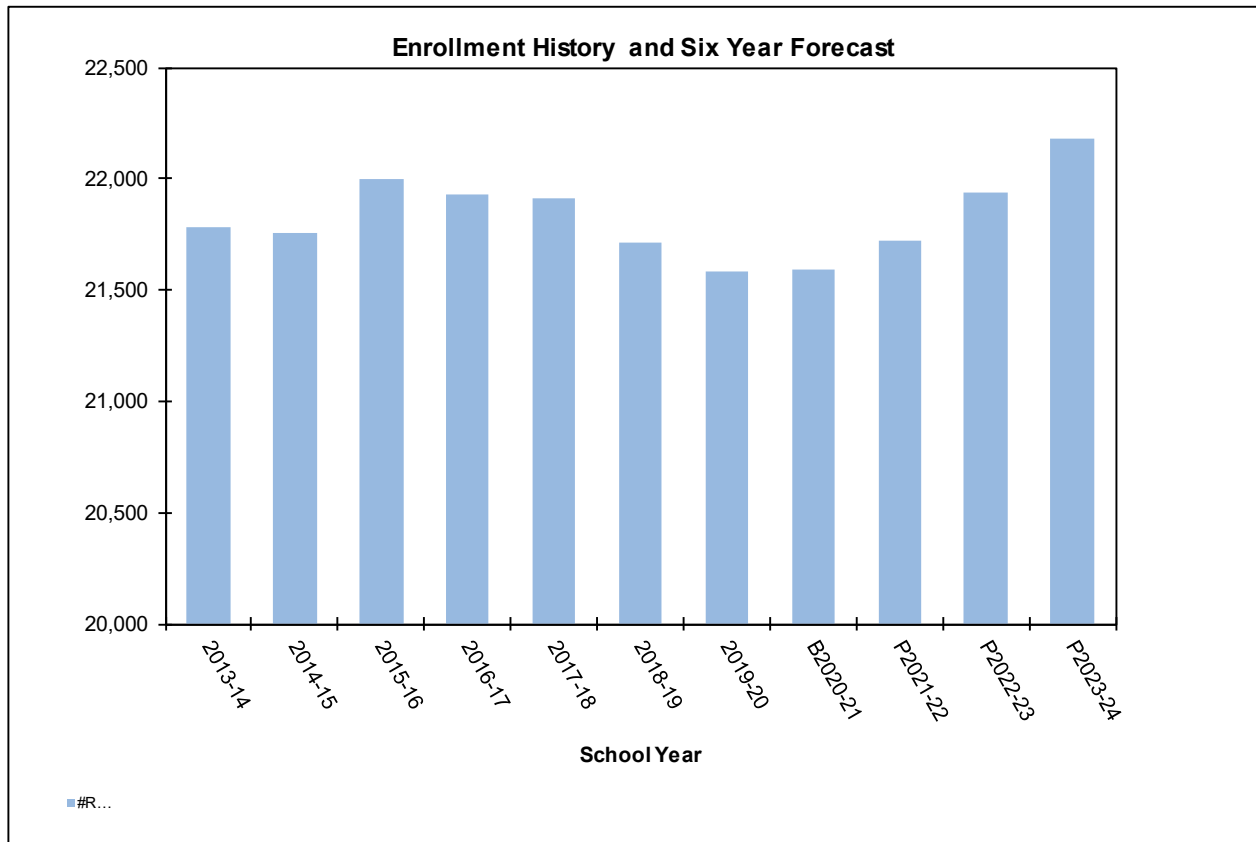
STUDENT FORECAST, continued

October 1 Head Count Enrollment History and Projections

Excludes Full-time Running Start and Open Doors Enrollment

Calendar Yr	School Year	Elementary	Middle School	High School	Total K -12	Percent Change
2014	2013-14	10,131	4,848	6,799	21,778	
2015	2014-15	9,998	4,931	6,825	21,754	-0.1%
2016	2015-16	10,206	5,094	6,695	21,995	1.1%
2017	2016-17	10,424	5,033	6,476	21,933	-0.3%
2018	2017-18	10,418	5,159	6,338	21,915	-0.1%
2019	2018-19	10,158	5,115	6,443	21,716	-0.9%
2020	2019-20	9,953	5,309	6,322	21,584	-0.6%
2021	B2020-21	9,887	5,336	6,370	21,593	0.0%
2022	P2021-22	9,946	5,368	6,408	21,723	0.6%
2023	P2022-23	10,046	5,422	6,472	21,940	1.0%
2024	P2023-24	10,156	5,481	6,543	22,181	1.1%
2025	P2024-25	10,238	5,525	6,596	22,359	0.8%
2026	P2025-26	10,319	5,569	6,649	22,537	1.6%
2027	P2026-27	10,443	5,636	6,728	22,808	2.0%

Elementary K-5 Middle School 6-8 High School 9-12



*2020-21 projections from SM projections, brick and mortar schools. Does not include alternative (IA, ETP, PTC, Support).
Does include Truman.

SECTION 4 – KING COUNTY, CITY OF FEDERAL WAY, AND CITY OF KENT
IMPACT FEE CALCULATIONS

Capacity Summaries

Site & Construction Costs Allocations

Student Generation Rates

Impact Fee Calculations

Reference to Impact Fee Calculations

CAPACITY SUMMARIES

All Grades, Elementary, Middle School, and High Schools

The Capacity Summaries combine Building Capacity information, Portable Capacity information and the Student Forecast information. The result demonstrates the requirements for new or remodeled facilities and why there is a need for the District to use temporary facilities or interim measures.

The District has recently adjusted its capacity calculation method for Elementary schools to better show capacity needed to comply with the K-3 Class Size Reduction. This adjustment is also shown in the portable capacity calculation. In order to allow for flexibility in portable usage the District will use an average class size calculation of 21 for each Elementary portable and an average class size of 25 for each Middle and High School portable.

The information is organized with a page summarizing the entire District, and then evaluating capacity vs. number of students at elementary, middle school, and high school levels individually.

The notes at the bottom of each spreadsheet provide information about what facilities are in place each year.

CAPACITY SUMMARIES, Continued

Capacity Summary – All Grades

CAPACITY		Budget	-- Projected --					
	Calendar Year	2021	2022	2023	2024	2025	2026	2027
	School Year	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27
BUILDING PROGRAM								
HEADCOUNT CAPACITY		19,434	20,005	20,242	20,380	21,077	21,077	21,077
Add Capacity		571	237	138	697	0	0	0
Adjusted Program Headcount Capacity		20,005	20,242	20,380	21,077	21,077	21,077	21,077

ENROLLMENT

Basic Headcount Enrollment	21,593	21,723	21,940	22,181	22,359	22,537	22,808
Internet Academy Headcount Enrollment ¹	(255)	(255)	(255)	(255)	(255)	(255)	(255)
Basic FTE Enrollment without Internet Academy	21,338	21,468	21,685	21,926	22,104	22,282	22,553

SURPLUS OR (UNHOUSED)							
PROGRAM FTE CAPACITY	(1,333)	(1,226)	(1,305)	(849)	(1,027)	(1,205)	(1,476)

RELOCATABLE CAPACITY

Current Portable Capacity	2,360	1,929	1,654	1,654	1,612	1,562	1,562
Add/Subtract Portable Capacity	(431)	(275)	0	(42)	(50)	0	0
Adjusted Portable Capacity	1,929	1,654	1,654	1,612	1,562	1,562	1,562

SURPLUS OR (UNHOUSED)							
PROGRAM AND RELOCATABLE							
CAPACITY	596	428	349	763	535	357	86

NOTES:

- 1 Internet Academy students are included in projections but do not require full time use of school facilities.

FEDERAL WAY PUBLIC SCHOOLS 2021 CAPITAL FACILITIES PLAN

CAPACITY SUMMARIES, Continued

Capacity Summary – Elementary Schools

CAPACITY		Budget	-- Projected --					
	Calendar Year	2021	2022	2023	2024	2025	2026	2027
	School Year	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27
BUILDING PROGRAM								
HEAD COUNT CAPACITY		8,445	9,016	9,016	9,154	9,851	9,851	9,851
Add/Subtract capacity total		571	0	138	697	0	0	0
Add capacity at ¹ :								
<i>Lake Grove</i>		247						
<i>Mirror Lake</i>		196						
<i>Star Lake</i>				138				
<i>Wildwood</i>		128						
<i>De Vry</i>					697			
<i>Olympic View K-8</i>					0			
Adjusted Program Headcount Capacity		9,016	9,016	9,154	9,851	9,851	9,851	9,851

ENROLLMENT

Basic Headcount Enrollment	9,887	9,946	10,046	10,156	10,238	10,319	10,443
Internet Academy Headcount ²	(20)	(20)	(20)	(20)	(20)	(20)	(20)
Basic Headcount Enrollment without Internet Academy	9,867	9,926	10,026	10,136	10,218	10,299	10,423

SURPLUS OR (UNHOUSED) PROGRAM CAPACITY	(851)	(910)	(872)	(285)	(367)	(448)	(572)
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RELOCATABLE CAPACITY³

Current Portable Capacity	1,260	1,029	1,029	1,029	987	987	987
Add/Subtract portable capacity	(231)	0	0	(42)	0	0	0
Add portable capacity at:							
Subtract portable capacity at:							
<i>Lake Grove</i>	(21)						
<i>Mirror Lake</i>	(126)						
<i>Star Lake</i>							
<i>Wildwood</i>	(84)						
<i>Olympic View K-8</i>				(42)			
Adjusted Portable Capacity	1,029	1,029	1,029	987	987	987	987

SURPLUS OR (UNHOUSED) PROGRAM AND RELOCATABLE CAPACITY	178	119	157	702	620	539	415
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NOTES:

- Capacity increases are projected based on a design to accommodate 600 students -- as design is completed these may be adjusted in future iterations of this plan. Increased capacity is currently stated as the difference between current calculated capacity and the projected design.
- Internet Academy students are included in projections but do not require full time use of school facilities.
- Relocatable Capacity is based on the number of portables available and other administrative techniques which can be used to temporarily house students until permanent facilities are available. This is a calculated number only. The actual number of portables that will be used will be based on actual student population needs. The District may begin to pull portables from the instructional inventory. Age and condition of the portables will determine feasibility for continued instructional use.

CAPACITY SUMMARIES, Continued

Capacity Summary – Middle Schools

	Budget	-- Projected --					
Calendar Year	2021	2022	2023	2024	2025	2026	2027
School Year	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27
CAPACITY							
BUILDING PROGRAM							
HEADCOUNT CAPACITY	5,275	5,275	5,275	5,275	5,275	5,275	5,275
Add/Subtract capacity	0	0	0	0	0	0	0
Add capacity at:							
<i>Totem</i> ¹							
<i>Illahee</i>							
Adjusted Program Headcount Capacity	5,275	5,275	5,275	5,275	5,275	5,275	5,275

ENROLLMENT

Basic Headcount Enrollment	5,336	5,368	5,422	5,481	5,525	5,569	5,636
Internet Academy ²	(55)	(55)	(55)	(55)	(55)	(55)	(55)
Basic Enrollment without Internet Academy	5,281	5,313	5,367	5,426	5,470	5,514	5,581

SURPLUS OR (UNHOUSED)							
PROGRAM CAPACITY	(6)	(38)	(92)	(151)	(195)	(239)	(306)

RELOCATABLE CAPACITY³

Current Portable Capacity	450	350	325	325	325	275	275
Add/Subtract portable capacity	(100)	(25)	0	0	(50)	0	0
<i>Totem Middle School</i>	(100)						
<i>Sacajawea Middle School</i>		(25)					
<i>Illahee Middle School</i>					(50)		
Adjusted Portable Capacity	350	325	325	325	275	275	275

SURPLUS OR (UNHOUSED)							
PROGRAM AND RELOCATABLE							
CAPACITY	344	287	233	174	80	36	(31)

NOTES:

- 1 Totem and Illahee Middle Schools currently have capacity for 800 & 850 students respectively, so no new capacity is anticipated with the rebuild of this older buildings.
- 2 Internet Academy students are included in projections but do not require full time use of school facilities.
- 3 Relocatable Capacity is based on the number of portables available and other administrative techniques which can be used to temporarily house students until permanent facilities are available. This is a calculated number only. The actual number of portables that will be used will be based on actual student population needs. The District may begin to pull portables from the instructional inventory. Age and condition of the portables will determine feasibility for continued instructional use.

CAPACITY SUMMARIES, Continued

Capacity Summary – High Schools

CAPACITY		Budget	-- Projected --					
	Calendar Year	2021	2022	2023	2024	2025	2026	2027
	School Year	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27
BUILDING PROGRAM								
HEADCOUNT CAPACITY		5,714	5,714	6,188	6,188	6,188	6,188	6,188
Add/Subtract capacity		0	237	0	0	0	0	0
Thomas Jefferson High School ⁴			237					
Adjusted Program Headcount Capacity		5,714	6,188	6,188	6,188	6,188	6,188	6,188

ENROLLMENT

Basic Headcount Enrollment	6,370	6,408	6,472	6,543	6,596	6,649	6,728
Internet Academy ¹	(180)	(180)	(180)	(180)	(180)	(180)	(180)
Basic Ed without Internet Academy	6,190	6,228	6,292	6,363	6,416	6,469	6,548

SURPLUS OR (UNHOUSED) PROGRAM CAPACITY	(476)	(40)	(104)	(175)	(228)	(281)	(360)
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RELOCATABLE CAPACITY²

Current Portable Capacity	650	550	300	300	300	300	300
Add/Subtract portable capacity	(100)	(250)	0	0	0	0	0
<i>Thomas Jefferson High School⁴</i>	(100)	(250)					
Adjusted Portable Capacity	550	300	300	300	300	300	300

SURPLUS OR (UNHOUSED) PROGRAM AND RELOCATABLE CAPACITY³	74	260	196	125	72	19	(60)
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NOTES:

1. Internet Academy students are included in projections but do not require full time use of school facilities.
2. Relocatable Capacity is based on the number of portables available and other administrative techniques which can be used to temporarily house students until permanent facilities are available. This is a calculated number only. The actual number of portables that will be used will be based on actual student population needs. The District may begin to pull portables from the instructional inventory. Age and condition of the portables will determine feasibility for continued instructional use.
3. Capacity for unhoused students will be accommodated with traveling teachers and no planning time in some classrooms.
4. Current project timelines estimate the completion of Thomas Jefferson HS opening in the fall of 2022.

IMPACT FEE CALCULATIONS

Single and Multi-Family Residences

Each jurisdiction that imposes school impact fees requires that developers pay these fees to help cover a share of the impact of new housing developments on school facilities.

To determine an equitable fee throughout unincorporated King County, a formula was established. This formula can be found in King County Code 21A and was substantially adopted by the City of Auburn, Federal Way and Kent. The formula requires the District to establish a "Student Generation Factor" which estimates how many students will be added to a school district by each new single or multi-family unit and to gather some standard construction costs, which are unique to that district.

Impact Fee Calculation

On page 30, the 2021 variables for the calculation of the Impact Fee for single family and multi-family units based on King County Code 21A and the Growth Management Act, generate the results below:

	<i>Plan Year 2020</i>	Plan Year 2021
Single Family Units	\$5,035	\$3,243
Multi-Family Units	\$20,768	\$16,003
Mixed-Use Residential ¹	\$10,384	\$8,001

Impact Fee Calculation - King County Code 21A

The Impact Fees have changed as a result of changes in several factors. The updates made to the variables in the Impact Fee calculation, generate a change in the Impact Fee between the 2020 Capital Facilities Plan and the 2021 Capital Facilities Plan. A summary of these changes can be found on page 32 and a year over year comparison of formula variables can be found on page 33.

¹ In accordance with the City of Federal Way Ordinance No. 95-249.

IMPACT FEE CALCULATIONS, continued

Impact Fee Calculations

School Site Acquisition Cost:

	Facility Acreage	Cost / Acre	Facility Capacity	Student Factor SFR	Student Factor MFR	Cost/ SFR	Cost/ MFR
Elementary	11.97	\$384,077	697	0.1809	0.5064	\$1,193	\$3,340
Middle School				0.0691	0.2523	\$0	\$0
High School				0.0987	0.2523	\$0	\$0
TOTAL						\$1,193	\$3,340

School Construction Cost:

	% Perm Fac./ Total Sq Ft	Facility Cost	Facility Capacity	Student Factor SFR	Student Factor MFR	Cost/ SFR	Cost/ MFR
Elementary	94.09%	\$39,486,883	709	0.1809	0.5064	\$9,480	\$26,537
Middle School	97.26%			0.0691	0.2523		
High School	96.98%	\$16,236,550	237	0.0987	0.2523	\$6,558	\$16,763
TOTAL						\$16,037	\$43,299

Temporary Facility Cost:

	% Temp Fac. Total Sq Ft	Facility Cost	Facility Capacity	Student Factor SFR	Student Factor MFR	Cost/ SFR	Cost/ MFR
Elementary	5.91%			0.1809	0.5064	\$0	\$0
Middle School	2.74%			0.0691	0.2523	\$0	\$0
High School	3.02%			0.0987	0.2523	\$0	\$0
TOTAL						\$0	\$0

School Construction Assistance Program Credit Calculation

	Construction Cost Allocation/Sq Ft	Sq. Ft. Student	State Match	Student Factor SFR	Student Factor MFR	Cost/ SFR	Cost/ MFR
Elementary	\$238.22	90	64.71%	0.1809	0.5064	\$2,510	\$7,026
Middle School	\$238.22		64.71%	0.0691	0.2523	\$0	\$0
High School	\$238.22	130	64.71%	0.0987	0.2523	\$1,978	\$5,056
Total						\$4,488	\$12,082

Tax Payment Credit Calculation

	SFR	MFR
Average Assessed Value (April 2019)	\$383,189	\$156,304
Capital Bond Interest Rate (April 2020)	2.44%	2.44%
Net Present Value of Average Dwelling	\$3,364,116	\$1,372,234
Years Amortized	10	10
Property Tax Levy Rate	\$1.86	\$1.86
Present Value of Revenue Stream	\$6,257	\$2,552

	Single Family Residences	Multi-Family Residences	Mixed-Use Residential ¹
Mitigation Fee Summary			
Site Acquisition Cost	\$ 1,193	\$ 3,340	\$ 3,340
Permanent Facility Cost	\$ 16,037	\$ 43,299	\$ 43,299
Temporary Facility Cost	\$ -	\$ -	\$ -
State Match Credit	\$ (4,488)	\$ (12,082)	\$ (12,082)
Tax Payment Credit	\$ (6,257)	\$ (2,552)	\$ (2,552)
Sub-Total	\$ 6,485	\$ 32,005	\$ 32,005
50% Local Share	\$ 3,243	\$ 16,003	\$ 16,003
Calculated Impact Fee	\$ 3,243	\$ 16,003	\$ 8,001
City of Kent Impact Fee²	\$ 3,243	\$ 9,193	

¹In accordance with the City of Federal Way Ordinance No. 95-249

²In accordance with the City of Kent Ordinance No. 4278, rev 1/20

REFERENCES TO IMPACT FEE CALCULATIONS

SCHOOL ACQUISITION COST

The district purchased the former Devry Technical School building to house displaced scholars during school construction then will provide permanent capacity for Early Childhood Education programs.

SCHOOL CONSTRUCTION COST

With voter approval of the \$450,000,000 bond package, design work is underway for six of the approved projects. Anticipated construction budgets (based on the Guaranteed Maximum Price or GMP) have been updated to reflect the final construction contracts. In addition, a credit for the cost of new construction is incorporated to recognize the K-3 Class Size Reduction Grant obtained by Federal Way Public Schools. The following table outlines the facility cost included in the impact fee calculation:

Elementary Schools	Lake Grove	Mirror Lake	Star Lake	Wildwood	Elementary TOTAL
Permanent Capacity	353	404	387	472	1616
New Capacity	600	600	525	600	2325
Increased Capacity as %					43.9%
GMP	\$28,874,876	\$29,833,964	\$29,091,582	\$28,635,988	\$116,436,410
Proportionate Share					\$ 51,085,034
K-3 Class Size Credit					(\$ 11,598,151)
Net Proportionate Share					\$ 39,486,883

Two additional projects are within this horizon, but not yet included – Olympic View K-8 and Mark Twain Elementary. These costs will be incorporated into future Capital Facilities Plans. Current Middle School capacity calculations do not reflect unhoused students, so no costs associated with Illahee Middle School or Totem Middle School are included.

Consistent with the capacity calculations described earlier, the District uses the OSPI square footage calculation for determining capacity at our secondary schools. Based on this methodology, the following construction costs for Thomas Jefferson High School are allocated as the proportionate share:

REFERENCES TO IMPACT FEE CALCULATIONS, continued

Square Footage	Capacity at 130 sq. ft.
Current: 179,119	1378
Planned: 210,000	1615
Increased Capacity	237
Increase as %	17.24%
GMP	\$94,176,828
Proportionate Share	\$ 16,236,550

The District will use the above formulas created as a base for future Capital Facilities Plans during the life of the current bond authorization. The capacity of these schools may vary from year to year as programs are added or changed and construction cost may increase over time.

FACILITIES CAPACITY

Permanent Facility Capacity:

Changes to the Building Program Capacities calculation are found on page 15.

Capacity Summaries:

The changes in the Capacity Summary are a reflection of the changes in the capacities and student forecast. New schools and increased capacity at current buildings are shown as increases to capacity. Capacity Summaries are found on pages 22-26.

Student Generation Factor Analysis:

Federal Way Public Schools student generation factor was determined separately for single-family units and multi-family units. The factors used in the 2021 Capital Facilities Plan were derived using actual generation factors from single-family units and multi-family units that were constructed in the District in the last five (5) years and can be found on the next page

Temporary Facility Cost:

The list of portables reflects the movement of portables between facilities or new portables purchased. Portable Locations can be found on pages 16 and 17.

FEDERAL WAY PUBLIC SCHOOLS 2021 CAPITAL FACILITIES PLAN

STUDENT GENERATION RATES
New Construction in Prior 5 Years

Single Family Student Generation

	Number of	Number of	Number of	Number of	Elementary	Middle School	High School	Total
	Single Family	Elementary	Middle School	High School	Student	Student	Student	Student
DEVELOPMENT	Dwellings	Students	Students	Students	Factor	Factor	Factor	Factor
18-Retreat Meadows	56	4	2	5	0.0714	0.0357	0.0893	0.1964
18-Wyncrest II	41	5	1	4	0.1220	0.0244	0.0976	0.2440
18-Soundview Manor	21	2	1	1	0.0952	0.0476	0.0476	0.1904
17-Eagle Manor	12	4	1	1	0.3333	0.0833	0.0833	0.4999
17-Lakehaven Estates	13	0	1	1	0.0000	0.0769	0.0769	0.1538
17-Hibbford Glen	15	7	4	4	0.4667	0.2667	0.2667	1.0001
17-Vista Pointe	105	24	8	10	0.2286	0.0762	0.0952	0.4000
16-Jefferson Place	11	6	2	1	0.5455	0.1818	0.0909	0.8182
16-Star Lake East	30	3	1	3	0.1000	0.0333	0.1000	0.2333
Total	304	55	21	30				
Student Generation*					0.1809	0.0691	0.0987	0.3487

Multi-Family Student Generation - City of Federal Way

	Number of	Number of	Number of	Number of	Elementary	Middle School	High School	Total
	Multi Family	Elementary	Middle School	High School	Student	Student	Student	Student
DEVELOPMENT	Dwellings	Students	Students	Students	Factor	Factor	Factor	Factor
(17) Uptown Square	308	114	71	75	0.3701	0.2305	0.2435	0.8441
(17) Kitt's Corner	216	161	58	58	0.7454	0.2685	0.2685	1.2824
(16) Kandila Townhomes	27	4	10	6	0.1481	0.3704	0.2222	0.7407
Total	551	279	139	139				
Student Generation*					0.5064	0.2523	0.2523	1.0109

* Student Generation rate is based on totals.

IMPACT FEE CALCULATION CHANGES FROM 2020 TO 2021

<u>Item</u>	<u>From/To</u>	<u>Comment</u>
Percent of Permanent Facilities	95.10% to 96.11%	Report #3 OSPI
Percent Temporary Facilities	4.90% to 3.89%	Updated portable inventory
Average Cost of Portable Classrooms	\$189,941 to \$169,579	Updated 5-yr rolling average of portables purchased and placed by 2016.
Construction Cost Allocation	\$225.97 to \$238.22	Change effective July 2020
State Match	65.59% to 64.71%	Change effective July 2020
Average Assessed Value		Per Puget Sound Educational Service District (ESD 121)
	SFR- \$367,890 to \$383,189	
	MFR- \$133,215 to \$156,304	
Capital Bond Interest Rate	4.09% to 2.44%	Market Rate
Property Tax Levy Rate	\$1.86 to \$1.86	King County Treasury Division
Student Generation Factors		Updated Housing Inventory
Single-Family		<i>Note: Student generation factors for our single family units are based on new developments constructed within the District over the last five (5) years prior to the date of the fee calculation.</i>
Elementary	.1793 to .1809	
Middle School	.0897 to .0691	
High School	.1386 to .0987	
Multi-Family		<i>Student generation factors for are multi-family units are based on new developments constructed within the District over the last five (5) years prior to the date of the fee calculation.</i>
Elementary	.5853 to .5064	
Middle School	.2938 to .2523	
High School	.3116 to .2523	
Impact Fee		
	SFR- \$5,035 to \$3,243	SFR based on the updated calculation
	MFR - \$20,768 to \$16,003	MFR based on the updated calculation
City of Kent		
	SFR- \$5,035 to \$3,243	SFR based on the updated calculation
	MFR - \$8,386 to \$9,193	MFR maximum per City of Kent Ordinance No. 4278, rev 1/20



FEDERAL WAY PUBLIC SCHOOLS

Each Scholar: A voice. A dream. A **BRIGHT** future.

In an environment of high expectations, high support, and no excuses, the staff of Federal Way Public Schools will continually learn, lead, utilize data, and collaborate to ensure our scholars have a voice, a dream, and a bright future.

one



THE EARLY YEARS

two



WHOLE CHILD

three



ACTIVE LEARNERS

four



CONTENT-AREA
COMPETENCE

five



PERSISTENCE TO
GRADUATION

September 23, 2020

Jeff Dixon
Principal Planner
City Of Auburn
25 West Main Street
Auburn WA 98001-4998

Dear Mr. Dixon,

On behalf of Dr. Campbell, Superintendent of Federal Way Public Schools, attached is a copy of the Federal Way Public Schools' 2021 Capital Facilities Plan. The Federal Way Public Schools' Board of Education adopted this plan on July 28, 2020.

The Federal Way Public Schools' Board of Education Resolution No. 2020-21 directs the Superintendent to submit the adopted Federal Way Public Schools' 2021 Capital Facilities Plan to the City of Auburn. A copy of the resolution is attached for your files.

The Federal Way Public Schools' Board of Education requests the City of Auburn to decrease the 2020 impact fee to \$3,243 for each single-family development and decrease the impact fee to \$16,003 for each multi-family development unit.

The expenditure report for the 2019 calendar year is also attached.

Please let me know if you have any questions about the changes in the CFP for Federal Way Public Schools. You may contact Jen Thomas at (253)945-2071 or by email at jthomas@fwps.org.

Sincerely,



Sally McLean
Chief Financial and Operations Officer

CC: Dr. Tammy Campbell
Mike Benzien
Jennifer Wojciechowski

Attachments: 3

Each Scholar: A Voice. A Dream. A BRIGHT Future.

WAC 197-11-970 Determination of Nonsignificance (DNS).

DETERMINATION OF NONSIGNIFICANCE

Description of proposal

This threshold determination analyzes the environmental impacts associated with the following actions, which are so closely related to each other that they are in effect a single action:

1. The adoption of the Federal Way Public Schools' 2021 Capital Facilities Plan by the Federal Way Public Schools for the purposes of planning for the facilities needs of the District.
2. The amendment of the King County Comprehensive Plan by King County to include the Federal Way Public Schools' 2021 Capital Facilities Plan as part of the Capital Facilities Plan Element of the King County Comprehensive Plan.
3. The amendment of the Comprehensive Plans of the City of Federal Way, City of Kent and the City of Auburn to include the Federal Way Public Schools' 2021 Capital Facilities Plan as part of the Capital Facilities Plan Element of the City of Federal Way's, City of Kent's, and the City of Auburn's Comprehensive Plan.

Proponent: Federal Way Public Schools

Location of proposal, including street address, if any:

The Federal Way Public Schools District includes an area of approximately 35 square miles. Areas of the cities of Federal Way, Kent, Des Moines, Milton, Algon, and Auburn fall within the District's boundaries, as do parts of unincorporated King County.

Lead agency Federal Way Public Schools is the lead agency pursuant to WAC 197-11-926.

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030 (2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

This Determination of Nonsignificance (DNS) is issued under WAC 197-11-340(2). The lead agency will not act on this proposal for 14 days from the date of issue. Comments must be submitted by 4:30 p.m., June 26, 2020. The responsible official will reconsider the DNS based on timely comments and may retain, modify, or, if significant adverse impacts are likely, withdraw the DNS. If the DNS is retained, it will be final after the expiration of the comment deadline.

Responsible Official: Ms. Sally McLean
Chief Finance and Operations Officer
Federal Way Public Schools
Telephone: (253) 945-2042
Address: 33330 8th Avenue South
Federal Way WA 98003

Date. 6/5/20 Signature Sally McLean

You may appeal this determination in writing by 4:30 p.m., June 26, 2020, to Sally McLean, Federal Way Public Schools, 33330 8th Avenue South, Federal Way, WA 98003.

Date of Issue: June 10, 2020
Date Published: June 12, 2020

SEPA ENVIRONMENTAL CHECKLIST

Purpose of checklist:

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

Instructions for applicants:

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

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

Instructions for Lead Agencies:

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

Use of checklist for nonproject proposals:

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

A. Background

1. Name of proposed project, if applicable:

The adoption of a Federal Way Public Schools' 2021 Capital Facilities Plan by the Federal Way Public Schools No. 210 for the purposes of planning for the District's facilities needs. The King County, City of Federal Way, City of Kent and the City of Auburn's Comprehensive Plan will be requested to include

the District's 2021 Capital Facilities Plan in the Capital Facilities Plan Element. This project may also request the City of Des Moines to incorporate the District's 2021 Capital Facilities Plan into their Comprehensive Plans.

2. Name of applicant:

Federal Way School District No. 210.

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

Federal Way School District No. 210
33330 8th Avenue South
Federal Way WA 98003
(253) 945-2000

Contact Person: Ms. Jennifer Thomas
Enrollment and Demographics
Telephone: (253) 945-2071

4. Date checklist prepared:

June 5, 2020

5. Agency requesting checklist:

Federal Way School District No. 210.

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

The Federal Way Public Schools' 2021 Capital Facilities Plan is scheduled to be adopted by the District in July 2020. The Capital Facilities Plan will be forwarded to King County, the City of Federal Way, City of Kent, and the City of Auburn for inclusion in the City's Comprehensive Plan. It will also be forwarded to the City of Des Moines for possible inclusion in this jurisdiction's Comprehensive Plans. The District will continue to update the Capital Facilities Plan annually. The projects included in the Capital Facilities Plan have been or will be subject to project-specific environmental review.

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

The Capital Facilities Plan sets forth the capital improvement projects that the District is currently implementing. This includes finishing construction on Federal Way High School and planning for several new voter-approved, Bond-funded projects. Additionally the plan covers the purchase and siting of temporary facilities at various locations.

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

The projects included in the Capital Facilities Plan will undergo additional environmental review, when appropriate, as they are developed.

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

This is a nonproject action. See Supplemental Sheet for Nonproject Actions.

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

The District will request that the following jurisdictions consider adopting the Federal Way Public Schools' 2021 Capital Facilities Plan as part of their respective Comprehensive Plan:

- King County,
- City of Federal Way,
- City of Kent,
- City of Auburn,
- City of Des Moines,
- City of Milton.

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

This is a non-project action. This proposal involves the adoption of the Federal Way Public Schools' 2021 Capital Facilities Plan for the purpose of planning the District's facilities needs. The projects included in the Capital Facilities Plan have been or will be subject to project-specific environmental reviews.

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

The Capital Facilities Plan will affect the Federal Way School District. The District includes an area of approximately 35 square miles. The City of Federal Way, parts of the cities of Kent, Des Moines and Auburn, parts of unincorporated King County, fall within the District's boundaries. A detailed map of the District's boundaries may be viewed at the District's main office.

B. Environmental Elements

1. Earth

a. General description of the site:

(circle one): Flat, rolling, hilly, steep slopes, mountainous, other _____

The Federal Way School District is comprised of a variety of topographic land forms and gradients. Specific topographic characteristics of the sites at which the projects included in the Capital Facilities Plan are located have been or will be identified during project-level environmental review when

appropriate.

- b. What is the steepest slope on the site (approximate percent slope)?

Specific slope characteristics at the sites of the projects included in the Capital Facilities Plan have been or will be identified during project-level environmental review.

- c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

Specific soil types found at the sites of the projects included in the Capital Facilities Plan have been or will be identified during project-level environmental review when appropriate. Project-level environmental review for any projects identified in the Capital Facilities Plan will include identification of any agricultural soils and associated impacts.

- d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

Unstable soils may exist within the Federal Way School District. Specific soil limitations on individual project sites have been or will be identified at the time of project-level environmental review when appropriate.

- e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

Individual projects included in the Capital Facilities Plan have been or will be subject, when appropriate, to project-specific environmental review and local approval at the time of proposal. Proposed grading projects, as well as the purpose, type, quantity, and source of any fill materials to be used have been or will be identified at that time.

- f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

It is possible that erosion could occur as a result of the construction projects currently proposed in the Capital Facilities Plan. The erosion impacts of the individual projects have been or will be evaluated on a site-specific basis at the time of project-specific environmental review when appropriate. Individual projects have been or will be subject to local approval processes.

- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

The proposed renovation projects will require the construction of impervious surfaces. The extent of any impervious cover constructed will vary with each capital facilities project included in the Capital Facilities Plan. This issue has been or will be addressed during project-specific environmental review when appropriate.

- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

The erosion potential of the projects included in the Capital Facilities Plan and appropriate control measures have been or will be addressed during project-specific environmental review when appropriate.

Relevant erosion reduction and control requirements will be met.

2. Air

- a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

Various emissions, many construction-related, may result from the individual projects included in the Capital Facilities Plan. The air-quality impacts of each project have been or will be evaluated during project-specific environmental review when appropriate. Please see the Supplemental Sheet for Nonproject Actions.

- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

Any off-site sources of emissions or odor that may affect the individual projects included in the Capital Facilities Plan have been or will be addressed during project-specific environmental review when appropriate.

- c. Proposed measures to reduce or control emissions or other impacts to air, if any:

The individual projects included in the Capital Facilities Plan have been or will be subject to project-specific environmental review when appropriate and relevant local approval processes. The District will be required to comply with all applicable air regulations and air permit requirements. Proposed measures specific to the individual projects included in the Capital Facilities Plan have been or will be addressed during project-specific environmental review when appropriate. Please see the Supplemental Sheet for Nonproject Actions.

3. Water

- a. Surface Water:

- 1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

There is a network of surface water bodies within the Federal Way School District. The surface water bodies that are in the immediate vicinity of the projects included in the Capital Facilities Plan have been or will be identified during project-specific environmental review when appropriate. When necessary, the surface water regimes and flow patterns have been or will be researched and incorporated into the designs of the individual projects.

- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

The projects included in the Capital Facilities Plan may require work near the surface waters located within the Federal Way School District. Applicable local approval requirements have been or will be satisfied.

- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

Information with respect to the placement or removal of fill and dredge material as a component of the projects included in the Capital Facilities Plan has been or will be provided during project-specific environmental review when appropriate. Applicable local regulations have been or will be satisfied.

- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

Any surface water withdrawals or diversions required in connection with the projects included in the Capital Facilities Plan have been or will be addressed during project-specific environmental review when appropriate.

- 5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

Each project included in the Capital Facilities Plan, if located in a floodplain area, will be required to meet applicable local regulations for flood areas.

- 6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

Specific information regarding the discharge of waste materials that may be required as a result of the projects included in the Capital Facilities Plan has been or will be provided during project-specific environmental review when appropriate. Please see the Supplemental Sheet for Nonproject Actions

b. Ground Water:

- 1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

Individual projects included in the Capital Facilities Plan may impact groundwater resources. The impact of the individual projects included in the Capital Facilities Plan on groundwater resources has been or will be addressed during project-specific environmental review when appropriate. Each project is or will be subject to applicable local regulations. Please see the Supplemental Sheet for Nonproject Actions.

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

The discharges of waste material that may take place in connection with the projects included in the Plan have been or will be addressed during project-specific environmental review.

c. Water runoff (including stormwater):

- 1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

Individual projects included in the Capital Facilities Plan may have storm water runoff consequences. Specific information regarding the storm water impacts of each project has been or will be provided during project-specific environmental review when appropriate. Each project is or will be subject to applicable local storm water regulations.

2) Could waste materials enter ground or surface waters? If so, generally describe.

The projects included in the Capital Facilities Plan may result in the discharge of waste materials into ground or surface waters. The specific impacts of each project on ground and surface waters have been or will be identified during project-specific environmental review when appropriate. Each project is or will be subject to all applicable regulations regarding the discharge of waste materials into ground and surface waters. Please see the Supplemental Sheet for Nonproject Actions.

3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

Individual projects included in the Capital Facilities Plan may alter or otherwise affect drainage patterns in the vicinity of the site. Specific information regarding the drainage pattern impacts of each project has been or will be provided during project-specific environmental review when appropriate. Each project is or will be subject to applicable local drainage pattern regulations. Please see the Supplemental Sheet for Nonproject Actions.

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

Specific measures to reduce or control runoff impacts associated with the projects included in the Capital Facilities Plan have been or will be addressed during project-specific environmental review when appropriate.

4. Plants

a. Check the types of vegetation found on the site:

- ☐ deciduous tree: alder, maple, aspen, other
- ☐ evergreen tree: fir, cedar, pine, other
- ☐ shrubs
- ☐ grass
- ☐ pasture
- ☐ crop or grain
- ☐ Orchards, vineyards or other permanent crops.
- ☐ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
- ☐ water plants: water lily, eelgrass, milfoil, other
- ☐ other types of vegetation

A variety of vegetative zones are located within the Federal Way School District. Inventories of the vegetation located on the sites of the projects proposed in the Capital Facilities Plan have been or will be developed during project-specific environmental review when appropriate.

b. What kind and amount of vegetation will be removed or altered?

Some of the projects included in the Capital Facilities Plan may require the removal or alteration of vegetation. The specific impacts on vegetation of the projects included in the Capital Facilities Plan have been or will be identified during project-specific environmental review when appropriate.

- c. List threatened and endangered species known to be on or near the site.

The specific impacts to these species from the individual projects included in the Capital Facilities Plan have been or will be determined during project-specific environmental review when appropriate.

- d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

Measures to preserve or enhance vegetation at the sites of the projects included in the Capital Facilities Plan have been or will be identified during project-specific environmental review when appropriate. Each project is or will be subject to applicable local landscaping requirements.

- e. List all noxious weeds and invasive species known to be on or near the site.

A variety of vegetative zones are located within the Federal Way School District. Inventories of the noxious weeds and invasive species known to be on or near the sites of the projects proposed in the Capital Facilities Plan have been or will be developed during project-specific environmental review when appropriate.

5. **Animals**

- a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site.

Examples include:

birds: hawk, heron, eagle, songbirds, other:

mammals: deer, bear, elk, beaver, other:

fish: bass, salmon, trout, herring, shellfish, other _____

An inventory of species that have been observed on or near the sites of the projects proposed in the Capital Facilities Plan has been or will be developed during project-specific environmental review when appropriate.

- b. List any threatened and endangered species known to be on or near the site.

Inventories of threatened or endangered species known to be on or near the sites of the projects included in the Capital Facilities Plan have been or will be developed during project-specific environmental review when appropriate.

- c. Is the site part of a migration route? If so, explain.

The impacts of the projects included in the Capital Facilities Plan on migration routes have been or will be addressed during project-specific environmental review when appropriate.

- d. Proposed measures to preserve or enhance wildlife, if any:

Appropriate measures to preserve or enhance wildlife have been or will be determined during project-specific environmental review when appropriate.

- e. List any invasive animal species known to be on or near the site.

Inventories of any invasive animal species known to be on or near the sites of the projects included in the Capital Facilities Plan have been or will be developed during project-specific environmental review when appropriate.

6. Energy and Natural Resources

- a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

The State Board of Education requires the completion of a life cycle cost analysis of all heating, lighting, and insulation systems before it will permit specific school projects to proceed. The energy needs of the projects included in the Capital Facilities Plan have been or will be determined at the time of specific engineering and site design planning when appropriate. Please see the Supplemental Sheet for Nonproject Actions.

- b. Would your project affect the potential use of solar energy by adjacent properties?
If so, generally describe.

The impacts of the projects included in the Capital Facilities Plan on the solar potential of adjacent projects have been or will be addressed during project-specific environmental review when appropriate.

- c. What kinds of energy conservation features are included in the plans of this proposal?
List other proposed measures to reduce or control energy impacts, if any:

Energy conservation measures proposed in connection with the projects included in the Capital Facilities Plan have been or will be considered during project-specific environmental review when appropriate.

7. Environmental Health

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal?
If so, describe.

Please see the Supplemental Sheet for Nonproject Actions.

- 1) Describe any known or possible contamination at the site from present or past uses.

The projects included in the Capital Facilities Plan that may have any known or possible contamination at the site from present or past uses have been or will be identified during project-specific environmental review when appropriate. Please see the Supplemental Sheet for Nonproject Actions.

- 2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

The projects included in the Capital Facilities Plan that may contain existing hazardous chemicals/conditions that might affect project development and design have been or will be identified during project-specific environmental review when appropriate. Please see the Supplemental Sheet for Nonproject Actions.

- 3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

Toxic or hazardous chemicals that might be stored, used or produced during the project's development or construction, or at any time during the operating life of the project have been or will be identified during project-specific environmental review when appropriate. Please see the Supplemental Sheet for Nonproject Actions.

- 4) Describe special emergency services that might be required.

Please see the Supplemental Sheet for Nonproject Actions.

- 5) Proposed measures to reduce or control environmental health hazards, if any:

The projects included in the Capital Facilities Plan will comply with all current codes, standards, rules, and regulations. Individual projects have been or will be subject to project-specific environmental review and local approval at the time they are developed when appropriate.

b. Noise

- 1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

A variety of noises from traffic, construction, residential, commercial and industrial areas exists within the Federal Way School District. The specific noise sources that may affect the projects included in the Capital Facilities Plan have been or will be identified during project-specific environmental review when appropriate.

- 2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

The projects included in the Capital Facilities Plan may create normal construction noises that will exist on a short-term basis only. The construction projects could increase traffic around the construction sites on a short-term basis. Please see the Supplemental Sheet for Nonproject Actions.

- 3) Proposed measures to reduce or control noise impacts, if any:

The projected noise impacts of the projects included in the Capital Facilities Plan have been or will be evaluated and mitigated during project-specific environmental review when appropriate. Each project is or will be subject to applicable local regulations.

8. Land and Shoreline Use

- a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

There are a variety of land uses within the Federal Way School District, including residential, commercial, industrial, institutional, utility, open space, recreational, etc. Impacts on projects included in the Capital Facilities Plan on land uses on nearby or adjacent properties have been or will be identified and described during project-level environmental review when appropriate.

- b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

The project sites covered under the Capital Facilities Plan have not been used recently as working farmlands or working forest lands.

- 1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:

Any areas located on the sites of the projects included in the Plan that may affect or be affected by surrounding working farm or forest land normal business operations have been or will be identified and described during project-specific environmental review when appropriate.

- c. Describe any structures on the site.

The structures located on the proposed sites for the projects included in the Capital Facilities Plan have been or will be identified and described during project-specific environmental review when appropriate.

- d. Will any structures be demolished? If so, what?

The remodeling and renovation projects in the Capital Facilities Plan will require the demolition of school structures. The structures that will be demolished as a result of the projects included in the Capital Facilities Plan have been or will be identified during project-specific environmental review when appropriate.

- e. What is the current zoning classification of the site?

The sites that are covered under the Capital Facilities Plan have a variety of zoning classifications under the applicable zoning codes. Site-specific zoning information has been or will be identified during project-specific environmental review when appropriate.

- f. What is the current comprehensive plan designation of the site?

Inventories of the comprehensive plan designations for the sites of the projects included in the Capital Facilities Plan have been or will be completed during project-specific environmental review when appropriate.

g. If applicable, what is the current shoreline master program designation of the site?

Shoreline master program designations of the sites of the projects included in the Capital Facilities Plan have been or will be identified during project-specific environmental review when appropriate.

h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

Any areas located on the sites of the projects included in the Plan that have been classified as a critical area by the city or county have been or will be identified during project-specific environmental review.

i. Approximately how many people would reside or work in the completed project?

The Federal Way School District currently serves approximately 22,400 students. The student population is expected to increase to 23,800 by the year 2023. This projection has been adjusted to reflect the current economic conditions. The District employs approximately 3,200 people.

j. Approximately how many people would the completed project displace?

Any displacement of people caused by the projects included in the Capital Facilities Plan has been or will be evaluated during project-specific environmental review when appropriate. However, it is not anticipated that the Capital Facilities Plan, or any of the projects contained therein, will displace any people.

k. Proposed measures to avoid or reduce displacement impacts, if any:

Individual projects included in the Capital Facilities Plan will be subject to project-specific environmental review and local approval when appropriate. Proposed mitigating measures will be proposed at that time, if necessary.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

The compatibility of the specific projects included in the Capital Facilities Plan with existing uses and plans has been or will be assessed as part of the comprehensive planning process and during project-specific environmental review when appropriate.

m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:

The compatibility of the specific projects included in the Capital Facilities Plan with nearby agricultural and forest lands of long-term commercial significance have been or will be assessed as part of the comprehensive planning process and during project-specific environmental review when appropriate.

9. Housing

- a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

No housing units would be provided in connection with the completion of the projects included in the Capital Facilities Plan.

- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

It is not anticipated that the projects included in the Capital Facilities Plan will eliminate any housing units. The impacts of the projects included in the Capital Facilities Plan on existing housing have been or will be evaluated during project-specific environmental review when appropriate.

- c. Proposed measures to reduce or control housing impacts, if any:

Measures to reduce or control any housing impacts caused by the projects included in the Capital Facilities Plan have been or will be addressed during project-specific environmental review when appropriate.

10. Aesthetics

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

The aesthetic impacts of the projects included in the Capital Facilities Plan have been or will be addressed during project-specific environmental review when appropriate.

- b. What views in the immediate vicinity would be altered or obstructed?

The aesthetic impacts of the projects included in the Capital Facilities Plan have been or will be addressed during project-specific environmental review when appropriate.

- c. Proposed measures to reduce or control aesthetic impacts, if any:

Appropriate measures to reduce or control the aesthetic impacts of the projects included in the Capital Facilities Plan have been or will be determined on a project-specific basis when appropriate.

11. Light and Glare

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

The light or glare impacts of the projects included in the Capital Facilities Plan have been or will be addressed during project-specific environmental review.

- b. Could light or glare from the finished project be a safety hazard or interfere with views?

The light or glare impacts of the projects included in the Capital Facilities Plan have been or will be addressed during project-specific environmental review when appropriate

c. What existing off-site sources of light or glare may affect your proposal?

Off-site sources of light or glare that may affect the projects included in the Capital Facilities Plan have been or will be evaluated during project-specific environmental review when appropriate.

d. Proposed measures to reduce or control light and glare impacts, if any:

Proposed measures to mitigate light and glare impacts have been or will be addressed during project-specific environmental review when appropriate.

12. Recreation

a. What designated and informal recreational opportunities are in the immediate vicinity?

There are a variety of formal and informal recreational facilities within the Federal Way School District.

b. Would the proposed project displace any existing recreational uses? If so, describe.

The recreational impacts of the projects included in the Capital Facilities Plan have been or will be addressed during project-specific environmental review when appropriate. The projects included in the Capital Facilities Plan, including proposed renovated school and support facilities, may enhance recreational opportunities and uses.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

Adverse recreational effects of the projects included in the Capital Facilities Plan have been or will be subject to mitigation during project-specific environmental review when appropriate. A school site usually provides recreational facilities to the community in the form of play fields and gymnasiums.

13. Historic and cultural preservation

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers ? If so, specifically describe.

There are no known places or objects listed on, or proposed for such registers on the sites of the projects included in the Capital Facilities Plan. The existence of historic and cultural resources on or next to the sites has been or will be addressed in more detail during project-specific environmental review when appropriate.

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

An inventory of historical sites at or near the sites of the projects included in the Capital Facilities Plan

has been or will be developed during project-specific environmental review when appropriate.

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

Methods used to assess the potential impacts to cultural and historic resources on or near the sites of the projects included in the Capital Facilities Plan have been or will be developed during project-specific environmental review when appropriate.

d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

Appropriate measures have been or will be proposed on a project-specific basis when appropriate.

14. Transportation

a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.

The impact on public streets and highways of the individual projects included in the Capital Facilities Plan has been or will be addressed during project-specific environmental review when appropriate.

b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

The relationship between the specific projects included in the Capital Facilities Plan and public transit has been or will be addressed during project-specific environmental review when appropriate.

c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

An inventory of parking spaces located at the sites of the projects included in the Capital Facilities Plan and the impacts of specific projects on parking availability has been or will be conducted during project-specific environmental review when appropriate.

d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

The need for new streets or roads, or improvements to existing streets and roads has been or will be addressed during project-specific environmental review when appropriate.

e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

Use of water, rail, or air transportation has been or will be addressed during project-specific environmental review when appropriate.

f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would

be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?

The traffic impacts of the projects included in the Capital Facilities Plan have been or will be addressed during project-specific environmental review when appropriate.

- g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

Projects included in the Capital Facilities Plan that may interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area has been or will be addressed during project-specific environmental review when appropriate.

- h. Proposed measures to reduce or control transportation impacts, if any:

The mitigation of traffic impacts associated with the projects included in the Capital Facilities Plan has been or will be addressed during project-specific environmental review when appropriate.

15. Public Services

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

The District does not anticipate that the projects identified in the Capital Facilities Plan will substantially increase the need for other public services.

- b. Proposed measures to reduce or control direct impacts on public services, if any.

Remodeled/renovated school or facilities will be built with automatic security systems, fire alarms, smoke alarms, heat sensors, and sprinkler systems.

16. Utilities

- a. Circle utilities currently available at the site:
electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system,
other _____

Electricity, natural gas, water, refuse service, telephone, and sanitary sewer utilities are available at the sites of the projects proposed in the Capital Facilities Plan. The types of utilities available at specific project sites have been or will be addressed in more detail during project-specific environmental review when appropriate.

- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

Utility revisions and construction needs have been or will be identified during project-specific environmental review when appropriate.

C. Signature

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

Signature:  _____

Name of signee: Jennifer Thomas _____

Position and Agency/Organization: Student and Demographic Forecaster _____

Date Submitted: 5 June 2020 _____

D. Supplemental sheet for nonproject actions

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

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

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

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

To the extent the Capital Facilities Plan makes it more likely that school facilities will be constructed and/or renovated and remodeled, some of these environmental impacts will be more likely. Additional impermeable surfaces, such as roofs, parking lots, sidewalks, access roads, and playgrounds could increase storm water runoff, which could enter surface or ground waters. Heating systems, emergency generators, and other school equipment that is installed pursuant to the Capital Facilities Plan could result in air emissions. The projects included in the Capital Facilities Plan should not require the production, storage, or release of toxic or hazardous substances, with the possible exception of the storage of diesel fuel or gasoline for emergency generating equipment. The District does not anticipate a significant increase in the production of noise from its facilities, although the projects included in the Capital Facilities Plan will increase the District's student capacities.

Proposed measures to avoid or reduce such increases are:

Proposed measures to mitigate any such increases described above have been or will be addressed during project-specific environmental review when appropriate. Storm water detention and runoff will meet applicable County and/or City requirements and may be subject to National Pollutant Discharge Elimination System ("NPDES") permitting requirements. Discharges to air will meet applicable air pollution control requirements. Fuel oil will be stored in accordance with local and state requirements.

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

The Capital Facilities Plan itself will have no impact on these elements of the environment. These impacts have been or will be addressed in more detail during project-specific environmental review when appropriate. The projects included in the Plan are not likely to generate severe impacts on fish or marine life.

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

Specific measures to protect and conserve plants, animals, and fish cannot be identified at this time. Specific mitigation proposals have been or will be identified, however, during project-specific environmental review when appropriate.

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

The construction of the projects included in the Capital Facilities Plan will require the consumption of energy.

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

The projects included in the Capital Facilities Plan will be constructed in accordance with applicable energy efficiency standards.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

The Capital Facilities Plan and individual projects contained therein should have no impact on these resources.

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

Appropriate measures have been or will be proposed during project-specific environmental review when appropriate. Updates of this Plan will be coordinated with King County and the cities of Federal Way, Kent, Des Moines, and Auburn as part of the Growth Management Act process, one of the purposes of which is to protect environmentally sensitive areas. To the extent the District's facilities planning process is part of the overall growth management planning process, these resources are more likely to be protected.

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

The Capital Facilities Plan will not have any impact on land or shoreline use that is incompatible with existing comprehensive plans, land use codes, or shoreline management plans. The District does not anticipate that the Capital Facilities Plan or the projects contained therein will directly affect land and shoreline uses in the area served by the District.

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

No measures to avoid or reduce land use impacts resulting from the Capital Facilities Plan or the projects contained therein are proposed at this time.

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

The projects included in the Capital Facilities Plan may create temporary increases in the District's need for public services and utilities. Upon the completion of the projects included in the Capital Facilities Plan, however, the District does not anticipate that its need for public services and utilities will increase substantially beyond existing levels.

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

No measures to reduce or respond to such demands are proposed at this time.

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

The Capital Facilities Plan will not conflict with any laws or requirements for the protection of the environment.

**POLICY/TEXT AMENDMENT (P/T) #4
INCORPORATE KENT SCHOOL DISTRICT #415
2020/2021 - 2025/2026 CAPITAL FACILITIES PLAN**



KENT SCHOOL DISTRICT
EQUITY | EXCELLENCE | COMMUNITY

Six-Year Capital Facilities Plan 2020-21 through 2025-2026

June 2020

Kent School District No. 415
12033 SE 256th Street
Kent, Washington 98030-6643
(253) 373-7295

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Six-Year Capital Facilities Plan

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I - Executive Summary

This Six-Year Capital Facilities Plan has been prepared by the Kent School District as the organization's capital facilities planning document, in compliance with the requirements of Washington's Growth Management Act, King County Code K.C.C. 21A.43 and Cities of Kent, Covington, Renton, Auburn, Black Diamond, Maple Valley, and SeaTac. This annual Plan update was prepared using data available in the spring of 2020 for the 2020-2021 school year. This annual update of the Plan reflects no new major capital projects, and an inflation-based adjustment to prior year impact fee rates.

This Plan is consistent with prior long-term capital facilities plans adopted by the Kent School District. This Plan is not intended to be the sole planning document for all of the District's needs. The District may prepare interim and periodic Long-Range Capital Facilities Plans consistent with Board Policies, taking into account a longer or shorter time period, other factors and trends in the use of facilities, and other needs of the District as may be required.

Prior Capital Facilities Plans of the Kent School District have been adopted by Metropolitan King County Council and Cities of Kent, Covington, Auburn and Renton and included in the Capital Facilities Plan element of the Comprehensive Plans of each jurisdiction. This Plan has also been submitted to cities of Black Diamond, Maple Valley, and SeaTac for their information and inclusion in their Comprehensive Plans.

In order for impact fees to be collected in the unincorporated areas of Kent School District, the Metropolitan King County Council must adopt this Plan and a fee-implementing ordinance for the District. For impact fees to be collected in the incorporated portions of the District, the cities of Kent, Covington, Renton and Auburn must also adopt this Plan and their own school impact fee ordinances.

This Capital Facilities Plan establishes a standard of service in order to ascertain current and future capacity. While the State Superintendent of Public Instruction establishes square footage guidelines for capacity, those guidelines do not account for local program needs in the District. The Growth Management Act, King County and City codes and ordinances authorize the District to make adjustments to the standard of service based on specific needs for students of the District.

This Plan includes the standard of service as established by Kent School District. Program capacity is based on an average capacity and updated to reflect changes to special programs served in each building. Portables in the capacity calculation use the same standard of service as the permanent facilities.

The capacity of each school in the District is calculated based on the District's standard of service and the existing inventory of permanent facilities. The District's program capacity

of permanent facilities reflects program changes and the state’s mandated reduction of class size to meet the standard of service for Kent School District. Portables provide additional transitional capacity.

Kent School District is the fifth largest (FTE basis) district in the state. Enrollment is electronically reported monthly to the Office of the Superintendent of Public Instruction (“OSPI”) on Form P-223. Although funding apportionment is based on Annual Average Full Time Equivalent (AAFTE), enrollment on October 1 is a widely recognized “snapshot in time” that is used to report the District’s enrollment for the year as reported to OSPI.

The District's standard of service, enrollment history and projections, and use of transitional facilities are reviewed in detail in various sections of this Plan. The District plans to continue to satisfy concurrency requirements through the transitional use of portables.

This Plan currently represents projects in process funded primarily by the Kent School District’s 2016 Bond. Additional information about these projects can be found at the district’s capital projects homepage ([link](#)). Additionally, project updates sent to our community of stakeholders can be accessed on the KSD website ([link](#)).

II - Six - Year Enrollment Projection

For capital facilities planning, enrollment growth projections are based on cohort survival and student yield from documented residential construction projected over the next six years (*See Table 2*).

King County live births and the District's relational percentage average were used to determine the number of kindergartners entering the system (*See Table 1*). 7.75% of 25,800 King County live births in 2015 is projected for 1,976 students expected in Kindergarten for October 1, 2020. This is an increase of 139 live births in King County over the previous year (*See Table 2*).

Early Childhood Education students (also identified as “ECE”), “Early Childhood Special Education (“ECSE”) students are forecast and reported to OSPI separately on Form P-223H for Special Education Enrollment. Capacity is reserved to serve students in the ECE programs at elementary schools.

The first-grade population of Kent School District is traditionally 1-3% larger than the kindergarten population due to growth and transfers to the District. Cohort survival method uses historical enrollment data to forecast the number of students projected for the following year. Projections for October 1, 2020-2025 are from OSPI Report 1049 – Determination of Projected Enrollments.

Within practical limits, the District has kept abreast of proposed developments. The District will continue to track new development activity to determine impact to schools. Information on new residential developments and the completion of these proposed developments in all jurisdictions will be considered in the District's future analysis of growth projections.

The Kent School District serves eight permitting jurisdictions: unincorporated King County, the cities of Kent, Covington, Renton, and Auburn and smaller portions of the cities of SeaTac, Black Diamond, and Maple Valley.

STUDENT GENERATION FACTOR

"Student Factor" is defined by King County code as "the number derived by a school district to describe how many students of each grade span are expected to be generated by a dwelling unit" based on district records of average actual student generated rates for developments completed within the last ten years.

Following these guidelines, the student generation rate for Kent School District is as follows:

Single Family	Elementary	.334
	Middle School	.078
	Senior High	<u>.117</u>
	Total	.529
Multi-Family	Elementary	.117
	Middle School	.028
	Senior High	<u>.048</u>
	Total	.193

The student generation factor is based on a survey of 2,767 single-family dwelling units and 1,831 multi-family dwelling units with no adjustment for occupancy rates.

In preparing the 2020-2021 to 2025-2026 Capital Facilities Plan the District contracted with Davis Demographics and Planning (DDP) of Riverside California, a noted expert in demographic studies for school districts, to analyze and prepare the student generation factor. DDP used a larger sample of single-family residences than the district did in previous plans and included both "garden" and "urban style" apartments in the calculation for multi-family residences.

KENT SCHOOL DISTRICT No. 415
OCTOBER REPORT 1251H (HEADCOUNT) ENROLLMENT HISTORY

For 2020 CFP - Headcount Enrollment History

LB = Live Births	LB in 2005	LB in 2006	LB in 2007	LB in 2008	LB in 2009	LB in 2010	LB in 2011	LB in 2012	LB in 2013	LB in 2014
October HC Enrollment	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
King County Live Births ¹	22,680	24,244	24,899	25,222	25,057	24,514	24,630	25,032	24,910	25,348
Increase / Decrease	-194	1,564	655	323	-165	-543	116	402	280	316
Kindergarten / Birth % ¹	8.13%	8.18%	8.57%	8.40%	8.34%	8.34%	8.17%	8.14%	7.98%	7.93%
Kindergarten	1845	1983	2134	2119	2090	2045	2013	2037	1989	2010
Grade 1	1996	1888	2017	2186	2127	2131	2067	2056	2061	2036
Grade 2	1942	2016	1905	2055	2190	2163	2163	2077	2008	2091
Grade 3	2002	1983	2082	1922	2070	2176	2195	2143	2043	1995
Grade 4	1956	2024	2000	2087	1956	2089	2195	2218	2118	2038
Grade 5	2086	1974	2044	2008	2116	1958	2103	2189	2169	2120
Grade 6	2135	2135	2026	2079	2023	2058	1952	2120	2184	2164
Grade 7 Middle School	2095	2105	2139	2046	2104	1974	2021	1922	2044	2166
Grade 8 " "	2153	2111	2139	2121	2091	2100	2021	2043	1882	2073
Grade 9 Senior High	2440	2471	2455	2483	2428	2093	2105	2006	2004	1888
Grade 10 " "	2238	2272	2092	2046	2151	2165	2099	2080	1946	2035
Grade 11 " "	2048	1995	1933	1873	1802	1818	1865	1823	1732	1663
Grade 12 " "	1694	1658	1646	1539	1576	1742	1730	1810	1654	1634
Total Enrollment ²	26,630	26,615	26,612	26,564	26,724	26,512	26,529	26,524	25,834	25,913
Yearly Headcount Increase / Decrease	-134	-15	-3	-48	160	-212	17	-5	-690	79
Cumulative Increase	-201	-216	-219	-267	-107	-319	-302	-307	-997	-918
Change to Full Day Kindergarten for all schools										
¹ This number indicates actual births in King County 5 years prior to enrollment year as updated by Washington State Department of Health, Center for Health Statistics. Kent School District percentage based on actual Kindergarten enrollment 5 years later.										
² Enrollment reported to OSPI on Form P-223 generates basic education funding and excludes Early Childhood Special Education ("ECSE" & "B2" or Birth to 2 Preschool Inclusive Education) and excludes College-only Running Start students.										

**KENT SCHOOL DISTRICT No. 415
SIX - YEAR ENROLLMENT PROJECTION**

2019- 2025 Projections from OSPI Report 1049							
Full Day Kindergarten at all Elem	LB in 2014	LB in 2015	LB in 2016	LB in 2017	LB in 2018	LB in 2019	Est LB in 2020
	ACTUAL ENROLLMENT	PROJECTED ENROLLMENT					
October	2019	2020	2021	2022	2023	2024	2025
King County Live Births	25,348	25,487	26,011	26,011	26,011	26,011	26,011
Increase / Decrease	438	139	524	0	0	0	0
Kindergarten / Birth %	7.93%	7.75%	7.54%	7.48%	7.42%	7.36%	7.30%
FD Kindergarten	2,010	1,976	1,961	1,945	1,929	1,914	1,898
Grade 1	2,036	2,045	2,010	1,995	1,978	1,962	1,947
Grade 2	2,091	2,047	2,056	2,021	2,006	1,989	1,973
Grade 3	1,995	2,081	2,037	2,046	2,011	1,996	1,979
Grade 4	2,038	2,000	2,087	2,042	2,052	2,016	2,001
Grade 5	2,120	2,031	1,993	2,080	2,035	2,045	2,009
Grade 6	2,164	2,109	2,020	1,982	2,069	2,024	2,034
Grade 7	2,166	2,120	2,066	1,979	1,942	2,027	1,983
Grade 8	2,073	2,177	2,131	2,077	1,989	1,952	2,038
Grade 9	1,888	2,064	2,168	2,122	2,068	1,981	1,944
Grade 10	2,035	1,838	2,009	2,111	2,066	2,013	1,929
Grade 11	1,663	1,735	1,567	1,712	1,799	1,761	1,716
Grade 12	1,634	1,577	1,645	1,486	1,623	1,706	1,670
Total Enrollment Projection	25,913	25,800	25,750	25,598	25,567	25,386	25,121
Yearly Increase/Decrease	79	-113	-50	-152	-31	-181	-265
Yearly Increase/Decrease %	0.31%	-0.44%	-0.19%	-0.59%	-0.12%	-0.71%	-1.04%
Total Enrollment Projection	25,913	25,800	25,750	25,598	25,567	25,386	25,121

Urban style apartments typically have four stories, a central lobby and entrance, elevator access to all floors and have a central corridor with apartments on each side. These apartments have little or no surface street parking, with parking located beneath the building; retail may or may not be included with the building. If there is retail, it will generally be located on the first floor. These apartments seldom have swimming pools and do not have playgrounds for children.

Garden style apartments will have very little studio apartments and will have more three-bedroom apartments than the urban style and in theory generate more students enrolled in school. These apartments will also have lawns, club houses, swimming pools and places for children to play.

The District felt that it is important to include both styles of apartments for the student generation factor. Though it is anticipated that few students will come from the urban style, they are now part of the mix in Kent and thus should be included in mix of multi-family housing units.

Within the district's borders there are several low-income and multi-family housing projects coming on-line during 2020-2021. Once developed with occupancy occurring the District does recognize that the student generation for multi-family housing may impact future Capital Facilities Plan updates.

III - Current Kent School District "Standard of Service"

In order to determine the capacity of facilities in a school district, King County Code 21A.06 references a "standard of service" that each school district must establish in order to ascertain its overall capacity. The standard of service identifies the program year, the class size, the number of classrooms, students and programs of special need, and other factors determined by the district which would best serve the student population.

This Plan includes the standard of service as established by Kent School District. The District has identified schools with significant special needs programs as "impact" schools and the standard of service targets a lower-class size at those facilities. Portables included in the capacity calculation use the same standard of service as the permanent facilities.

The standard of service defined herein will continue to evolve in the future. Kent School District is continuing a long-term strategic planning process combined with review of changes to capacity and standard of service. This process will affect various aspects of the District's standard of service and future changes will be reflected in future capital facilities plans.

Current Standards of Service for Elementary Students

- Class size ratio for grades K - 3 is planned for an average of 23 students per class, not to exceed 26.
- Class size ratio for grades 4 - 6 is planned for an average of 27 students per class, not to exceed 29.

Some special programs require specialized classroom space and the program capacity of some of the buildings housing these programs is reduced. Some students, for example, leave their regular classroom for a short period of time to receive instruction in special programs and space must be allocated to serve these programs.

Students may also be provided music instruction and physical education in a separate classroom or facility.

Some identified students will also be provided educational opportunities in classrooms for special programs such as those designated as follows:

English Learners (EL)
Education for Disadvantaged Students (Title I) – Federal Program
Learning Assisted Programs (LAP) – State Program
Highly Capable Students – State Program
Reading, math or science Labs
Dual Language Programs in four elementary schools

Inclusive Education Service for Elementary and Secondary students with disabilities may be provided in a separate or self-contained classroom sometimes with a capacity of 10-15 depending on the program.

Current District Standards of Service for Secondary Students

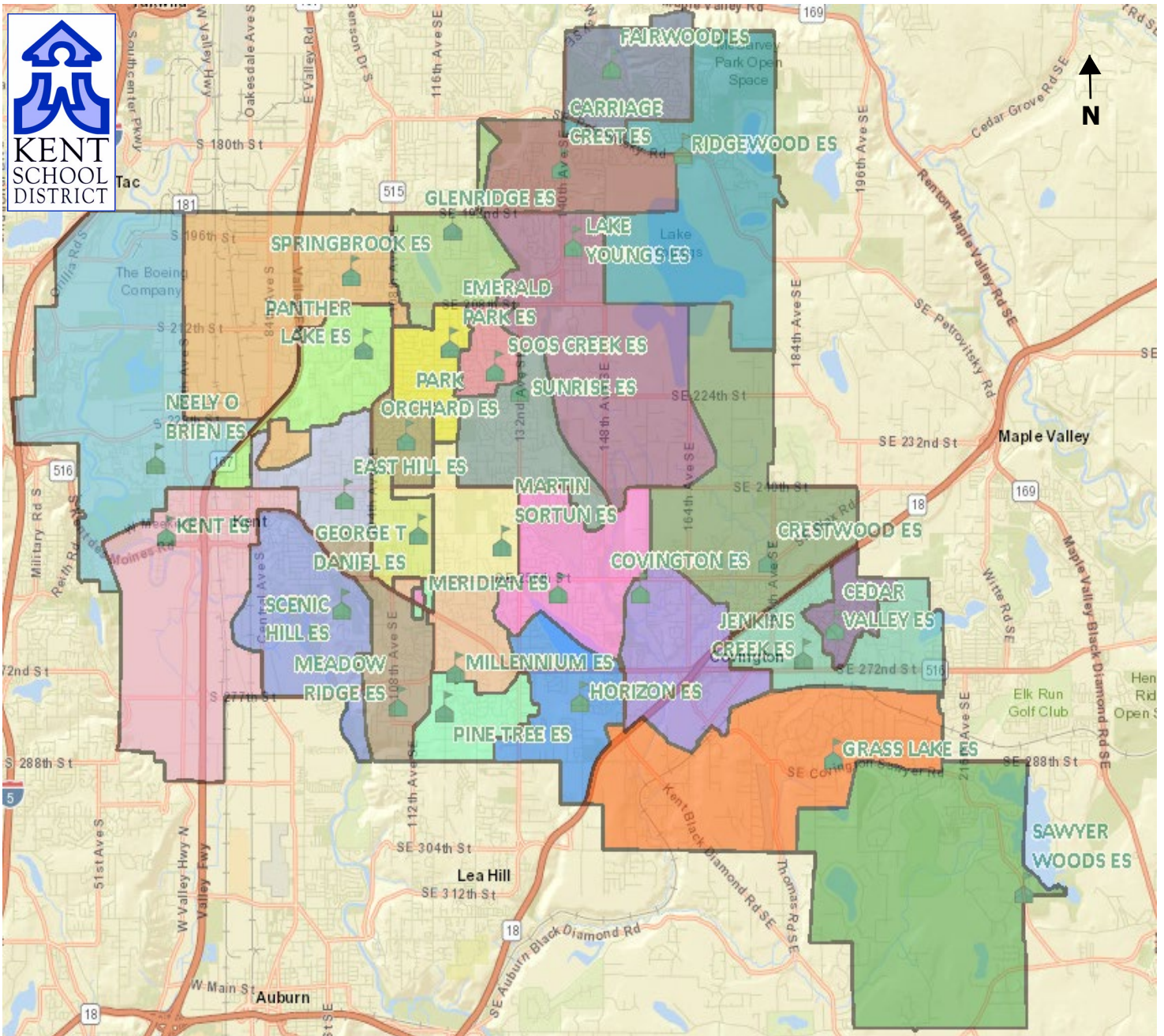
The standards of service outlined below reflect only those programs and educational opportunities provided to secondary students which directly affect the capacity of the school buildings per the negotiated collective bargaining agreement with KEA.

- The average class size ratio for grades 7–8 is 30 students per class and 143 students per day, with a maximum daily class load/enrollment of 150 based on five class periods per day.

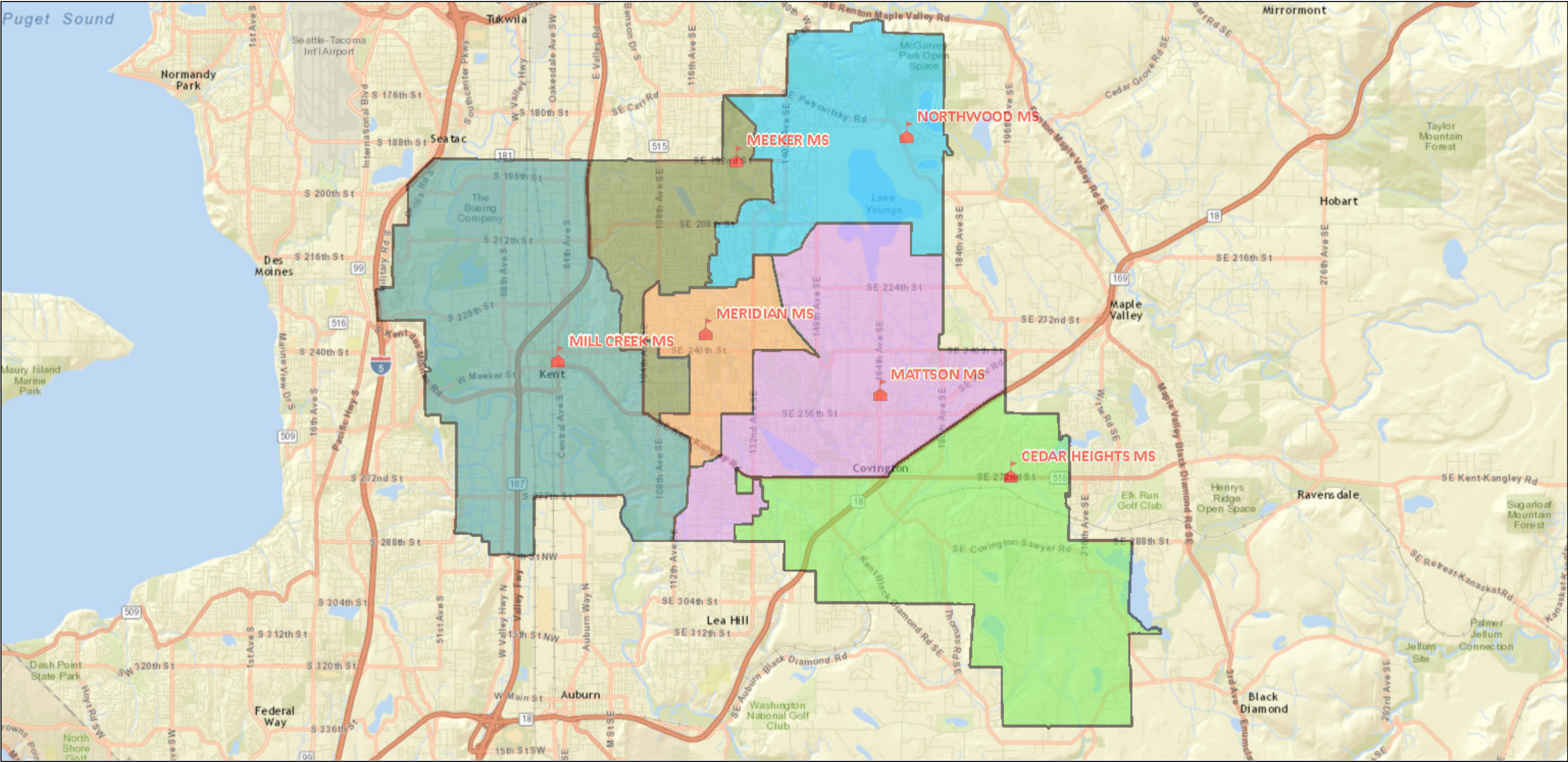
KENT SCHOOL DISTRICT No. 415
INVENTORY and CAPACITY of EXISTING SCHOOLS

					2019-2020
SCHOOL	Year Opened	ABR	ADDRESS	Program Capacity	
Carriage Crest Elementary	1990	CC	18235 - 140th Avenue SE, Renton 98058	428	
Cedar Valley Elementary	1971	CV	26500 Timberlane Way SE, Covington 98042	360	
Covington Elementary	2018	CO	25811 156th Avenue SE, Covington 98042	630	
Crestwood Elementary	1980	CW	25225 - 180th Avenue SE, Covington 98042	408	
East Hill Elementary	1953	EH	9825 S 240th Street, Kent 98031	464	
Emerald Park	1999	EP	11800 SE 216th Street, Kent 98031	477	
Fairwood Elementary	1969	FW	16600 - 148th Avenue SE, Renton 98058	386	
George T. Daniel Elementary	1992	DE	11310 SE 248th Street, Kent 98030	432	
Glenridge Elementary	1996	GR	19405 - 120th Avenue SE, Renton 98058	431	
Grass Lake Elementary	1971	GL	28700 - 191st Place SE, Kent 98042	428	
Horizon Elementary	1990	HE	27641 - 144th Avenue SE, Kent 98042	477	
Jenkins Creek Elementary	1987	JC	26915 - 186th Avenue SE, Covington 98042	384	
Kent Elementary	1999	KE	24700 - 64th Avenue South, Kent 98032	454	
Kent Valley Early Learning Center	2014	KV	317 ---4th Ave S, Kent, WA 98032	318	
Lake Youngs Elementary	1965	LY	19660 - 142nd Avenue SE, Kent 98042	497	
Martin Sortun Elementary	1987	MS	12711 SE 248th Street, Kent 98030	455	
Meadow Ridge Elementary	1994	MR	27710 - 108th Avenue SE, Kent 98030	454	
Meridian Elementary	1939	ME	25621 - 140th Avenue SE, Kent 98042	497	
Millennium Elementary	2000	ML	11919 SE 270th Street, Kent 98030	478	
Neely-O'Brien Elementary	1990	NO	6300 South 236th Street, Kent 98032	454	
Panther Lake Elementary	2009	PL	12022 SE 216th Street, Kent, 98031	552	
Park Orchard Elementary	1963	PO	11010 SE 232nd Street, Kent 98031	463	
Pine Tree Elementary	1967	PT	27825 - 118th Avenue SE, Kent 98030	487	
Ridgewood Elementary	1987	RW	18030 - 162nd Place SE, Renton 98058	477	
Sawyer Woods Elementary	1994	SW	31135 - 228th Ave SE, Black Diamond 98010	477	
Scenic Hill Elementary	1960	SH	26025 Woodland Way South, Kent 98030	454	
Soos Creek Elementary	1971	SC	12651 SE 218th Place, Kent 98031	360	
Springbrook Elementary	1969	SB	20035 - 100th Avenue SE, Kent 98031	396	
Sunrise Elementary	1992	SR	22300 - 132nd Avenue SE, Kent 98042	477	
Elementary TOTAL				13,055	
Cedar Heights Middle School	1993	CH	19640 SE 272 Street, Covington 98042	895	
Mattson Middle School	1981	MA	16400 SE 251st Street, Covington 98042	787	
Meeker Middle School	1970	MK	12600 SE 192nd Street, Renton 98058	832	
Meridian Middle School	1958	MM	23480 - 120th Avenue SE, Kent 98031	792	
Mill Creek Middle School	2005	MC	620 North Central Avenue, Kent 98032	916	
Northwood Middle School	1996	NW	17007 SE 184th Street, Renton 98058	926	
Middle School TOTAL				5,148	
Kent-Meridian High School	1951	KM	10020 SE 256th Street, Kent 98030	1,904	
Kentlake Senior High School	1997	KL	21401 SE 300th Street, Kent 98042	1,957	
Kentridge Senior High School	1968	KR	12430 SE 208th Street, Kent 98031	2,277	
Kentwood Senior High School	1981	KW	25800 - 164th Avenue SE, Covington 98042	2,159	
Senior High TOTAL				8,297	
Kent Mountain View Academy	1997	MV/LC	22420 Military Road, Des Moines 98198	396	
Kent Phoenix Academy	2007	PH	11000 SE 264th Street, Kent 98030	414	
DISTRICT TOTAL				27,310	

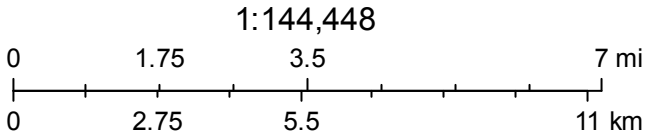
Kent School District Demographic Report



Kent School District Demographic Report - Middle Schools

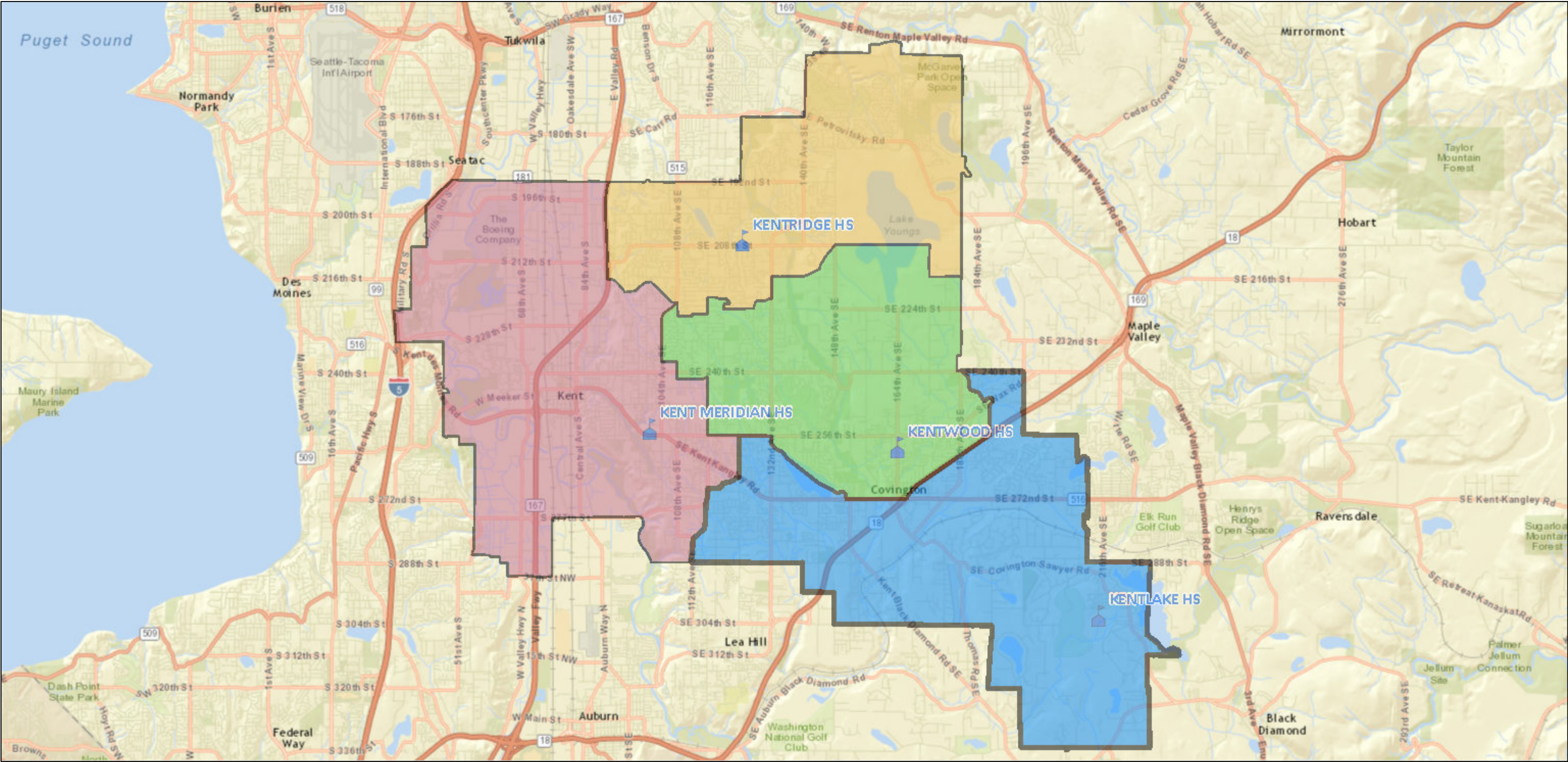


Middle Schools and Current Enrollment	
Cedar Heights	673
Mattson	691
Meeker	717
Meridian	591
Mill Creek	887
Northwood	598



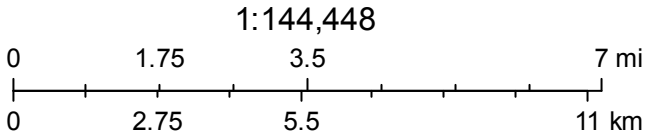
Sources: Esri, HERE, DeLorme, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), MapmyIndia, NGCC, © OpenStreetMap contributors, and the GIS User Community

Kent School District Demographic Report - High Schools



High Schools and Current Enrollment

Kent Meridian - 1858, Kentlake - 1382,
Kentridge - 1818 Kentwood - 1750



Sources: Esri, HERE, DeLorme, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), MapmyIndia, NGCC, © OpenStreetMap contributors, and the GIS User Community

- The average class size ratio for grades 9-12 is 32 students per class and 153 students per day, with a maximum daily class load/enrollment of 160 based on five class periods per day.

Similar to Inclusive Education Programs listed above, many other secondary programs require specialized classroom space which can reduce the program capacity of the permanent school buildings, such as technology labs, performing arts activities, a variety of career and technical education programs, and other specialized programs.

Space or Classroom Utilization

As a result of scheduling conflicts for student programs, the need for specialized rooms for certain programs, and the need for teachers to have a workspace during their planning periods, it is not possible to achieve 100% utilization of regular teaching stations at secondary schools. Based on the analysis of actual utilization of classrooms, the District has determined that the standard utilization rate is 85% for secondary schools. Program capacity at elementary schools reflects 100% utilization at the elementary level.

IV - Inventory and Capacity of Existing Schools

Currently, the District has permanent program capacity to house 27,310 students and transitional (portable) capacity to house 2,085. This capacity is based on the District's Standard of Service as set forth in Section III. Included in this Plan is an inventory of the District's schools by type, address and current capacity (*See Table 3*). The ratio between permanent capacity and portable capacity is 94.9%-5.1%.

The program capacity is periodically updated for changes in programs, additional classrooms and new schools. Program capacity has been updated in this Plan to reflect program changes implemented in the Fall of 2019.

Calculation of Elementary, Middle School and Senior High School capacities are set forth in Appendices A, B, and C. Maps of existing schools are included.

For clarification, the following is a brief description of some of the non-traditional programs for students in Kent School District:

Both the Kent Mountain View Academy and the Kent Phoenix Academy are now sharing the building that formerly served Sequoia Middle School beginning the school year 2019-2020.

iGrad - Kent School District has developed the Individualized Graduation and Degree Program or “iGrad”. iGrad offers a second chance to students age 16-21 who have dropped out of high school and want to earn a high school diploma. iGrad is not included in this Capital Facilities Plan because it is served in leased space at the Kent Hill Plaza Shopping Center. Over the past three years, enrollment in the iGrad program has averaged over 300 students.

V - Six-Year Planning and Construction Plan

In November [2016](#), the voters of the Kent School District approved a bond measure for \$252 million. This new bonding authority provided for the replacement for Covington Elementary school, which opened in August of 2018, a new elementary school in the Kent Valley (Currently being built at the former location of Kent Mountain View Academy), and the twenty additional classrooms project redirected by the Kent School Board to build a 20 classroom Kent Academy Facility housing multiple academy programs in our district, which is currently underway at the site of the Old Panther Lake Elementary School.

At the time of preparation of this Plan in spring 2020, the following projects to increase capacity are either in the planning phase or will start in spring 2020.

- Construction is in progress for New Valley Elementary School (project name only) on West Hill within the City Limits of SeaTac, WA. The 89,000 square foot K-6 school project is being funded with bond funds and impact fees from King County.
- Construction is in progress to add New Academy Facility at the Old Panther Lake Elementary Site in Kent in order to free up space at the current Kent Phoenix Academy location (formerly Sequoyah Middle School) for additional classroom space if needed and/or to open another middle school in the near future. The new 59,000 square foot facility will accommodate a variety of Academy Programs within the Kent School District.
- Some funding for lease or purchase of additional portables may be provided by impact fees as needed. Sites are based on need for additional capacity.

As a critical component of capital facilities planning, county and city planners and decision-makers are encouraged to consider safe walking conditions for all students when reviewing applications and design plans for new roads and developments. This should include sidewalks for pedestrian safety to and from school and bus stops as well as bus pull-outs and turn-arounds.

Included in this Plan is an inventory of potential projects and sites identified by the District which are potentially acceptable site alternatives in the future (*See Table 4 & Site map*).

KENT SCHOOL DISTRICT No. 415
Site Acquisitions and Projects Planned to Provide Additional Capacity

SCHOOL / FACILITY / SITE						Projected Completion Date	Projected Program Capacity	% for new Growth
LOCATION						Type	Status	
# on Map	ELEMENTARY					Approximate	Approximate	
6	New Valley Elementary School	Old Kent Mountain View Academy Site	Elementary Addition	Under Construction	2021-2022	700	100%	
MIDDLE SCHOOL & SENIOR HIGH								
3	New Academy Site	Old Panther Lake Elementary Site	Academy	Under Construction	2021-2022	480	100%	
TEMPORARY FACILITIES							Additional Capacity	
	Portables ¹	TBD - For placement as needed	New	Planning	2020+	24 - 31 each	100%	
# on Map	² OTHER SITES ACQUIRED					Land Use Designation	Type	Land Use Jurisdiction
1	164th SE (Across from Mattson)	25230-25050 164th SE, Covington	98042	Rural	TBD		King County	
2	Ham Lake area (Pollard)	16820 SE 240, Kent	98042	Rural	Elementary		King County	
4	Shady Lk area (Sowers, Blaine, Drahota, Paroline)	17426 SE 192 Street, Renton	98058	Urban	Elementary		King County	
5	SE of Lake Morton area (West property)	SE 332 & 204 SE, Kent	98042	Rural	Secondary		King County	
10	South Central Site (Yeh)	SE 286th St & 124th Ave SE, Auburn	98092	Urban	TBD		King County	
12	256th - Covington (Halleson)	25435 SE 256th, Covington	98042	Rural	To be sold		King County	
12a	156th - Covington (Wikstrom)	25847 156th Ave. SE, Covington	98042	Rural	To be sold		King County	
Notes:								
¹ TBD - To be determined - Some sites are identified but placement, timing and/or configuration of portables has not been determined.								
² Numbers correspond to sites on Site Bank Map on Page 19. Other Map site locations are parcels identified in Table 7 on Page 29.								



Voter approved bond issues have included funding for the purchase of sites for some of these and future schools, and the sites acquired to date are included in this Plan. Some funding is secured for purchase of additional sites, but some may be funded with impact fees as needed. Not all undeveloped properties meet current school construction requirements and some property may be traded or sold to meet future facility needs. The Board of Directors has started the process to sell surplus property in the spring of 2020.

The Board will continue an annual review of standards of service and those decisions will be reflected in each update of the Capital Facilities Plan.

VI - Portable Classrooms

The Plan references use of portables as interim or transitional capacity and facilities.

Currently, the District utilizes portables to house students in excess of permanent capacity and for program purposes at some school locations (*Please see Appendices A, B, C*).

Based on enrollment projections, implementation of full day kindergarten programs, lower state mandated class sizes, program capacity, and the need for additional permanent capacity, the District anticipates the need to purchase or lease additional portables during the next six-year period.

During the time period covered by this Plan, the District does not anticipate that all of the District's portables will be replaced by permanent facilities. During the useful life of some of the portables, the school-age population may decline in some communities and increase in others, and these portables provide the flexibility to accommodate the immediate needs of the community.

Portables may be used as interim or transitional facilities:

1. To prevent overbuilding or overcrowding of permanent school facilities.
2. To cover the gap between the times of demand for increased capacity and completion of permanent school facilities to meet that demand.
3. To meet unique program requirements.

Portables currently in the District's inventory are continually evaluated resulting in some being improved and some replaced.

The Plan projects that the District will use portables to accommodate interim housing needs for the next six years and beyond. The use of portables, their impacts on permanent facilities, life cycle and operational costs, and the interrelationship between portables, emerging technologies, and educational restructuring will continue to be examined.

**KENT SCHOOL DISTRICT No. 415
PROJECTED ENROLLMENT and CAPACITY**

TOTAL DISTRICT

SCHOOL YEAR	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25				
	Actual	P	R	O	J	E	C	T	E	L
Permanent Program Capacity ¹	27,255	27,255	27,255	28,435	28,435	28,435				
Changes to Permanent Capacity ¹										
Capacity Increase (F)										
New Elementary School ²			700							
New Academy (Old PL Site)			480							
Additional Permanent Classrooms	0	0	0	0	0	0	0	0	0	0
Permanent Program Capacity Subtotal	27,255	27,255	28,435	28,435	28,435	28,435	28,435	28,435	28,435	28,435
Interim Portable Capacity ³										
Elementary Portable Capacity Required	1,440	1,248	456	336	336	336	336	336	336	336
Middle School Portable Capacity Required ⁵	0	0	0	0	0	0	0	0	0	0
Senior High School Portable Capacity Required ⁵	0	0	0	0	0	0	0	0	0	0
	1,440	1,248	456	336	336	336	336	336	336	336
TOTAL CAPACITY ¹	28,695	28,503	28,891	28,771	28,771	28,771	28,771	28,771	28,771	28,771
TOTAL ENROLLMENT/ PROJECTION ⁴	25,913	25,800	25,750	25,598	25,598	25,567	25,567	25,567	25,386	25,386
DISTRICT AVAILABLE CAPACITY ⁵	2,782	2,703	3,141	3,173	3,173	3,204	3,204	3,204	3,385	3,385

¹ Capacity is based on standard of service for programs provided and is updated periodically to reflect program changes.

² New Elementary school will increase capacity and will be built on the existing site of Kent Mountain View Academy.

³ 2019-2020 total classroom portable capacity is 1440. Some additional relocatable used for program purposes.

⁴ Actual October Headcount Enrollment with Projections from OSPI Report 1049 - Determination of Projected Enrollments.

⁵ School capacity meets concurrency requirements and no impact fees are proposed for secondary schools.

**KENT SCHOOL DISTRICT No. 415
PROJECTED ENROLLMENT and CAPACITY**

ELEMENTARY - Grades K - 6

SCHOOL YEAR	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25		
	Actual	P	R	O	J	E	C	T

Elementary Permanent Capacity ¹	13,000	13,000	13,000	13,700	13,700	13,700	
--	--------	--------	--------	--------	--------	--------	--

New Elementary School - Kent Valley 700

Additional Permanent Classrooms ² 0 0 0 0 0 0

Subtotal 13,000 13,000 13,700 13,700 13,700 13,700

Portable Capacity Required ¹	1440	1248	456	336	336	336	
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TOTAL CAPACITY ^{1/2}	14,440	14,248	14,156	14,036	14,036	14,036	
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ENROLLMENT / PROJECTION ³	14,454	14,289	14,164	14,111	14,080	13,946	
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SURPLUS (DEFICIT) CAPACITY	-14	-41	-8	-75	-44	90	
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Number of Portables Required 60 52 19 14 14 14

¹ Capacity is based on standard of service for programs provided and is updated periodically to reflect program changes

² Additional classrooms will be placed at schools with the greatest need for alleviate overcrowding

³ Actual October Headcount Enrollment with Projections from OSPI Report 1049 - Determination of Projected Enrollment
Enrollment & Projections reflect FULL Day Kindergarten at ALL Elementary schools @ 1.0 & exclude ECSE Preschool

KENT SCHOOL DISTRICT No. 415
PROJECTED ENROLLMENT and CAPACITY

MIDDLE SCHOOL - Grades 7 - 8

SCHOOL YEAR	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-2026
	P R O J E C T E D						

Middle School Permanent Capacity ¹	5,148	5,148	5,148	5,148	5,148	5,148	5,148	5,148
---	-------	-------	-------	-------	-------	-------	-------	-------

No Changes to Middle School Capacity

Subtotal	5,148	5,148	5,148	5,148	5,148	5,148	5,148	5,148
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Portable Capacity Required ¹	0	0	0	0	0	0	0
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TOTAL CAPACITY ^{1 & 3}	5,148	5,148	5,148	5,148	5,148	5,148	5,148
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ENROLLMENT / PROJECTION ²	4,239	4,297	4,197	4,056	3,931	3,979	4,021
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SURPLUS (DEFICIT) CAPACITY	909	851	951	1,092	1,217	1,169	1,127
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Number of Portables Required	0	0	0	0	0	0	0
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No Classroom Portables required at middle schools at this time. Some Portables used for classroom and program purposes.

- ¹ Capacity is based on standard of service for programs provided and is updated periodically to reflect program changes.
- ² Actual October Headcount Enrollment with Projections from OSPI Report 1049 - Determination of Projected Enrollments.
- ³ Surplus capacity due to grade level reconfiguration - All 9th grade students moved to the high schools in Fall 2004.

KENT SCHOOL DISTRICT No. 415
PROJECTED ENROLLMENT and CAPACITY

SENIOR HIGH - Grades 9 - 12

SCHOOL YEAR	2019-20	2020-21	2021-22	2022-23	2023-24	2024-2025	2025-2026
	P	R	O	J	E	C	T

Senior High Permanent Capacity ¹	8,297	8,297	8,297	8,777	8,777	8,777	8,777
---	-------	-------	-------	-------	-------	-------	-------

New Academy (Old PL site) 480

No Changes to High School Capacity

Subtotal	8,297	8,297	8,777	8,777	8,777	8,777	8,777
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Portables Capacity Required ¹	0	0	0	0	0	0	0
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TOTAL CAPACITY ¹	8,297	8,297	8,777	8,777	8,777	8,777	8,777
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ENROLLMENT / PROJECTION ³	7,220	7,214	7,389	7,431	7,556	7,461	7,259
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SURPLUS (DEFICIT) CAPACITY	1,077	1,083	1,388	1,346	1,221	1,316	1,518
----------------------------	-------	-------	-------	-------	-------	-------	-------

Number of Portables Required 0 0 0 0 0 0 0

No Classroom Portables required at this time. Some Portables used for classroom and program purposes.

¹ Capacity is based on standard of service for programs provided and is updated periodically to reflect program changes.

³ Actual October Enrollment with Projections from OSPI Report 1049 - Determination of Projected Enrollments.

VII - Projected Six-Year Classroom Capacity

As stated in Section IV, the program capacity study is periodically updated for changes in special programs and reflects class size requirements, class size fluctuations etc. As shown in the Inventory and Capacity chart in Table 3, the program capacity is also reflected in the capacity and enrollment comparison charts (*See Tables 5 & 5 a-b-c*).

Enrollment is electronically reported to OSPI on Form P-223 on a monthly basis and funding apportionment is based on Annual Average FTE (AAFTE). The first school day of October is widely recognized as the enrollment “snapshot in time” to report enrollment for the year.

Kent School District continues to be the fifth largest district (both FTE and headcount basis) in the state of Washington. The P-223 Headcount for October 2019 was 25,833 with kindergarten students counted at 1.0 and excluding ECSE and college-only Running Start students. A full headcount of all students enrolled in October 2019 totals 26,749 which included ECSE and college-only Running Start students.

In October 2019, there were 1,177 students in 11th and 12th grade participating in the Running Start program at different colleges and receiving credits toward both high school and college graduation. Of these students, 664 attended classes only at the college (“college-only”) and are excluded from FTE and headcount for capacity and enrollment comparisons. Kent School District has one of the highest Running Start program participation rates in the state.

Based on the enrollment forecasts, permanent facility inventory and capacity, current standard of service, portable capacity, and future additional classroom space, the District plans to continue to satisfy concurrency requirements through the transitional use of portables (*See Table 5 and Tables 5 a-b-c*).

This does not mean that some schools will not experience overcrowding. There may be a need for additional portables and/or new schools to accommodate growth within the District. New schools may be designed to accommodate placement of future portables. School attendance area changes, limited and costly movement of portables, zoning changes, market conditions, and educational restructuring will all play a major role in addressing overcrowding and underutilization of facilities in different parts of the District.

VIII - Finance Plan

The finance plan shown on *Table 6* demonstrates how the Kent School District plans to finance improvements for the years 2020-2021 through 2025-2026. The financing components include secured and unsecured funding and impact fees. The plan is based on future bond issues, state school construction assistance, collection of impact fees under the State Growth Management Act and voluntary mitigation fees paid pursuant to State Environmental Policy Act.

The plan also includes an additional elementary school in the Kent Valley which is currently under construction at the current site of the Kent Mountain View Academy on Military Road in SeaTac. Kent Mountain View Academy moved into and is sharing space at the current Kent Phoenix Academy (located at the former Sequoyah Middle School) starting the 2019-2020 school year. This new school will increase the capacity at the elementary level by 700 students. Some impact fees are scheduled to be part of the overall finance plan.

In November 2016, the District held a special election to approve the authorization of \$252,000,000 in bonding authority. The projects described above are part of this authorization. The first series of bonds (\$80 million) were issued in February 2017, which funded the Covington Elementary Replacement School, as well as other infrastructure projects. *Impact fees will be used at both projects due to escalation in construction pricing across the pacific northwest.*

The Finance Plan includes new portables to be purchased or leased to provide additional capacity and some may be funded from impact fees.

Enrollment projections reflect future need for additional capacity at the elementary level and unfunded facility needs will be reviewed in the future and reported in annual updates of the Capital Facilities Plan. No impact fees are requested for secondary schools in this Plan.

For the Six-Year Finance Plan, costs of future schools are based on estimates from Kent School District Capital Planning Department. Please see pages 13-14 for a summary of the cost basis.

**KENT SCHOOL DISTRICT No. 415
SIX-YEAR FINANCE PLAN**

SCHOOL FACILITIES		*	2019	2020	2021	2022	2023	2024	2025	TOTAL	Secured Local & State	Unsecured State ² or Local ³	Impact Fees ⁵	
												Estimated		Estimated
PERMANENT FACILITIES		F	\$11,000,000	\$16,000,000	\$26,000,000					\$53,000,000	\$51,000,000		\$2,000,000	
New Elementary School - Kent Valley														
Elementary Site Acquisition (10 acres)														
New Academy Facility / 20 Classrooms														
No Secondary School Projects at this time.														
TEMPORARY FACILITIES		U	\$393,750 3 portables							\$393,750			\$393,750	
Additional portables ^{3 - 4}														
OTHER														
N / A														
Totals														

* F = Funded U = Unfunded

NOTES:

² The District anticipates receiving some State Funding Construction Assistance for some projects.

³ Facility needs are pending review. Some of these projects may be funded with impact fees.

⁴ Cost of portables based on current cost and adjusted for inflation for future years.

⁵ Fees in this column are based on amount of fees collected to date and estimated fees on future units.

KENT SCHOOL DISTRICT No. 415
Site Acquisitions & Costs
Average of Sites Purchased, Sold or Built on within last 10 Years

Type & # on Map	School / Site	Year Open / Purchased Sold	Location	Acreage	Cost/Price	Avg cost-price/acre	Total Average Cost / Acre
Elementary							
12 / Urban	Property Sale-29.7 acres of Plemons-Yeh site	2016	SSE 124th Ave and 284th ST SE	29.70	\$947,536	\$31,904	
7 / Rural	Property Sale - Scarsella site	2015	2900 Kent Black Diamond RD SE	13.25	\$330,000	\$24,906	
3 / Rural	Property Sale - Old Covington Parcel A, #362206-9081	2019	17070 SE Wax Rd, Covington	8.00	\$3,869,697	\$483,712	
6 / Rural	Property purchased for new elementary	2019	SE 264th St., Kent	10.00	\$1,770,355	\$177,036	
			Elementary Site Subtotal	60.95	\$6,917,588		\$113,496 Elem site average
Middle School							
	No Acquisitions for Middle School			0.00	\$0		
			Middle School Site Subtotal	0.00	\$0		\$0 Middle Schl Site Avg.
Senior High							
	No Acquisitions for Senior Highs			0.00	\$0	\$0	
			Senior High Site Subtotal	0.00	\$0		\$0 Sr Hi Site Average
Note: All rural sites were purchased prior to adoption of Urban Growth Area. Numbers correspond to locations on Site Bank & Acquisitions Map on Page 17.							
	Properties purchased prior to 2010						
1 / Urban	Site - Covington area North (So of Mattson MS)	1984					
2 / Rural	Site - Ham Lake east (Pollard)	1992					
4 / Urban	Site - Shady Lake (Sowers-Blaine-Drahota-Paroline)	1995					
5 / Rural	Site - SE of Lake Morton area (West property)	1993					
10 / Urban	Site - Yeh-Williams (W of 132 Ave SE at SE 288)	1999					
12 / Urban	Site - SE 256th Covington (Halleson)	2000					
12a / Urban	Site - 156th Ave. SE Covington (Wikstrom)	2004					
				Total Acreage & Cost		Total Average Cost / Acre	
				60.95	\$6,917,588	\$113,496	

Cost Basis Summary

For impact fee calculations, construction costs are based on cost of the last elementary school, adjusted for inflation, and projected cost of the future elementary schools and additional classrooms.

Project	Projected Cost
New Elementary School Kent Valley (To open Fall 2021)	\$53,000,000
New Academy Facility (To open Fall 2021)	\$36,000,000

Site Acquisition Cost

The site acquisition cost is based on an average cost of sites purchased or built on within the last ten years. Please see Table 7 for a list of site acquisition costs and averages.

District Adjustment

The impact fee calculations on Appendix B & C include a “District Adjustment” which is equal to the amount of increase that the impact fee formulas total for this year and adjusted for the increase in the Consumer Price Index (2.5%) for the Seattle metropolitan area.

IX - Summary of Changes to June 2020 Capital Facilities Plan

The Capital Facilities Plan (the "Plan") is updated annually based on previous Plans in effect since 1993. The primary changes from the June 2019 Plan are summarized here.

Changes to capacity continue to reflect fluctuations in class size ratio as well as program changes. Changes in portables or transitional capacity reflect use, lease or purchase, sale, surplus and/or movement between facilities.

The district worked with contractor David Demographics out of Riverside California to update student generation factors. The updated rates are included in the body of the Plan.

The student headcount enrollment forecast is updated annually. All Elementary schools now have Full Day Kindergarten so six-year Kindergarten projections were previously modified to meet the requirements for Full Day Kindergarten programs at all elementary schools.

The district expects to receive some State Funding Assistance (formerly called "state matching funds") for projects in this Plan and tax credit factors are updated annually. Unfunded site and facility needs will be reviewed in the future.

The impact fees for 2021 calendar year will increase by the percentage increase of the consumer price index for the Seattle metropolitan area. The increase for 2021 calendar year is 2.5%. For single-family residences, the fee will increase by \$138.85 to \$5,692.85. The impact fee for multi-family units will increase by \$58.63 to \$2,403.63.

X - Appendices

Changes to Impact Fee Calculation Factors include:

ITEM	Grade/Type	FROM	TO	Comments
Student Generation Factor	Elem	0.398	0.334	
Single Family (SF)	MS	0.096	0.078	
	SH	0.185	0.117	
	Total	0.679	0.529	0.150 Decrease
Student Generation Factor	Elem	0.117	0.117	
Multi-Family (MF)	MS	0.028	0.028	
	SH	0.029	0.048	
	Total	0.174	0.193	0.019 Increase
State Funding Assistance Ratios ("State Match")		56.96%	56.96%	Per OSPI Website
Area Cost Allowance		\$225.97	\$225.97	Per OSPI Website
Average Assessed Valuation (AV)	SF	\$407,255	\$423,247	Puget Sound ESD
AV - Average of Condominiums & Apts.	MF	\$151,126	\$164,546	Puget Sound ESD
Debt Service Capital Levy Rate / \$1000		\$1.04	\$1.41	Per King Co. Assessor Report
General Obligation Bond Interest Rate		3.95%	2.16%	Bond Buyers 20 year GO Index
Impact Fee - Single Family	SF	\$5,554	\$5,692.85	Increase of \$138.85 or 2.5%
Impact Fee - Multi-Family	MF	\$2,345	\$2,403.63	Increase of \$58.63 or 2.5%

**KENT SCHOOL DISTRICT
FACTORS FOR ESTIMATED IMPACT FEE CALCULATIONS**

Student Generation Factors - Single Family

Elementary	(Grades K - 6)	0.334
Middle School	(Grades 7 - 8)	0.078
Senior High	(Grades 9 - 12)	0.117
Total		0.529

Student Generation Factors - Multi-Family

Elementary	0.117
Middle School	0.028
Senior High	0.048
Total	0.193

Projected Increased Student Capacity

Elementary	700
Middle School	0
Senior High (Academy)	480

OSPI - Square Footage per Student

Elementary	90
Middle School	117
Senior High	130
Special Education	144

Required Site Acreage per Facility

Elementary (required)	11
Middle School (required)	21
Senior High (required)	32

Average Site Cost / Acre

Elementary	\$113,496
Middle School	\$0
Senior High	\$0

New Facility Construction Cost

Elementary *	\$53,000,000
Middle School	\$0
Senior High * (Academy)	\$36,000,000

* See cost basis on Pg. 26

Temporary Facility Capacity & Cost

Elementary	@ 24	\$0
Middle School	@ 29	\$0
Senior High	@ 31	\$0

Temporary Facility Square Footage

Elementary	143,372
Middle School	10,736
Senior High	21,296
Total	175,404

State Funding Assistance Credit

District Funding Assistance Percentage	56.96%
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Permanent Facility Square Footage

Elementary	1,571,558
Middle School	764,809
Senior High	1,048,939
Total	3,385,306

Construction Cost Allocation

CCA - Cost/Sq. Ft.	\$238.22
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Total Facilities Square Footage

Elementary	1,714,930
Middle School	775,545
Senior High	1,070,235
Total	3,560,710

District Average Assessed Value

Single Family Residence	\$426,418
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District Average Assessed Value

Multi-Family Residence	\$177,957
------------------------	------------------

Developer Provided Sites / Facilities

Value	0
Dwelling Units	0

Bond Levy Tax Rate/\$1,000

Current Rate / 1,000 Tax Rate	1.41
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General Obligation Bond Interest Rate

Current Bond Interest Rate	2.16%
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CPI Inflation Factor

2.50%

KENT SCHOOL DISTRICT IMPACT FEE CALCULATION for SINGLE FAMILY RESIDENCE

Site Acquisition Cost per Single Family Residence

Formula: ((Acres x Cost per Acre) / Facility Capacity) x Student Generation Factor

	Required Site Acreage	Average Site Cost/Acre	Facility Capacity	Student Factor	
A 1 (Elementary)	11	\$113,496	700	0.334	\$595.69
A 2 (Middle School)	21	\$0	0	0.078	\$0.00
A 3 (Senior High)	32	\$0	480	0.117	\$0.00
Total	64	\$113,496	1,180	0.529	
				A ⇨	\$595.69

Permanent Facility Construction Cost per Single Family Residence

Formula: ((Facility Cost / Facility Capacity) x Student Factor) x (Permanent/Total Square Footage Ratio)

	Construction Cost	Facility Capacity	Student Factor	Footage Ratio	
B 1 (Elementary)	\$53,000,000	700	0.334	0.903	\$22,835.58
B 2 (Middle School)	\$0	0	0.078	0.984	
B 3 (Senior High)	\$36,000,000	480	0.117	0.998	\$8,757.45
Total	\$89,000,000	1,180	0.529		\$31,593.03
				B ⇨	

Temporary Facility Cost per Single Family Residence (Portables)

Formula: ((Facility Cost / Facility Capacity) x Student Factor) x (Temporary / Total Square Footage Ratio)

	Facility Cost	Facility Capacity	Student Factor	Footage Ratio	
C 1 (Elementary)	\$0	24	0.334	0.097	\$0.00
C 2 (Middle School)	\$0	29	0.078	0.016	\$0
C 3 (Senior High)	\$0	31	0.117	0.02	\$0
Total	\$0	84	0.529		\$0.00
				C ⇨	

State Funding Assistance Credit per Single Family Residence (formerly "State Match")

Formula: Area Cost Allowance x SPI Square Feet per student x Funding Assistance % x Student Factor

	Construction Cost Allocation	SPI Sq. Ft. / Student	Assistance %	Student Factor	
D 1 (Elementary)	\$238.22	90	0.5696	0.334	\$4,078.84
D 2 (Middle School)	\$238.22	117	0.5696	0.078	\$1,238
D 3 (Senior High)	\$238.22	130	0.5696	0.117	\$2,064
				D ⇨	\$7,381.00

Tax Credit per Single Family Residence

Average SF Residential Assessed Value (AAV)	\$426,418	
Net Present Value (per EQ) (NPV)	8.90	
Current Debt Service Rate / 1,000 (r)	0.14%	TC ⇨ \$5,351.12
(Below used to calculate NPV)		
Current Bond Interest Rate	2.16%	
Years Amortized (10 Years)- Used in NPV Calculation	10	

Developer Provided Facility Credit

Facility / Site Value	Dwelling Units	
0	0	FC ⇨ 0

Fee Recap

A = Site Acquisition per SF Residence	\$595.69	
B = Permanent Facility Cost per Residence	\$31,593.03	
C = Temporary Facility Cost per Residence	\$0.00	
Subtotal		\$32,188.72

D = State Match Credit per Residence	\$7,381.00	
TC = Tax Credit per Residence	\$5,351.12	
Subtotal		\$12,732.12

Total Unfunded Need	\$19,456.60	
50% Developer Fee Obligation	\$9,728	
FC = Facility Credit (if applicable)	\$0	
District Adjustment (see page 28 for explanation)	(\$4,035)	
Net Fee Obligation per Residence - Single Family	\$5,692.85	

KENT SCHOOL DISTRICT IMPACT FEE CALCULATION for MULTI-FAMILY RESIDENCE

Site Acquisition Cost per Multi-Family Residence Unit

Formula: ((Acres x Cost per Acre) / Facility Capacity) x Student Generation Factor

	Required Site Acreage	Average Site Cost/Acre	Facility Capacity	Student Factor	
A 1 (Elementary)	11	\$113,496	700	0.117	\$208.67
A 2 (Middle School)	21	\$0	0	0.028	
A 3 (Senior High)	32	\$0	480	0.048	\$0.00
Total	\$64	113,496	1,180	0.193	
				A ⇨	\$208.67

Permanent Facility Construction Cost per Multi-Family Residence Unit

Formula: ((Facility Cost / Facility Capacity) x Student Factor) x (Permanent / Total Square Footage Ratio)

	Construction Cost	Facility Capacity	Student Factor	Footage Ratio	
B 1 (Elementary)	\$53,000,000	700	0.117	0.903	\$7,999.29
B 2 (Middle School)	\$0	0	0.028	0.984	
B 3 (Senior High)	\$36,000,000	480	0.048	0.998	\$3,592.80
Total	\$89,000,000	1,180	0.193		
				B ⇨	\$11,592.09

Temporary Facility Cost per Multi-Family Residence Unit

Formula: ((Facility Cost / Facility Capacity) x Student Factor) x (Temporary / Total Square Footage Ratio)

	Facility Cost	Facility Capacity	Student Factor	Footage Ratio	
C 1 (Elementary)	\$0	24	0.117	0.097	\$0.00
C 2 (Middle School)	\$0	29	0.028	0.016	\$0
C 3 (Senior High)	\$0	31	0.048	0.02	\$0
Total	\$0	84			
				C ⇨	\$0.00

State Funding Assistance Credit per Multi-Family Residence (formerly "State Match")

Formula: Area Cost Allowance x SPI Square Feet per student x Funding Assistance % x Student Factor

	Area Cost Allowance	SPI Sq. Ft. / Student	Equalization %	Student Factor	
D 1 (Elementary)	\$238.22	90	0.5696	0.117	\$1,428.82
D 2 (Middle School)	\$238.22	117	0.5696	0.028	\$445
D 3 (Senior High)	\$238.22	130	0.5696	0.048	\$847
				D ⇨	\$2,720.04

Tax Credit per Multi Family Residence

Average MF Residential Assessed Value (AAV)	\$177,957		
Net Present Value (per EQ) (NPV)	8.90		
Current Debt Service Rate / 1,000 (r)	0.14%	TC ⇨	\$2,233.18
(Below used to calculate NPV)			
Current Bond Interest Rate	2.16%		
Years Amortized (10 Years)- Used in NPV Calculation	10		

Developer Provided Facility Credit

Facility / Site Value	Dwelling Units	
0	0	FC ⇨ 0

Fee Recap

A = Site Acquisition per Multi-Family Unit	\$208.67	
B = Permanent Facility Cost per MF Unit	\$11,592.09	
C = Temporary Facility Cost per MF Unit	\$0.00	
Subtotal		\$11,800.76
D = State Match Credit per MF Unit	\$2,720.04	
TC = Tax Credit per MF Unit	\$2,233.18	
Subtotal	-	\$4,953.23

Total Unfunded Need	\$6,847.53	
50% Developer Fee Obligation	\$3,424	
FC = Facility Credit (if applicable)	0	
District Adjustment (see page 28 for explanation)	(\$1,019)	
Net Fee Obligation per Residential Unit - Multi-family	\$2,404.63	



July 14, 2020

Mr. Anthony Avery
Department of Community Development
City of Auburn
25 West Main Street
Auburn, WA 98001

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EQUITY
EXCELLENCE
COMMUNITY

RE: Proposed 2021 School Impact Fees for Kent School District #415

Dear Mr. Avery

The six year (2019-2020) Capital Facilities Plan (CFP) for Kent School District #415 as adopted by the Board of Directors calls for a modest increase in school impact fees for 2021. The impact fees will increase by the percentage increase of the consumer price index (2.5%) for the Seattle metropolitan area in 2020.

The single-family residence fee will increase by \$138.85 to \$5,692.85 from \$5,554.00. The multi-family residence fee will increase by \$58.63 to \$2,403.63 from \$2,345.00. The fee calculations are shown on pages 14 and 15 of the CFP. It should be noted that the District is making an adjustment of \$4,035 for single family and \$1,019 for multi-family residences from what the fees compute. This is to keep the fees reasonable and meet the need of the District and Communities.

Sincerely,

Ben Rarick
Executive Director of Budget & Finance

DETERMINATION OF NONSIGNIFICANCE

For

Kent School District No. 415

2020 Capital Facilities Plan

Issued with a 14-day comment and appeal period.

Description of Proposal:

This threshold determination analyzes the environmental impacts associated with the following actions, which are so closely related to each other that they are in effect a single action:

1. The adoption of the Kent School District 2020 Six-Year Capital Facilities Plan by the Kent School District for the purposes of planning for the facilities needs of the District.
2. The amendment of the King County Comprehensive Plan to include the Kent School District 2020 Capital Facilities Plan as a part of the Capital Facilities Plan Element of the King County Comprehensive Plan.
3. The amendment of the Comprehensive Plan of the City of Kent to include the Kent School District's 2020 Capital Facilities Plan as part of the Capital Facilities Plan Element of the Comprehensive Plans of the City of Kent.
4. The amendment of the Comprehensive Plan of the City of Covington to include the Kent School District's 2020 Capital Facilities Plan as part of the Capital Facilities Plan Element of the Comprehensive Plans of the City of Covington.
5. The amendment of the Comprehensive Plan of the City of Renton to include the Kent School District's 2020 Capital Facilities Plan as part of the Capital Facilities Plan Element of the Comprehensive Plans of the City of Renton.
6. The amendment of the Comprehensive Plan of the City of Auburn to include the Kent School District's 2020 Capital Facilities Plan as part of the Capital Facilities Plan Element of the Comprehensive Plans of the City of Auburn.
7. This proposal may also involve amendment of Comprehensive Plans of the Cities of Black Diamond, Maple Valley, and/or SeaTac to incorporate the Kent School District 2019 Capital Facilities Plan into the Capital Facilities element of that jurisdiction's Comprehensive Plan.

Proponent: Kent School District No. 415

Location of the Proposal:

The Kent School District includes an area of approximately 70 square miles. The City of Covington and portions of the cities of Kent, Renton, Auburn, Black Diamond, Maple Valley, and SeaTac fall within the District's boundaries, as do parts of unincorporated King County.

Lead Agency:

Kent School District No. 415 is the lead agency pursuant to WAC 197-11-926.

The lead agency for this proposal has determined that the proposal does not pose a probable significant adverse impact to the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030 (2) (c). This decision was made after a review of the completed environmental checklist and other information on file with the lead agency. This information is available to the public upon request.

This Determination of Non-significance (DNS) is issued under WAC 197-11-340(2). The lead agency will not act on this proposal for 14 days from the date of issue. Comments must be submitted by 4:00 p.m., June 12, 2020. The responsible official will reconsider the DNS based on timely comments and may retain, modify, or, if significant adverse impacts are likely, withdraw the DNS. If the DNS is retained, it will be final after the expiration of the comment deadline.

Responsible Official:

Mr. Benjamin Rarick
Executive Director, Budget & Finance
Kent School District No. 415

Telephone: (253) 373-7295

Address: 12033 SE 256th Street, Bld. A
Kent, Washington 98030-6643

Appeals of this determination are governed by Board Policy No. 6890, which can be obtained from Mr. Ben Rarick, Executive Director, Kent School District No. 415, 12033 SE 256th Street #A-600, Kent, Washington 98030-6643 and pursuant to WAC 197-11-680 and RCW 43.21C.075.

Date of Issue: May 28, 2020

Date Published: June 5, 2020

ENVIRONMENTAL CHECKLIST

UPDATED 2020

WAC 197-11-960 Environmental Checklist.

Purpose of Checklist:

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

Instructions for Applicants:

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

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

Instructions for Lead Agencies:

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

Use of checklist for nonproject proposals:

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (part D). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects)

questions in Part B - Environmental Elements -that do not contribute meaningfully to the analysis of the proposal

A. BACKGROUND

1. Name of proposed project, if applicable:

The adoption of a six-year Capital Facilities Plan by the Kent School District. The Comprehensive Plans of King County, City of Kent, City of Covington, City of Renton, City of Auburn and possibly Cities of Maple Valley, Black Diamond and SeaTac have been and/or will be amended to include the Kent School District 2020 Capital Facilities Plan in the Capital Facilities Plan Element of the Comprehensive Plan for each jurisdiction. A copy of the Capital Facilities Plan is available for review in the Kent School District Business Services Department.

2. Name of applicant:

Kent School District No. 415.

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

Kent School District No. 415
12033 SE 256th Street # A-600
Kent, WA 98030-6643

Contact Person: Mr. Ben Rarick, Executive Director

Telephone: (253) 373-7295

4. Date checklist prepared: May 28, 2020

5. Agency requesting checklist:

Kent School District No. 415

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

The 2020 Kent School District Capital Facilities Plan is scheduled to be forwarded to King County, Cities of Kent, Covington, Renton, Auburn, Maple Valley, Black Diamond, and SeaTac for possible inclusion in each jurisdiction's Comprehensive Plan. The Capital Facilities Plan will be updated annually. Site-specific projects have been or will be subject to project-specific environmental review.

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

The Capital Facilities Plan reviews proposed replacement of Covington Elementary school which will increase capacity for that school, an additional elementary in the Kent

Valley (site to be determined) and an additional twenty permanent classrooms at elementary schools where needed. The expanded use of portables is planned to alleviate overcrowding at elementary schools.

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

The above-referenced projects will undergo environmental review at the time of formal proposal.

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

If yes, explain.

No.

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

King County and Cities of Kent, Covington, Auburn and Renton will review and approve the Capital Facilities Plan for the purposes of impact fee ordinances and will need to adopt the Plan as an amendment to the Capital Facilities Plan element of the Comprehensive Plans of King County and Cities of Kent, Covington, Renton and Auburn. Cities of Maple Valley, Black Diamond, and SeaTac may also review and approve the Plan for the purposes of any school impact fee ordinances and may adopt the Plan as an amendment to the Capital Facilities element of their Comprehensive Plans.

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

This is a non-project action. This proposal involves the adoption of the Kent School District 2020 Capital Facilities Plan for the purpose of planning the facilities needs of the District and for inclusion in the Capital Facilities Plan element and possible amendment of the Comprehensive Plans for King County, City of Covington, City of Kent, City of Renton, City of Auburn, City of Black Diamond, City of SeaTac and City of Maple Valley. A copy of the Capital Facilities Plan may be viewed at the Kent School District Business Services Department office.

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

The 2020 Capital Facilities Plan will affect the Kent School District. The District includes an area of approximately 70 square miles. The City of Covington, and portions of the Cities of Kent, Auburn, Renton, Black Diamond, Maple Valley, SeaTac and parts of unincorporated King County fall within the boundaries of the Kent School District.

B. ENVIRONMENTAL ELEMENTS

1. Earth

- a. General description of the site (circle one): Flat, rolling, hilly, steep slopes, mountainous, other _ _ _ _

The Kent School District is comprised of a variety of topographic land forms and gradients, including all of those listed. Specific topographic characteristics will be identified during the planning and permit process for each capital project.

- b. What is the steepest slope on the site (approximate percent slope)?

Specific slope characteristics will be identified during the planning and permit process for each capital project.

- c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.

Specific soil types will be identified during the planning and permit process for each capital project.

- d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

Unstable soils may exist within the Kent School District. Specific soil limitations on individual project sites will be identified at the time of environmental review.

- e. Describe the purpose, type, total area and approximate quantities and total affected area of any filling or grading proposed. Indicate source of fill.

Individual projects included in the Capital Facilities Plan will be subject to project-specific environmental review and local approval at the time of proposal. Proposed grading projects, as well as the purpose, type, quantity, and source of fill materials will be identified as appropriate to each project.

- f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

It is possible that erosion could occur as a result of construction projects currently proposed in the Capital Facilities Plan. Individual projects and their erosion impacts will be evaluated on a site-specific basis. Individual projects will be subject to environmental review and local approval on the time of proposal.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings?)

Percentage of impervious cover will vary with each capital facilities project and will be addressed during project-specific environmental review.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

Erosion potential on individual project sites will be addressed during project-specific environmental review. Relevant erosion reduction and control requirements will be met.

2. Air

a. What types of emissions to the air would result from the proposal during construction operation and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

Various emissions, many construction-related, may result from individual projects. Air-quality impacts will be evaluated during project-specific environmental review. Please see the Supplemental Sheet for Non-project Actions.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

Off-site sources and necessary mitigation will be addressed during project-specific environmental review.

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

Plans for individual projects included in the Capital Facilities Plan have been or will be subject to environmental review and relevant local approval processes, including obtaining of any necessary air quality permits, at the time individual projects are formally proposed. Please see the Supplemental Sheet for Non-project Actions.

3. Water

a. Surface:

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

There is a network of surface water bodies within the Kent School District. The surface water regimes and flow patterns have been or will be researched and incorporated in the design of each individual project.

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

Some projects may require work near these described waters. Individual projects in the Capital Facilities Plan will be subject to environmental review and local approval requirements at the time the project is formally proposed.

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

Information with respect to placement or removal of fill or dredge material will be addressed at the time of project-specific environmental review. Applicable local regulations have been or will be satisfied.

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

Any surface water withdrawals or diversions have been or will be addressed during project-specific environmental review.

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

Each capital facilities project, if located in a floodplain area, will be required to meet applicable local regulations for flood areas.

6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

Specific information regarding discharges of waste materials, if any, will be addressed during project-specific environmental review. Please see the Supplemental Sheet for Non-project Actions.

b. Ground:

1) Will ground water be withdrawn, from a well for drinking water or other purposes? If so, give general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

Individual projects included in the Capital Facilities Plan may impact ground water resources. Each project will be evaluated during project-specific environmental review. Applicable local regulations have been or will be satisfied. Please see the Supplemental Sheet for Non-project Actions.

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals ... ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

Impacts of discharged waste material, if any, have been or will be addressed during site-specific, project-level environmental review.

c. Water Runoff (including storm water):

1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

Individual projects included in the Capital Facilities Plan may have varying storm water runoff consequences. Each project will be subject to environmental review and applicable local regulations.

2) Could waste materials enter ground or surface waters? If so, generally describe.

Individual projects included in the Capital Facilities Plan will have varying environmental impacts and will be subject to appropriate review and local regulations prior to construction. Information regarding waste materials will be presented at the time of such review. Please see the Supplemental Sheet for Non-project Actions.

3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

Individual projects included in the Capital Facilities Plan may have varying drainage pattern consequences. Each project will be subject to environmental review and applicable local regulations

d. Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:

Specific measures to reduce or control runoff impacts have been or will be developed on a project-specific basis in cooperation with the appropriate jurisdiction.

4. Plants:

a. Check or circle types of vegetation found on the site:

deciduous tree: alder, maple, aspen, other

evergreen tree: fir, cedar, pine, other

shrubs

grass

pasture

crop or grain

wet soil plants: cattail, buttercup, bulrush, skunk cabbage, other

water plants: water lily, eelgrass, milfoil, other
other types of vegetation

There are various vegetative zones within the Kent School District. An inventory of species has been or will be produced as part of project-specific environmental review.

b. What kind and amount of vegetation will be removed or altered?

Impacts on vegetation will be determined at the time of project-specific environmental review at the time the project is formally proposed. Please see the Supplemental Sheet for Non-project Actions.

c. List threatened or endangered species known to be on or near the site.

Specific impacts to these species from individual projects have been or will be determined at the time of project proposal and will be addressed during site-specific, project-level environmental review.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

Individual projects included in the Capital Facilities Plan will be subject to environmental review and local approval at the time of project proposal.

e. List all noxious weeds and invasive species known to be on or near the site.

Individual projects included in the Capital Facilities Plan will be subject to Environmental review and local approval at the time of project proposal.

5. Animals:

a. Circle any birds and animals which have been observed on or near the site or are known to be on or near the site:

birds: hawk, heron, eagle, songbirds, other:

mammals: deer, bear, elk, beaver, other:

fish: bass, salmon, trout, herring, shellfish, other:

An inventory of species observed on or near sites has been or will be developed during project-specific environmental review.

b. List any threatened or endangered species known to be on or near the site.

Specific impacts to these species from individual projects will be determined at the time of project proposal and will be reviewed in cooperation with the affected jurisdictions.

c. Is the site part of a migration route? If so, explain.

Impacts on migration routes, if any, will be addressed during site-specific, project-level environmental review.

d. Proposed measures to preserve or enhance wildlife, if any:

Appropriate measures to preserve or enhance wildlife have been or will be determined at the time of site-specific, project-level environmental review.

e. List any invasive animal species known to be on or near the site.

An inventory of invasive animal species observed on or near sites has been or will be developed during project-specific environmental review

6. Energy and Natural Resources:

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

The State Board of Education requires a life-cycle cost analysis of all heating, lighting, and insulating systems prior to allowing specific projects to proceed. Energy needs will be decided at the time of specific engineering and site design planning. Please see the Supplemental Sheet for Non-project Actions.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe:

Individual projects of this Capital Facilities Plan will be evaluated as to their impact on the solar potential of adjacent projects during environmental review.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

Energy conservation measures will be considered at the project-specific design phase and environmental review.

7. Environmental Health:

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

Please see the Supplemental Sheet for Non-project Actions.

- 1) Describe any known or possible contamination at the site from present or past uses.

Please see the Supplemental Sheet for Non-project Actions.

- 2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area in the vicinity

Please see the Supplemental Sheet for Non-project Actions.

- 3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

Please see the Supplemental Sheet for Non-project Actions.

- 4) Describe special emergency services that might be required.

Please see the Supplemental Sheet for Non-project Actions.

- 5) Proposed measures to reduce or control environmental health hazards, if any:

Proposed projects will comply with all current codes, standards, and rules and regulations. Individual projects have been or will be subject to environmental review and local approval at the time of formal submittal.

- b. Noise:

- 1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

A variety of noises exist within the Kent School District. Specific noise sources have been or will be identified during project-specific environmental review.

- 2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

Normal construction noises would exist on a short-term basis during school construction. There could be an increase in traffic or operations-related noise

which would be addressed during project specific environmental review. Please see the Supplemental Sheet for Non-project Actions.

3) Proposed measures to reduce or control noise impacts, if any:

Project noise impacts have been or will be evaluated and mitigated during the project-specific environmental review. Each project is or will be subject to applicable local regulations.

8. Land and Shoreline Use:

a. What is the current use of the site and adjacent properties?

There are a variety of land uses within the Kent School District, including residential, commercial, industrial, institutional, utility, agricultural, forestry, open space, recreational, etc.

b. Has the site been used as working farmlands or working forest lands? If so describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:

This question will be addressed during site-specific, project-level environmental review.

c. Describe any structures on the site.

Structures located on proposed sites have been or will be identified and described during project-specific environmental review when appropriate.

d. Will any structures be demolished? If so, what?

Structures to be demolished, if any, will be identified as part of the project-specific environmental review process.

e. What is the current zoning classification of the site?

There are a variety of zoning classifications within the Kent School District. Site specific zoning information has been or will be identified during project-specific environmental review.

f. What is the current comprehensive plan designation of the site?

An inventory of comprehensive plan designations has been or will be completed during project-specific environmental review.

g. If applicable, what is the current shoreline master program designation of the site?

Any shoreline master program designations have been or will be identified during project-specific environmental review.

h. Has any part of the site been classified as a critical area by city or county? If so, specify.

Environmentally sensitive areas, if any, will be identified during project-specific environmental review.

i. Approximately how many people would reside or work in the completed project?

This information has been or will be provided at the time of project-specific environmental review.

j. Approximately how many people would the completed project displace?

It is not anticipated that proposed projects will displace any people. Displacement of people, if any, will be evaluated during project-specific environmental review.

k. Proposed measures to avoid or reduce displacement impacts, if any:

Individual projects included in the Capital Facilities Plan will be subject to project-specific environmental review and local approval at the time the project is formally proposed.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

Compatibility of the proposal and specific projects with existing uses and plans have been or will be assessed as part of the comprehensive planning process and during project-specific environmental review.

m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:

Compatibility of the proposal and specific projects with existing uses and plans have been or will be assessed as part of the comprehensive planning process and during project-specific environmental review.

9. Housing:

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

No housing units would be provided.

- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

Any impact of project proposals on existing housing has been or would be evaluated during project-specific environmental review procedures.

- c. Proposed measures to reduce or control housing impacts, if any:

Measures to reduce or control any housing impacts have been or will be addressed during site-specific, project-level environmental review.

10. Aesthetics:

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

Aesthetic impacts have been or will be determined at the time of site-specific, project-level environmental review.

- b. What views in the immediate vicinity would be altered or obstructed?

Aesthetic impacts have been or will be determined at the time of site-specific, project-level environmental review.

- c. Proposed measures to reduce or control aesthetic impacts, if any:

Appropriate measures to reduce or control aesthetic impacts have been or will be determined at the time of project-specific environmental review.

11. Light and Glare:

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

Light or glare impacts have been or will be determined at the time of project-specific environmental review.

- b. Could light or glare from the finished project be a safety hazard or interfere with views?

Light or glare impacts have been or will be determined at the time of project-specific environmental review.

- c. What existing off-site sources of light or glare may affect your proposal?

Off-site sources of light or glare have been or will be evaluated at the time of project specific environmental review.

- d. Proposed measures to reduce or control light and glare impacts, if any:

Mitigation of light and glare impact has been or will be addressed during project-specific environmental review.

12. Recreation:

- a. What designated and informal recreational opportunities are in the immediate vicinity?

There are a variety of formal and informal recreational facilities within the Kent School District.

- b. Would the proposed project displace any existing recreational uses? If so, describe.

Recreational impacts have been or will be addressed during project specific environmental review. Projects in the Capital Facilities Plan may enhance recreational opportunities and uses.

- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

Any adverse effects on recreation stemming from individual project proposals have been or will be subject to mitigation during the environmental review procedure. A school site usually provides recreational facilities to the community in the form of additional play fields and gymnasiums.

13. Historic and Cultural Preservation:

- a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, describe.

The existence of historic and cultural resources will be determined at the time of project-specific environmental review.

- b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

An inventory of historical sites has been or will be conducted as part of project specific environmental review.

- c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with

tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

Appropriate measures have been or will be proposed on a project-specific basis.

d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

Appropriate measures have been or will be proposed on a project-specific basis.

14. Transportation:

a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.

Impact on public streets and highways has been or will be assessed during project-specific environmental review.

b. Is site or affected geographic area currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

The relationship between specific projects and public transit has been or will be assessed during project-specific environmental review.

c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

An inventory of parking spaces and the impacts of specific projects on parking spaces have been or will be conducted during project-specific environmental review.

d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities not including driveways? If so, generally describe (indicate whether public or private).

The development of new schools may require new access roads or streets. This issue will be fully addressed during project-specific environmental review.

e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

Use of water, rail or air transportation has been or will be addressed during site-specific, project-level environmental review.

f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur and what percentage of volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?

Each project proposal has been or will be separately evaluated as to traffic impacts.

g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

Each project proposal has been or will be separately evaluated as to traffic impacts.

h. Proposed measures to reduce or control transportation impacts, if any:

Mitigation of impacts on transportation has been or will be addressed during project-specific environmental review.

15. Public Services:

a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.

The District does not anticipate that the projects identified in the Capital Facilities Plan will substantially increase the need for other public services. Impacts have been or will be evaluated on a project-specific basis.

b. Proposed measures to reduce or control direct impacts on public services, if any.

Schools are built with automatic security systems, fire alarms, smoke alarms, heat sensors and sprinkler systems.

16. Utilities:

a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.

Utilities available at project sites have been or will be identified during project specific environmental review.

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

Utility revisions and construction needs will be identified during project-specific environmental review.

C. SIGNATURE

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

Signature:

Mr. Benjamin Rarick
Executive Director, Budget & Finance

Date Submitted: May 28, 2020

D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS

(do not use this sheet for project actions)

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

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

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

To the extent this Plan makes it more likely that school facilities will be constructed, and/or renovated or remodeled, some of these environmental impacts will be more likely. Additional impermeable surfaces, such as roofs, parking lots, sidewalks, access roads and playgrounds will increase storm water runoff, which could enter surface or ground water. Emissions to air could result from heating systems, emergency generators and other equipment, and from additional car and bus trips to and from the school for students and faculty. Any emissions resulting from this Plan should not require the production, storage, or release of toxic or hazardous substances, with the possible exception of storage of diesel fuel or gasoline for emergency generating equipment. Noise may result from additional traffic and from concentrating several hundred children at a new facility, especially before and after school and during recesses.

To the extent this proposal allows additional residential development to occur, these impacts would also increase somewhat, but it is not possible to quantify those impacts at this time. The impacts would depend on the type, location and distribution of housing, for example, whether single or multiple family and the location of the school.

Proposed measures to avoid or reduce such increases are:

Facilities implementing the Plan have been or will be evaluated at the project specific level and impacts will be mitigated accordingly. Storm water detention and runoff will meet applicable County and/or City requirements and, depending on the date of actual construction, may be subject to a National Pollutant Discharge Elimination System ("NPDES") permitting requirements. Discharges to air will be minimal, and will meet any applicable requirements of the Puget Sound Air Pollution Control Authority. Fuel oil will be stored according to local and state requirements.

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

The Plan itself will have no impact on these elements of the environment. Depending on the particular site, construction of facilities may require clearing sites of plants and loss of animal habitat. To the extent residential development is allowed, additional area may be cleared and eliminated as habitat for animals. There are not likely to be any impacts on fish or marine life, although some water quality degradation in streams and rivers could occur due to increased residential development. These impacts have been or will be addressed in more detail during project-specific environmental review when appropriate.

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

Individual projects will be evaluated and mitigated appropriately on a project-specific basis, but specific mitigation proposals cannot be identified at this time.

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

Any actual projects resulting from this Plan would consume heating fuel and electrical energy. Increased traffic resulting from the construction of additional facilities would consume petroleum based fuels. Reduced traffic resulting from construction of another neighborhood school may also reduce amounts of fuel consumed, but it is not possible to quantify such reduction in consumption at this time. These impacts have been or will be addressed in more detail during project-specific environmental review when appropriate.

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

Facilities would be constructed in accordance with applicable energy efficiency standards.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

The Plan and facilities constructed pursuant to the Plan should have no impact on these resources. It is not possible to predict whether other development made possible by this Plan would affect sensitive areas.

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

No specific measures are being proposed at this time. Appropriate measures have been or will be proposed during project-specific review. Annual updates of this Plan will be coordinated with King County, Cities of Kent, Covington, Renton, Auburn, Black Diamond, SeaTac, and Maple Valley as part of the Growth Management Act process, one of the purposes of which is to protect environmentally sensitive areas. To the extent the School District's facilities planning process is part of the overall growth management planning process, these resources are more likely to be protected.

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

The Plan will not have any impact on land or shoreline use that is incompatible with existing comprehensive plans, land use codes, or shoreline management plans.

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

None are proposed at this time. Actual facilities constructed to implement the Plan will be sited and constructed to avoid or reduce land use impacts.

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

This proposal should not create substantial new demands for transportation. The projects included in the Capital Facilities Plan may create an increase in traffic near new District facilities but also reduce traffic by creating the opportunity for more students to walk to a closer school. The construction of the facilities included in the Capital Facilities Plan may result in minor increases in the demand for public services and utilities, such as fire and police protection, and water, sewer, and electric utilities. None of these impacts are likely to be significant. The impacts on transportation and public services and utilities of the projects included in the Capital Facilities Plan will be addressed during project-level review when appropriate.

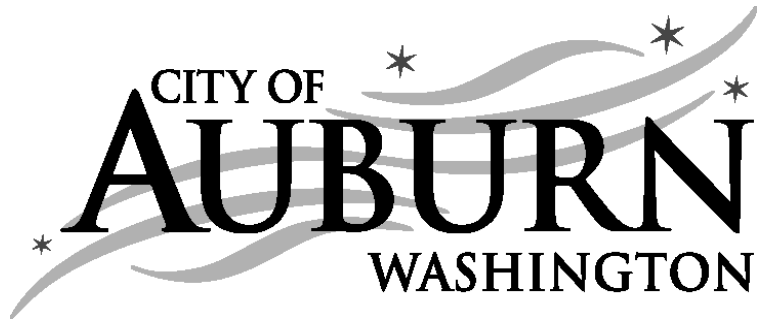
Proposed measures to reduce or respond to such demand(s) are:

No measures to reduce or respond to such demands are proposed at this time.

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

The Kent School District Capital Facilities Plan will not conflict with any laws or requirements for the protection of the environment.

**POLICY/TEXT AMENDMENT (P/T #5)
INCORPORATE CITY OF AUBURN
CAPITAL FACILITIES PLAN 2021-2026**



**CAPITAL FACILITIES PLAN
(2021 – 2026)**

Adopted by Ordinance No. xxxx, December xx, 2020 as part of the
City of Auburn Comprehensive Plan

City of Auburn
25 West Main
Auburn, WA 98001
(253) 931-3000
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CAPITAL FACILITIES PLAN

2021 – 2026

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EXECUTIVE SUMMARY

A capital facilities element is one of the comprehensive plan elements required by Washington's Growth Management Act (GMA). Capital facilities generally have long useful lives, significant costs and tend not to be mobile.

The GMA requires that capital facilities elements include an inventory of existing capital facilities showing locations and capacities, a forecast of future needs for such capital facilities, proposed locations and capacities of new or expanded capital facilities and at least a six-year plan to finance capital facilities with identified sources of funding. The GMA also requires that the land use element be reassessed if probable funding falls short of existing needs.

This document is the City's six-year Capital Facilities Plan (CFP). The CFP, in conjunction with other City adopted documents, satisfies the GMA requirement for a Capital Facilities Element. It addresses one of the GMA's basic tenets: to provide adequate facilities to support development in accordance with locally adopted level of service standards.

This CFP will enable the City to: (1) make informed decisions about its investment of public dollars, and (2) make timely decisions about maintaining level of service in accordance with this CFP and other adopted plans.

CAPITAL FACILITIES PLAN CONTENT

This CFP consists of the following:

Chapter 1. Introduction	Purpose of CFP, statutory requirements, methodology.
Chapter 2. Goals and Policies	Goals and policies related to the provision of capital facilities.
Chapter 3. Capital Improvements	Proposed capital projects, which include the financing plan and reconciliation of project capacity to level of service (LOS) standards.

This CFP is a companion document to the Capital Facilities Element of the Auburn Comprehensive Plan. The Capital Facilities Element of the Auburn Comprehensive Plan identifies the City's planning approach and policy framework for the provision of capital facilities. This CFP provides the background inventory, identifies proposed projects and establishes the six-year capital facilities plan for financing capital facilities.

The comprehensive plan contains timeframes that are the intended framework for future funding decisions and within which future actions and decisions are intended to occur. However, these timeframes are estimates; depending on factors involved in the processing of applications and project work, and the availability of funding, the timing may change from the included timeframes. The framework does not represent actual commitments by the City of Auburn that may depend on funding resources available.

City of Auburn Draft Capital Facilities Plan

GROWTH ASSUMPTIONS

In planning for capital facilities, contemplation of future growth needs to be considered. The CFP is based on the following City population forecast:

Year	Population
2020	81,940
2021	83,005
2026	87,239

The population forecasts are based on information from the State of Washington Office of Financial Management (OFM) as well as estimates developed by the City of Auburn Planning and Community Development Department.

CAPITAL COSTS OF FACILITIES

Based on the analysis of capital improvements contained in this document, the cost of City-owned and managed capital improvements for 2021- 2026 is summarized as follows:

Type of Facility	2021 - 2026
Transportation - Arterial (102)	\$ 42,717,401
Transportation - Local (103)	10,600,000
Transportation - Street (105)	15,545,652
Water	45,799,698
Sanitary Sewer	15,936,000
Storm Drainage	21,305,100
Parks, Arts & Recreation	13,583,850
General Municipal Buildings	7,661,320
Community Improvements	8,466,310
Airport	16,491,360
Cemetery	395,000
Total	\$ 198,501,691

City of Auburn Draft Capital Facilities Plan

FINANCING FOR CAPITAL FACILITIES

The financing plan for the citywide capital improvements includes:

Funding Source	2021 - 2026	Capital Facility
<i>Grants</i>	12,594,382	Transportation
<i>(Includes grant funding that has not been secured)</i>	2,378,000	Parks, Arts & Recreation
	590,000	General Municipal Buildings
	2,147,240	Community Improvements
	655,970	Storm Drainage
	225,000	Water
	4,480,830	Airport
<i>User Fees / Fund Balance</i>	32,640,364	Water
	16,516,667	Sewer
	21,229,797	Storm Drainage
	395,000	Cemetery
	298,000	Equipment Rental
	408,980	Facilities
	2,689,630	Airport
<i>Arterial Street Fund</i>	7,590,000	Transportation
<i>Arterial Street Preservation Fund</i>	13,525,000	Transportation
<i>Local Revitalization Fund</i>	240,500	Community Improvements
<i>Bond Proceeds</i>	3,810,900	Airport
	8,620,000	Water
<i>DWSRF Loan</i>	4,895,000	Water
<i>Municipal Parks Fund</i>	300,000	Parks, Arts & Recreation
<i>Property Tax</i>	918,500	Parks, Arts & Recreation
<i>Mitigation/Impact Fees</i>	19,388,671	Transportation
	5,982,350	Parks, Arts & Recreation
	850,000	General Municipal Buildings
	759,570	Community Improvements
<i>REET 1</i>	4,672,340	General Municipal Buildings
	2,250,000	Transportation - Local Streets
	1,250,000	Parks, Arts & Recreation
<i>REET 2</i>	4,469,000	Community Improvements
	180,000	Parks, Arts & Recreation
	400,000	Transportation - Arterial Streets
	1,450,000	Transportation - Local Streets
<i>Other Sources</i>	4,765,000	Transportation - Arterial Streets
	6,000,000	Transportation - Local Streets
	850,000	Community Improvements
	5,510,000	Airport
	2,575,000	Parks, Arts & Recreation
Total	\$ 198,501,691	

City of Auburn Draft Capital Facilities Plan

SUMMARY OF IMPACTS ON FUTURE OPERATING BUDGETS

The forecasted impacts of new capital facilities on the City's future operating budgets (2022-2027) are as follows:

Budget Year:	2022	2023	2024	2025	2026	2027	Total
1 Transportation	\$ 6,350	\$ 9,850	\$ 13,850	\$ 18,350	\$ 20,850	\$ 23,350	\$ 92,600
2 Water	-	-	-	-	-	600	600
3 Sanitary Sewer	-	-	-	-	-	-	-
4 Storm Drainage	-	-	-	-	-	-	-
5 Parks, Arts and Recreation	15,000	15,000	17,000	17,000	17,000	22,000	103,000
6 General Municipal Buildings	95,000	95,000	95,000	95,000	95,000	95,000	570,000
7 Community Improvements	(137,500)	(137,500)	(137,500)	(127,500)	(127,500)	(127,500)	(795,000)
8 Airport	-	-	2,000	2,000	4,000	4,000	12,000
9 Cemetery	-	-	-	-	-	-	-
Total	\$ (21,150)	\$ (17,650)	\$ (9,650)	\$ 4,850	\$ 9,350	\$ 17,450	\$ (16,800)

Project summary details are located on the following pages:

Transportation	page	77
Water	page	124
Parks & Recreation	page	193
General Municipal Buildings	page	206
Community Improvements	page	224
Airport	page	238

City of Auburn Draft Capital Facilities Plan

LEVEL OF SERVICE (LOS) CONSEQUENCES OF THE CFP

Based on the proposed six-year capital projects and the projected population increase of 4,234 (5%) between 2021 and 2026, the LOS for the following City-owned public facilities will change as follows:

The LOS for the following facilities will be increased as a result of the CFP, comparing the 2021 LOS to the projected 2026 LOS.

CAPITAL FACILITY	LOS UNITS	2021 LOS	2026 LOS (Projected)
<i>Community Parks</i>	<i>Acres per 1,000 Pop.</i>	<i>2.83</i>	<i>3.20</i>
<i>Linear Parks</i>	<i>Acres per 1,000 Pop.</i>	<i>0.20</i>	<i>0.23</i>
<i>Neighborhood Parks</i>	<i>Acres per 1,000 Pop.</i>	<i>0.78</i>	<i>0.85</i>

The LOS for the following facilities will be maintained as a result of the CFP.

CAPITAL FACILITY	LOS UNITS	2021 LOS	2026 LOS (Projected)
<i>Roads</i>	<i>Volume/Capacity Ratio</i>	<i>"D"</i>	<i>"D"</i>
<i>Airport</i>	<i>% Air Operations Support</i>	<i>100%</i>	<i>100%</i>
<i>Cemetery</i>	<i>Burial Plots per 1,000 Pop.</i>	<i>33.00</i>	<i>33.00</i>
<i>Sanitary Sewer</i>	<i>Residential GPCPD (Note 1)</i>	<i>171.00</i>	<i>171.00</i>
<i>Storm Drainage</i>	<i>N/A</i>		
<i>Water</i>	<i>Residential GPCPD (Note 1)</i>	<i>230.00</i>	<i>230.00</i>
Note 1: GPCPD = Gallons per Customer per Day			

The LOS for the following facilities will be decreased as a result of the CFP, comparing the 2021 LOS to the projected 2026 LOS.

CAPITAL FACILITY	LOS UNITS	2021 LOS	2026 LOS (Projected)
<i>General Municipal Buildings</i>	<i>Sq. Ft. per 1,000 Pop.</i>	<i>3,767.77</i>	<i>3,630.76</i>
<i>Open Space</i>	<i>Acres per 1,000 Pop.</i>	<i>4.61</i>	<i>4.44</i>
<i>Senior Center</i>	<i>Sq. Ft. per 1,000 Pop.</i>	<i>146.98</i>	<i>139.85</i>
<i>Special Use Areas</i>	<i>Acres per 1,000 Pop.</i>	<i>3.06</i>	<i>2.92</i>

Level of Service (LOS) is a common measure used to determine the efficiency or effectiveness of services. For the City of Auburn, LOS targets serves as a means to assess the adequacy of public facilities in meeting the needs of the population for which it serves.

City of Auburn Draft Capital Facilities Plan

For example, in the case of park space, when there is an increase in population without a corresponding increase in park acreage, the LOS unit of measure (acres per 1,000 population) will decline, indicating a potential need to increase the total amount of park acreage to keep pace with population growth. On the other hand, a slight increase in population, coupled with a large increase in facilities, will result in an increased LOS. For example, facilities such as buildings or burial plots may be constructed or expanded to keep pace with anticipated population growth. While this will have the effect of increasing LOS in the short-term, in the longer-term, the LOS will gradually decline to the targeted level based on forecasted population. The impact of population growth to the LOS for facilities will vary depending on the type of facility and long range planning by the City.

CFP ELEMENT SOURCE DOCUMENTS

Documents used in preparing this Capital Facilities Plan (CFP) are principally the comprehensive plans for the various public facilities included in this CFP. These individual comprehensive plans provide detailed identification of projects and identify their (projects) proposed funding sources.

City documents include:

- City-wide Comprehensive Land Use Plan (2015)
- City Municipal Airport Master Plan Update (2012-2032)
- City Comprehensive Water Plan (2015)
- City Comprehensive Transportation Plan (2015) and Six Year Transportation Improvement Program (2021-2026)
- City Comprehensive Drainage Plan (2015)
- City Comprehensive Sewer Plan (2015)
- City 2021-22 Biennial Budget and 2019 Annual Financial Report; and,
- City Parks, Recreation & Open Space Plan Update (2015), as well as numerous other planning and financial documents.

All documents are available for public inspection at the City of Auburn.

CHAPTER 1

INTRODUCTION

PURPOSE

The Capital Facilities Plan (CFP) is a 6-year plan (2021-2026) for capital improvements that support the City of Auburn's current and future growth.

In this plan, funding for general government projects is identified. To maintain consistency with individual master and utility comprehensive plans, applicable projects in the 6-year window of those master/utility plans are included in this CFP. The CFP also identifies LOS standards, where applicable, for each public facility.

STATUTORY REQUIREMENTS FOR CAPITAL FACILITIES ELEMENTS

RCW 36.70A.070(3)(d) requires that the comprehensive plan capital facilities element include "a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes." RCW 36.70A.070(3)(e) requires that all capital facilities have "probable funding" to pay for capital facility needs, or else the City must "reassess the land use element."

In addition, the capital facilities element must include the location and capacity of existing facilities, a forecast of future needs, and their proposed locations and capacities. The State Growth Management Act (GMA) guidelines suggest that this analysis be accomplished for water systems, sanitary sewer systems, storm water facilities, schools, parks and recreation facilities, police and fire protection facilities.

The GMA also seeks the selection of level of service standards for capital facilities. As a result, public facilities in the CFP should be based on quantifiable, objective measures of capacity such as traffic volume, capacity per mile of road and acres of park per capita. In some instances, though, level of service may best be expressed in terms of qualitative statements of satisfaction with a particular public facility. Factors that influence local level of service standards include, but are not limited to, community goals, national and local standards, and Federal and State mandates.

To be effective, the CFP must be updated on a regular basis. State GMA guidelines suggest that the CFP be updated at least every two years. With this in mind, the City will follow these guidelines and update the CFP at least every two years, incorporating the capital facilities improvements in the City's biennial budget process.

CONCURRENCY AND LEVEL OF SERVICE

Concurrency

The GMA requires that jurisdictions have certain capital facilities in place or available within a specified time frame when development occurs. This concept is called concurrency. Under the GMA, concurrency is required for transportation facilities and is recommended by the State for certain other public facilities, namely potable water and sanitary sewer. Concurrency has a direct relationship to level of service. The importance of concurrency to capital facilities planning is that development may be denied if it reduces the level of service for a capital facility below the locally adopted minimum. The level of service is unique for each type of facility and is presented in the subsequent sections.

Explanation of Level of Service

As indicated earlier, the GMA requires that level of service be established for certain transportation facilities for the purposes of applying concurrency to development proposals. The State GMA guidelines recommend the adoption of level of service standards for other capital facilities to measure the provision of adequate public facilities.

Typically, measures of level of service are expressed as ratios of facility capacity to demand (i.e., actual or potential users). Table 1-1 lists generic examples of level of service measures for some capital facilities:

TABLE 1-1
Sample Level of Service Measurements

Type of Facility	Sample Level of Service Measure
<i>General Municipal Buildings</i>	Square feet per 1,000 population
<i>Parks</i>	Acres per 1,000 population
<i>Roads and Streets</i>	Ratio of actual volume to design capacity
<i>Sewer / Water</i>	Gallons per customer per day

The need for capital facilities is largely determined by a community's adopted LOS standards and whether or not the community has formally designated capital facilities, other than transportation, as necessary for development to meet the concurrency test. The CFP itself is therefore largely influenced by the selection of the level of service standards. Level of service standards are measures of the quality of life in the City. The standards should be based on the City's vision of its future and its values.

IMPLEMENTATION

Implementation of the CFP requires constant monitoring and evaluation. The CFP is sensitive to funding and revenue availability and therefore needs to be constantly monitored against variations in available resources. To facilitate its implementation, the CFP should be kept current.

Update of Capital Facilities Plan

Perhaps the most desirable way to keep the CFP current is to update it regularly so the six-year plan is a rolling CFP. Again, the State recommends that the CFP be updated at least biennially.

The City of Auburn will seek to update the CFP at least biennially in conjunction with the budget process. Future updates will consider:

- A. Revision of population projections, including annexations;
- B. Update of inventory of public facilities;
- C. Update of costs of public facilities;
- D. Update of public facilities requirements analysis (actual level of service compared to adopted standards);
- E. Update of revenue forecasts;
- F. Revise and develop capital improvement projects for the next six fiscal years; and,
- G. Update analysis of financial capacity.

Amendments to the CFP, including amendments to level of service standards, capital projects, and/or the financing plan sources of revenue are all actions that can keep the CFP current and relevant to City decision-making.



CHAPTER 2

GOALS AND POLICIES

This chapter identifies goals and policies specific to the City's provision of capital facilities.

Goal 1 Provide a variety of responses to the demands of growth on public facilities.

- Policy 1.1 Establish land use patterns that optimize the use of public facilities.
- Policy 1.2 Provide additional public facility capacity when existing facilities are used to their maximum level of efficiency (consistent with adopted standards for level of service).
- Policy 1.3 Encourage development where new public facilities can be provided in an efficient manner.
- Policy 1.4 Exempt the following from the concurrency management program:
 - 1.4.1 Development vested by RCW 19.27.095, 58.17.033 or 58.17.170.
 - 1.4.2 Development that creates no added impact on public facilities.
 - 1.4.3 Expansions of existing development that were disclosed and tested for concurrency as part of the original application.

Goal 2 Provide needed public facilities that are within the ability of the City to fund or within the City's authority to require others to provide.

- Policy 2.1 Establish level of service standards that are achievable with the financing plan of this Capital Facilities Plan.
- Policy 2.2 Base the financing plan for public facilities on realistic estimates of current local revenues and external revenues that are reasonably anticipated to be received by the City.
- Policy 2.3 Match revenue sources to capital projects based on sound fiscal policies.
 - 2.3.1 The City shall continue to fund utility costs through utility enterprise funds, based on user fees and grants. Public facilities included in utilities are sewer, solid waste, storm drainage, and water.
 - 2.3.2 Where feasible pursue joint venture facility construction, construction timing, and other facility coordination measures for City provided facilities, as well as with school districts and other potential partners in developing public facilities.
 - 2.3.3 The City shall continue to assist through direct participation, LIDs and payback agreements, 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 consistent with the policies of this Capital Facilities Plan.

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- Policy 2.4 If the projected funding is inadequate to finance needed public facilities and utilities based on adopted level of service standards and forecasted growth, the City will do one or more of the following to achieve a balance between available revenue and needed public facilities:
- 2.4.1 Lower the level of service standards;
 - 2.4.2 Increase the amount of revenue from existing sources;
 - 2.4.3 Adopt new sources of revenue;
 - 2.4.4 Require developers to provide such facilities at their own expense; and/or
 - 2.4.5 Amend the Land Use Element to reduce the need for additional public facilities.
- Policy 2.5 Both existing and future development will pay for the costs of needed capital improvements.
- 2.5.1 Ensure that existing development pays for capital improvements that reduce or eliminate existing deficiencies, and pays for some or all of the cost to replace obsolete or worn out facilities. Existing development may also pay a portion of the cost of capital improvements needed by future development. Existing development's payments may take the form of user fees, charges for services, special assessments and taxes.
 - 2.5.2 Ensure that future development pays a proportionate share of the cost of new facilities that it requires. Future development may also pay a portion of the cost to replace obsolete or worn-out facilities. Future development's payments may take the form of voluntary contributions for the benefit of any public facility, impact fees, mitigation payments, capacity fees, dedications of land, provision of public facilities, and future payments of user's fees, charges for services, special assessments and taxes.
- Policy 2.6 The City will determine the priority of public facility capital improvements using the following criteria as general guidelines. Any revenue source that cannot be used for the highest priority will be used beginning with the highest priority for which the revenue can legally be expended.
- 2.6.1 Projects that eliminate hazardous conditions.
 - 2.6.2 Refurbishment of existing facilities that contribute to achieving or maintaining standards for adopted level of service.
 - 2.6.3 New or expanded facilities that reduce or eliminate deficiencies in level of service for existing demand.
 - 2.6.4 New or expanded facilities that provide the adopted level of service for new development and redevelopment during the next six fiscal years.
 - 2.6.5 Capital improvements that significantly reduce the operating cost of providing a service or facility, or otherwise mitigate impacts of public facilities on future operating budgets.

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2.6.6 Capital improvements that contribute to stabilizing and developing the economy of the City.

2.6.7 Project priorities may also involve additional criteria that are unique to each type of public facility, as described in other elements of this Comprehensive Plan.

Policy 2.7 Ensure that the ongoing operating and maintenance costs of a capital facility are financially feasible prior to constructing the facility.

Goal 3 Protect public health, environmental quality, and neighborhood stability and viability through the appropriate design and installation of public facilities.

Policy 3.1 Promote conservation of energy, water and other natural resources in the location and design of public facilities.

Policy 3.2 Require the separation of sanitary and storm sewer facilities wherever combined sewers may be discovered.

Policy 3.3 Practice efficient and environmentally responsible maintenance and operating procedures.

Policy 3.4 The siting, design, construction and improvement of all public buildings shall be done in full compliance with the Americans with Disabilities Act (ADA).

Policy 3.5 Promote economic and community stability and growth through strategic investments in public facilities and public private/partnerships.

Goal 4 Make the Capital Facilities Plan consistent with other elements of the comprehensive plan, and - to the extent feasible - with other city, county, regional and state adopted plans.

Policy 4.1 Ensure that the growth and development assumptions used in the Capital Facilities Plan are consistent with similar assumptions in other elements of the comprehensive plan.

Policy 4.2 Coordinate with non-city providers of public facilities on a joint program for maintaining applicable level of service standards, concurrency requirements, funding and construction of public facilities.

Goal 5 Provide public facilities that provide a sense of community that is inclusive of diverse populations.

Policy 5.1 Contribute to community pride and foster a sense of community through provision of public facilities that create a community-gathering place for neighbors, family and friends.

Policy 5.2 Through provision of public facilities, offer a broad range of activities promoting social interactions especially with new residents.

Policy 5.3 Provide maximum flexibility and multiple uses through design of public facilities that are adaptable to changing interests.

Policy 5.4 Provide a community center facility that is financially feasible, affordable for participants, and can generate revenue to offset a portion of the operating costs.



CHAPTER 3

CAPITAL IMPROVEMENTS

1. INTRODUCTION

This CFP includes City capital improvement projects and the financing plan to pay for those projects. It also contains the inventory of existing City facilities, and identifies level of service standards, where applicable. Each type of City public facility is presented in a separate subsection that follows a standard format. Throughout this section, tables of data are identified with abbreviations that correspond to the type of facility. For example, Table W-1 refers to Table 1 for Water (Supply and Distribution). Each abbreviation corresponds to the name of the type of facility.

1. Narrative Summary

This is an overview of the data, with sections devoted to Current Facilities, Level of Service, Capital Facilities Projects and Financing, and Impact on Future Operating Budgets.

2. Inventory of Facilities (Table X-1)

This is a list of existing capital facilities, including the name, capacity (for reference to level of service), and location. This table also includes any proposed capital projects and the planned inventory total through December 31, 2026.

3. Capital Projects and Financing Plan (Table X-2, X-2A and X-2B)

This list of capital improvements identifies existing deficiencies, identifies facilities needed for future growth, and identifies the need to repair or replace obsolete or worn out facilities through December 31, 2026. Each list shows the proposed financing plan followed by individual worksheets showing the project detail.

4. Impact on Future Operating Budgets (Table X-3)

This is a list of capital projects and the forecasted impacts on the City's future operating budgets (2022 – 2027).



TRANSPORTATION

Current Facilities

Roadways: The City's street system consists of a network of approximately 252 miles of arterials, collectors, local streets and alleys. Existing non-motorized facilities include a mix of trails, sidewalks, and both dedicated and shared bicycle facilities.

Signals and ITS: The City's transportation system also includes ninety-five traffic signals, a Traffic Control Center employing Intelligent Transportation Systems (ITS), which centrally directs the signals, more than 76 CCTV cameras, and various traffic beacons all communicating on a network of copper wire and fiber optic cable. The City also has two roundabouts.

Transit: King County Metro Transit, Sound Transit and Pierce Transit serve the Auburn area. Auburn is currently served by eight Metro, two Sound Transit, and one Pierce Transit bus route. In addition, Sound Transit "Sunder" commuter trains provide peak hour and midday service at the Auburn Station. The Sounder also provides special event service to selected sporting events. Park and ride facilities and the Auburn Station support bus and rail service.

Level of Service (LOS)

Washington's Growth Management Act (GMA) requires Level of Service (LOS) standards for both arterials and transit routes. The GMA requires that each jurisdiction's LOS standards be coordinated within the region and be supported by local ordinance, but the actual standards and the methods used are determined by each local jurisdiction.

Under GMA, the focus is on the performance of the whole road system, not on individual intersections or roadways. LOS standards are a tool to help keep the transportation system in balance with the needs of forecast population growth and development. Table T-1a summarizes the LOS definitions.

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Table T-1a **Definition of Urban Street Level of Service (LOS)**

LOS A - describes primarily free flow operations at average travel speeds, usually about 90 percent of the free flow speed 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.
LOS B - describes reasonably unimpeded operations at average travel speeds, usually about 70 percent of the free flow speed for the street class. The ability to maneuver within the traffic stream is only slightly restricted, and stopped delays are not bothersome.
LOS C - describes stable conditions; however, ability to maneuver and change lanes in midblock locations may be more restricted than in LOS B, and longer queues, adverse signal coordination, or both may contribute to lower average travel speeds of about 50 percent of the free flow speed for the street class.
LOS D - borders on a range in which small increases in flow may cause substantial increases in delay and decreases in travel speed. LOS D may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combination of these factors. Average travel speeds are about 40 percent of free flow speed.
LOS E - is characterized by significant delays and average travel speeds of 33 percent or less of the free flow speed. Such operations are caused by a combination of adverse progression, high signal density, 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 free flow speed. Intersection congestion is likely at critical signalized locations, with high delays, high volumes and extensive queuing.
Source: 2010 Highway Capacity Manual, Special Report 209, Transportation Research Board, Washington, D.C. 2010, page 10-5

A methodology and set of standards have been drafted for the City of Auburn Comprehensive Plan. The standards help determine concurrency (i.e., balance) between the transportation and land use elements of the City's Comprehensive Plan, as required by the GMA. The City has four choices if it is determined that standards cannot be met.

- Modify the land use plan, placing tighter controls on the amount and type of development to reduce traffic.
- Construct additional transportation facilities to support increased travel demand from new development.
- Implement Transportation Demand Management (TDM) measures to increase use of non-single occupant vehicle travel modes.
- Relax the LOS standards; the City can lower its level of service standards to encourage further growth and minimize the need for additional transportation facilities.

The transportation/land-use balance will be monitored through the City's Concurrency Management System as part of the State Environmental Policy Act (SEPA). Transportation concurrency will be evaluated for key facilities and on a system-wide basis.

The City can then identify locations where standards are not anticipated to be met in the future and identify appropriate improvements. At the project level, the SEPA process will continue to guide the more specific planning and analysis efforts.

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Level of Service Standards

LOS standards can help identify where and when transportation improvements are needed, and when development or growth will affect system operations. LOS provides a standard below which a transportation facility or system is not considered adequate.

LOS standards can also be used to evaluate the impact of proposed developments on the surrounding street system. They can assure that all developments are served by a safe, efficient and cost-effective street system. They can also be used to disclose impacts, identify remedial actions, and apportion costs between public and private sources.

The LOS standards shown in Table T-1b apply to the facility's location and its functional classification. A more detailed description of the level of service methodology is provided in the City of Auburn Comprehensive Transportation Plan (2020), Chapter 5, Policy LOS-02.

Table T- 1b Draft Roadway Capacity/Congestion LOS Standards

Roadway/Intersection	Maximum V/C Ratio/LOS
<i>Arterial Corridor</i>	<i>D*</i>
<i>Signalized Intersection</i>	<i>D</i>
<i>Unsignalized Intersection</i>	<i>D</i>
*Unless otherwise specified in Chapter 2 of the City of Auburn Comprehensive Transportation Plan, 2020	

LOS standards are also the basis of an equitable traffic impact fee system, which require developments to pay a portion of the costs for capacity improvements to the transportation infrastructure.

In 2001, the City implemented a traffic impact fee program. The purpose of the fee is to mitigate traffic impacts more equitably while making the costs of development more predictable to developers. In 2007, the City implemented an additional transportation impact fee to address the impacts of heavy truck usage on the City's transportation system. Both fees are updated annually so that the fees are consistent with current project costs.

Measuring Transportation System Performance

The level of service for street segments or links is analyzed with two primary purposes in mind. First, this site-specific LOS can be used, with the help of a travel demand model, to evaluate areas of congestion within a transportation network, leading to the development of a long-range transportation facilities plan. Second, arterial corridor LOS analysis can be used to assess concurrency or if facilities are meeting the LOS standards.

The City of Auburn currently uses Highway Capacity Manual methodologies to calculate levels of service. For arterials LOS are based on average travel speeds along a defined corridor.

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Table T-1c shows the 25 defined street corridors, LOS standards and most recent calculated LOS.

TABLE T- 1c

Auburn Corridor Level of Service – Existing 2014 Weekday PM Peak Hour

ID	Corridor	From	To	LOS	2014 LOS	
				Standard*	NB/EB	SB/WB
1	Auburn Way N	15th St NE	S 277th St	E	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	F	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	E	D	C
7	37th St NE / NW	W Valley Hwy	Auburn Way N	E	C	C
8	15th St NE / NW	W Valley Hwy	Auburn Way N	F**	D	D
9	Auburn Ave / A St	6th St SE	E Valley Access Rd	D	B	C
10	Main St	West Valley Hwy	R St	D	D	D
11	15th St SW	West Valley Hwy	C St SW	E	D	D
12	C St SW	Ellingson Rd	SR - 18	D	B	C
13	West Valley Hwy	37th St NE	15th St NE	E	B	C
14	S 277th St	Frontage Rd	L St NE	E	C	C
15	R St SE / Kersey Way	Howard Rd	Lake Tapps Pkwy	D	B	B
16	Lake Tapps Pkwy	East Valley Hwy	Kersey Way SE	D	C	C
17	A St NW / B St NW	3rd St NW	S 277th St	D	C	B
18	8th St NE / Lea Hill Rd	Harvey Rd	124th Ave SE	E	C	B
19	SE 312th St / 132nd Ave SE	124th Ave SE	SR - 18	D	B	B
20	105th Pl SE / SE 320th St	Lea Hill Rd	124th Ave SE	D	A	C
21	Lakeland Hills Way SE	Lake Tapps Pkwy	A St SE	E	D	C
22	29th St SE / Riverwalk Dr	A St SE	Auburn Way S	D	D	C
23	3rd St SW / Cross St	C St	Auburn Way S	F	F	E
24	41st St SE / Ellingson Rd	A St SE	C St SE	F	F	F
25	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 the LOS Standards						

Concurrency (Adequate Public Facilities)

Concurrency involves matching public facilities and new development. The GMA extends concurrency to transportation facilities by requiring that new development be served by adequate roads and public transportation service, and that development is not permitted to cause these transportation facilities to operate below level of service standards that are adopted by local governments in their comprehensive plans.

In compliance with the GMA, adequate transportation system facilities must be available within six years of the time of occupancy and use of new development.

Capital Facilities Projects and Financing

The City's transportation facilities include projects totaling \$68,863,053. Tables T-2, T-2A and T-2B show the proposed financing plan followed by individual worksheets showing the project detail.

Impact on Future Operating Budgets

As Table T-3 shows, operating budget impacts of \$312,900 are forecasted for transportation facilities during the six years 2022 – 2027.

City of Auburn Draft Capital Facilities Plan

TABLE T- 2

**CAPITAL FACILITIES PLAN PROJECTS AND FINANCING
TRANSPORTATION – ARTERIAL STREET**

		2021	2022	2023	2024	2025	2026	Total
Page	Capacity Projects:							
27	Harvey Road & 8th Street NE Intersection Improvements							
	Long-Term Debt	83,700	83,300	82,794	82,382	81,990	81,589	495,755
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Grants	-	-	-	-	-	-	-
	Traffic Impact Fees	83,700	83,300	82,794	82,382	81,990	81,589	495,755
28	Lea Hill Road/112th Ave SE Roundabout							
	Capital Costs	-	-	-	350,000	420,000	2,200,000	2,970,000
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Grants (Unsecured)	-	-	-	-	-	1,100,000	1,100,000
	Traffic Impact Fees	-	-	-	350,000	420,000	1,100,000	1,870,000
29	29th Street SE & R Street SE Intersection Improvements							
	Capital Costs	750,000	500,000	250,000	3,500,000	-	-	5,000,000
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Grants (Unsecured)	-	-	-	-	-	-	-
	Traffic Impact Fees	750,000	500,000	250,000	3,500,000	-	-	5,000,000
30	R Street SE & 21st Street SE Intersection Safety Improvements							
	Capital Costs	-	-	250,000	100,000	750,000	-	1,100,000
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Grants (Unsecured)	-	-	-	-	500,000	-	500,000
	Traffic Impact Fees	-	-	250,000	100,000	250,000	-	600,000
31	Auburn Way S and 6th Street SE							
	Capital Costs	-	-	-	130,000	25,000	630,000	785,000
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Grants (Unsecured)	-	-	-	-	-	505,000	505,000
	Traffic Impact Fees	-	-	-	130,000	25,000	125,000	280,000
32	SE 304th Street/132nd Avenue SE Roundabout							
	Capital Costs	-	-	250,000	50,000	1,200,000	-	1,500,000
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Grants (Unsecured)	-	-	-	-	-	-	-
	Traffic Impact Fees	-	-	250,000	50,000	1,200,000	-	1,500,000
33	10th Street NW/A Street NW Intersection Improvements							
	Capital Costs	-	200,000	650,000	-	-	-	850,000
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Traffic Impact Fees	-	200,000	650,000	-	-	-	850,000
34	F Street SE Non-Motorized Improvements (Downtown to Les Gove)							
	Capital Costs	10,000	-	-	-	-	-	10,000
	Funding Sources:							
	Unrestricted Street Revenue	10,000	-	-	-	-	-	10,000
	Traffic Impact Fees	-	-	-	-	-	-	-
35	Evergreen Heights Safe Routes to School Improvements, Phase 1 & 2							
	Capital Costs	-	-	-	-	-	410,000	410,000
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	410,000	410,000
	Other	-	-	-	-	-	-	-
	Traffic Impact Fees	-	-	-	-	-	-	-

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TABLE T- 2 (continued)

Page		2021	2022	2023	2024	2025	2026	Total
	Capacity Projects:							
36	Riverwalk Drive SE Non-Motorized Improvements							
	Capital Costs	200,000	950,000	-	-	-	-	1,150,000
	Funding Sources:							
	Unrestricted Street Revenue	20,000	250,000	-	-	-	-	270,000
	Grants	180,000	450,000	-	-	-	-	630,000
	Other -MIT	-	250,000	-	-	-	-	250,000
37	Stewart Road - Sumner (Lake Tapps Parkway Corridor)							
	Capital Costs	-	-	-	150,000	-	-	150,000
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Grants	-	-	-	-	-	-	-
	Traffic Mitigation Fees	-	-	-	150,000	-	-	150,000
38	M Street Underpass (3rd St SE to 8th St SE)							
	Long-Term Debt	123,200	122,900	122,550	122,258	121,965	121,673	734,546
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Grants (Unsecured)	-	-	-	-	-	-	-
	Traffic Impact Fees	123,200	122,900	122,550	122,258	121,965	121,673	734,546
39	A Street Loop							
	Capital Costs	-	300,000	167,000	1,465,000	-	-	1,932,000
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Grants (Unsecured)	-	-	-	1,125,000	-	-	1,125,000
	Traffic Impact Fees	-	300,000	167,000	-	-	-	467,000
	Other	-	-	-	340,000	-	-	340,000
40	A Street NW, Phase 2 (W Main St to 3rd St NW)							
	Capital Costs	-	-	-	350,000	2,650,000	-	3,000,000
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Traffic Impact Fees	-	-	-	150,000	-	-	150,000
	Grants (Unsecured)	-	-	-	200,000	1,325,000	-	1,525,000
	Other (Other Agencies)	-	-	-	-	1,325,000	-	1,325,000
41	Auburn Way S Improvements (Hemlock St SE to Poplar St SE)							
	Capital Costs	1,500,000	750,000	5,580,120	2,800,000	-	-	10,630,120
	Funding Sources:							
	Unrestricted Street Revenue	-	-	3,000,000	1,500,000	-	-	4,500,000
	Traffic Impact Fees	851,250	750,000	1,830,120	1,300,000	-	-	4,731,370
	Grants	648,750	-	-	-	-	-	648,750
	Other (Other Agencies)	-	-	750,000	-	-	-	750,000
42	M Street NE (E Main St to 4th St NE)							
	Capital Costs	-	375,000	50,000	2,485,000	-	-	2,910,000
	Funding Sources:							
	Unrestricted Street Revenue	-	120,000	50,000	400,000	-	-	570,000
	Arterial Street Fund 105	-	185,000	-	1,220,000	-	-	1,405,000
	REET	-	-	-	400,000	-	-	400,000
	Traffic Impact Fees	-	70,000	-	465,000	-	-	535,000
	Other	-	-	-	-	-	-	-
43	49th Street NE (Auburn Way N to D St NE)							
	Capital Costs	500,000	1,500,000	-	-	-	-	2,000,000
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Grants	-	-	-	-	-	-	-
	Other	500,000	1,500,000	-	-	-	-	2,000,000

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TABLE T- 2 (continued)

		2021	2022	2023	2024	2025	2026	Total
Page	Capacity Projects:							
44	46th Place S Realignment							
	Capital Costs	-	-	-	-	375,000	675,000	1,050,000
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Grants	-	-	-	-	300,000	540,000	840,000
	Traffic Impact Fees	-	-	-	-	75,000	135,000	210,000
45	124th Ave SE Corridor Improvements Phase 2							
	Capital Costs	-	-	-	-	-	400,000	400,000
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Grants	-	-	-	-	-	-	-
	Traffic Impact Fees	-	-	-	-	-	400,000	400,000
46	Regional Growth Center Access Improvements							
	Capital Costs	410,000	100,000	1,500,000	-	-	-	2,010,000
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Grants	325,000	-	1,300,000	-	-	-	1,625,000
	Traffic Impact Fees	85,000	100,000	200,000	-	-	-	385,000
47	Stewart Road - City of Pacific (Lake Tapps Parkway Corridor)							
	Capital Costs	100,000	-	-	-	-	-	100,000
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Grants	-	-	-	-	-	-	-
	Traffic Mitigation Fees	100,000	-	-	-	-	-	100,000
48	East Valley Highway Widening							
	Capital Costs	-	-	-	-	-	300,000	300,000
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Grants	-	-	-	-	-	200,000	200,000
	Traffic Impact Fees	-	-	-	-	-	100,000	100,000
49	Garden Avenue Realignment							
	Capital Costs	150,000	500,000	-	-	-	-	650,000
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Grants	-	-	-	-	-	-	-
	Traffic Impact Fees	150,000	500,000	-	-	-	-	650,000
50	A Street NW - Phase 1 (3rd St NW to 14th St NW)							
	Capital Costs	25,000	25,000	-	-	-	-	50,000
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Grants	-	-	-	-	-	-	-
	Traffic Impact Fees	25,000	25,000	-	-	-	-	50,000
51	S 272nd/277th St Corridor Capacity & Non-Motorized Trail Improvements							
	Capital Costs	20,000	20,000	20,000	20,000	20,000	20,000	120,000
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Traffic Impact Fees	20,000	20,000	20,000	20,000	20,000	20,000	120,000
	Other	-	-	-	-	-	-	-
52	A Street SE Corridor Study							
	Capital Costs	10,000	-	-	-	-	-	10,000
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Grants	-	-	-	-	-	-	-
	Traffic Impact Fees	10,000	-	-	-	-	-	10,000
	Subtotal, Capacity Projects:							
	Capital Costs	3,861,900	5,406,200	8,902,464	11,584,640	5,623,955	4,818,262	40,197,421

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TABLE T- 2 (continued)

		2021	2022	2023	2024	2025	2026	Total
Page	<u>Non-Capacity Projects:</u>							
53	Auburn Way N/1st Street NE Signal Replacement							
	Capital Costs	575,000	-	-	-	-	-	575,000
	Funding Sources:							
	Unrestricted Street Revenue	525,000	-	-	-	-	-	525,000
	Arterial Street Preservation	50,000	-	-	-	-	-	50,000
54	ITS Dynamic Message Signs							
	Capital Costs	-	-	-	-	-	20,000	20,000
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	20,000	20,000
	Grants	-	-	-	-	-	-	-
55	Auburn Avenue/E Main Street Signal Replacement							
	Capital Costs	-	-	-	-	-	150,000	150,000
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	150,000	150,000
	Grants	-	-	-	-	-	-	-
56	Citywide Pedestrian Accessibility & Safety Program							
	Capital Costs	50,000	100,000	100,000	100,000	100,000	100,000	550,000
	Funding Sources:							
	Unrestricted Street Revenue	50,000	100,000	100,000	100,000	100,000	100,000	550,000
	Other	-	-	-	-	-	-	-
57	Citywide Arterial Bicycle & Safety Improvements							
	Capital Costs	100,000	-	100,000	-	100,000	-	300,000
	Funding Sources:							
	Unrestricted Street Revenue	100,000	-	100,000	-	100,000	-	300,000
	Other	-	-	-	-	-	-	-
58	Downtown Transit Center Access Improvements							
	Capital Costs	-	125,000	-	-	-	-	125,000
	Funding Sources:							
	Unrestricted Street Revenue	-	25,000	-	-	-	-	25,000
	Other (Sound Transit)	-	100,000	-	-	-	-	100,000
59	M Street SE Sidewalk Improvements							
	Capital Costs	669,980	-	-	-	-	-	669,980
	Funding Sources:							
	Unrestricted Street Revenue	250,000	-	-	-	-	-	250,000
	Grants (Unsecured)	419,980	-	-	-	-	-	419,980
	Other	-	-	-	-	-	-	-
60	Auburn Way S (SR-164) Poplar Curve Safety Improvements							
	Capital Costs	10,000	-	-	-	-	-	10,000
	Funding Sources:							
	Unrestricted Street Revenue	10,000	-	-	-	-	-	10,000
	Grants (Unsecured)	-	-	-	-	-	-	-
	Other	-	-	-	-	-	-	-
	<u>Subtotal, Non-Capacity Projects:</u>							
	Capital Costs	1,424,980	245,000	220,000	120,000	220,000	290,000	2,519,980

City of Auburn Draft Capital Facilities Plan

TABLE T- 2 (continued)

	2021	2022	2023	2024	2025	2026	Total
SUMMARY:							
CAPITAL COSTS							
Capacity Projects	3,655,000	5,200,000	8,697,120	11,380,000	5,420,000	4,615,000	38,967,120
Non-Capacity Projects	1,424,980	245,000	220,000	120,000	220,000	290,000	2,519,980
Long-Term Debt	206,900	206,200	205,344	204,640	203,955	203,262	1,230,301
Total Costs	5,286,880	5,651,200	9,122,464	11,704,640	5,843,955	5,108,262	42,717,401
FUNDING SOURCES:							
Unrestricted Street Revenue	965,000	495,000	3,250,000	2,000,000	200,000	680,000	7,590,000
Grants	1,573,730	450,000	1,300,000	1,325,000	2,125,000	2,345,000	9,118,730
Traffic Impact Fees	2,098,150	2,671,200	3,822,464	6,269,640	2,193,955	2,083,262	19,138,671
Traffic Mitigation Fees	100,000	-	-	150,000	-	-	250,000
Arterial Street Fund 105	50,000	185,000	-	1,220,000	-	-	1,455,000
REET	-	-	-	400,000	-	-	400,000
Other (Other Agencies)	500,000	1,850,000	750,000	340,000	1,325,000	-	4,765,000
Total Funding	5,286,880	5,651,200	9,122,464	11,704,640	5,843,955	5,108,262	42,717,401

* Mitigation agreements, impact fees, contributions, other agencies, other funds

City of Auburn Draft Capital Facilities Plan

ARTERIAL STREET FUND (102) Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan Special Revenue Fund

Project Title: **Harvey Rd NE/8th St NE Intersection Improvements**
 Project No: **cp0611**
 Project Type: **Capacity**
 Project Manager: **None**

TIP# I-5

LOS Corridor ID# 5, 19

Description:

The project constructed one eastbound through/right turn-lane on 8th St NE to the west of Harvey Rd and modified traffic signals and traffic channelization to accommodate the new lane. The additional lane reduced traffic delays and queuing at the intersection of Harvey Rd and 8th St NE in all directions. This project also reconstructed M St NE from 4th St NE to 8th St NE, a segment of roadway approximately 0.3 miles long with a four-lane cross-section. The reconstruction addressed the existing poor pavement condition and completed sidewalk gaps. .

Progress Summary:

Project was completed in 2010. Ongoing budget is for Public Works Trust Fund Loan debt payments scheduled through 2028.

Future Impact on Operating Budget:

N/A

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Street Revenue	-	-	-	-	-
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Traffic Impact Fees (Debt Service)	861,178	84,000	83,700	83,300	1,028,878
Traffic Impact Fees	204,500				204,500
PWTF	1,527,300				1,527,300
Total Funding Sources:	2,592,978	84,000	83,700	83,300	2,760,678
Capital Expenditures:					
Design	327,500	-	-	-	327,500
Right of Way	200,400	-	-	-	200,400
Construction	1,203,900	-	-	-	1,203,900
Long Term Debt - PWTF	861,178	84,000	83,700	83,300	1,028,878
Total Expenditures:	2,592,978	84,000	83,700	83,300	2,760,678

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Street Revenue	-	-	-	-	-
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Traffic Impact Fees (Debt Service)	82,794	82,382	81,990	81,589	495,755
Traffic Impact Fees	-	-	-	-	-
PWTF	-	-	-	-	-
Total Funding Sources:	82,794	82,382	81,990	81,589	495,755
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Long Term Debt - PWTF	82,794	82,382	81,990	81,589	495,755
Total Expenditures:	82,794	82,382	81,990	81,589	495,755

Grants / Other Sources:

City of Auburn Draft Capital Facilities Plan

ARTERIAL STREET FUND (102)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Special Revenue Fund

Project Title: **Lea Hill Road/112th Ave SE Roundabout**

TIP# I-6

Project No: **cpxxxx**

Project Type: **Capacity, Safety**

Project Manager: **TBD**

LOS Corridor ID# 19

Description:

The project will construct a single-lane roundabout at the 112th Avenue SE intersection with Lea Hill Road. The intersection is currently stop-controlled on the 112th Avenue SE approach. The project will also implement turn restrictions at the Lea Hill Road intersection with 105th Place SE, and remove the existing span wire traffic signal. The project will improve traffic operations, safety and non-motorized access.

Progress Summary:

The Lea Hill Road Corridor study was completed during 2020. This project is based on the study recommendations.

Future Impact on Operating Budget:

The annual maintenance cost for this project is estimated to be \$1,000.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Street Revenue	-	-	-	-	-
Grants- Unsecured	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	-	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Street Revenue	-	-	-	-	-
Grants- Unsecured	-	-	-	1,100,000	1,100,000
Traffic Impact Fees	-	350,000	420,000	1,100,000	1,870,000
Other	-	-	-	-	-
Total Funding Sources:	-	350,000	420,000	2,200,000	2,970,000
Capital Expenditures:					
Design	-	350,000	-	-	350,000
Right of Way	-	-	420,000	-	420,000
Construction	-	-	-	2,200,000	2,200,000
Total Expenditures:	-	350,000	420,000	2,200,000	2,970,000

Grants / Other Sources:

City of Auburn Draft Capital Facilities Plan

ARTERIAL STREET FUND (102)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Special Revenue Fund

Project Title: **29th St SE/R St SE Intersection Improvements**

TIP# I-8

Project No: **asbd30**

Project Type: **Capacity**

Project Manager: **TBD**

LOS Corridor ID# 16, 27

Description:

The project will construct a second southbound through lane between 22nd Street SE and 33rd Street SE and a new signal at the 29th Street SE intersection. The improvements are needed to address the existing LOS deficiency at this intersection during the weekday PM peak hour.

Progress Summary:

The R Street Corridor study was completed during 2020. This project is based on the study recommendations.

Future Impact on Operating Budget:

The additional annual maintenance cost for this project is estimated to be \$500. Replacing the traffic signal will reduce on-going maintenance costs to replace parts and equipment that have reached the end of their service life.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Street Revenue	-	-	-	-	-
Grants- Unsecured	-	-	-	-	-
Traffic Impact Fees	-	-	750,000	500,000	750,000
REET	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	750,000	500,000	750,000
Capital Expenditures:					
Design	-	-	750,000	250,000	-
Right of Way	-	-	-	250,000	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	750,000	500,000	750,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Street Revenue	-	-	-	-	-
Grants- Unsecured	-	-	-	-	-
Traffic Impact Fees	250,000	3,500,000	-	-	5,000,000
REET	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	250,000	3,500,000	-	-	5,000,000
Capital Expenditures:					
Design	-	-	-	-	1,000,000
Right of Way	250,000	-	-	-	500,000
Construction	-	3,500,000	-	-	3,500,000
Total Expenditures:	250,000	3,500,000	-	-	5,000,000

Grants / Other Sources:

City of Auburn Draft Capital Facilities Plan

ARTERIAL STREET FUND (102)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Special Revenue Fund

Project Title: **R Street SE & 21st Street SE Intersection Safety Improvements**

TIP# I-10

Project No: **CP1918**

Project Type: **Capacity, Safety**

Project Manager: **James Webb**

LOS Corridor ID# 16

Description:

The project will construct a single lane roundabout in place of the existing east/west stop-control on 21st Street SE. The project is needed to address an existing LOS deficiency, and will improve safety at the intersection.

Progress Summary:

This improvement was recommended in the R Street Corridor study which was completed during 2020.

Future Impact on Operating Budget:

The annual maintenance cost for this project is estimated to be \$1,000.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Street Revenue	-	-	-	-	-
Grants- Unsecured	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-
REET2	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	-	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Street Revenue	-	-	-	-	-
Grants- Unsecured	-	-	500,000	-	500,000
Traffic Impact Fees	250,000	100,000	250,000	-	600,000
REET2	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	250,000	100,000	750,000	-	1,100,000
Capital Expenditures:					
Design	250,000	-	-	-	250,000
Right of Way	-	100,000	-	-	100,000
Construction	-	-	750,000	-	750,000
Total Expenditures:	250,000	100,000	750,000	-	1,100,000

Grants / Other Sources:

City of Auburn Draft Capital Facilities Plan

ARTERIAL STREET FUND (102)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Special Revenue Fund

Project Title: **Auburn Way S and 6th Street SE**

TIP# I-11

Project No: **cpxxx**

Project Type: **Capacity, Safety**

Project Manager: **TBD**

LOS Corridor ID# 3

Description:

The project will construct a dedicated southbound right-turn pocket on Auburn Way S at 6th Street SE. The project will address an existing level of service deficiency at the intersection.

Progress Summary:

Federal grant funding for construction is proposed to be applied for in 2022. If awarded construction would occur in 2025.

Future Impact on Operating Budget:

The annual maintenance cost for this project is estimated to be \$500.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Street Revenue	-	-	-	-	-
Grants- Unsecured	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	-	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Street Revenue	-	-	-	-	-
Grants- Unsecured	-	-	-	505,000	505,000
Traffic Impact Fees	-	130,000	25,000	125,000	280,000
Other	-	-	-	-	-
Total Funding Sources:	-	130,000	25,000	630,000	785,000
Capital Expenditures:					
Design	-	130,000	-	-	130,000
Right of Way	-	-	25,000	-	25,000
Construction	-	-	-	630,000	630,000
Total Expenditures:	-	130,000	25,000	630,000	785,000

Grants / Other Sources:

City of Auburn Draft Capital Facilities Plan

ARTERIAL STREET FUND (102)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Special Revenue Fund

Project Title: SE 304th Street/132nd Avenue SE Roundabout

TIP# I-13

Project No: cpxxxx

Project Type: Capacity

Project Manager: TBD

LOS Corridor ID# 23, 25

Description:

The project will construct a single-lane roundabout at the SE 304th Street intersection with 132nd Avenue SE on Lea Hill. The roundabout will replace the existing stop-controlled on the SE 304th Street approach. The project is needed to address a level of service deficiency at the intersection.

Progress Summary:

Future Impact on Operating Budget:

The annual maintenance cost for this project is estimated to be \$1,000.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Street Revenue	-	-	-	-	-
Grants- Unsecured	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	-	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Street Revenue	-	-	-	-	-
Grants- Unsecured	-	-	-	-	-
Traffic Impact Fees	250,000	50,000	1,200,000	-	1,500,000
Other	-	-	-	-	-
Total Funding Sources:	250,000	50,000	1,200,000	-	1,500,000
Capital Expenditures:					
Design	250,000	-	-	-	250,000
Right of Way	-	50,000	-	-	50,000
Construction	-	-	1,200,000	-	1,200,000
Total Expenditures:	250,000	50,000	1,200,000	-	1,500,000

Grants / Other Sources:

City of Auburn Draft Capital Facilities Plan

ARTERIAL STREET FUND (102)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Special Revenue Fund

Project Title: 10th Street NW/A Street NW Intersection Improvements

TIP# I-15

Project No: asbd36

Project Type: Capacity, Safety

Project Manager: TBD

LOS Corridor ID# N/A

Description:

The project will construct a new traffic signal in place of the existing stop-control on the 10th Street NW approach. The project is needed to address a level of service deficiency at the intersection.

Progress Summary:

Future Impact on Operating Budget:

The annual maintenance cost for this project is estimated to be \$1,000.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Street Revenue	-	-	-	-	-
Grants- Unsecured	-	-	-	-	-
Traffic Impact Fees	-	-	-	200,000	200,000
REET2	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	200,000	200,000
Capital Expenditures:					
Design	-	-	-	200,000	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	200,000	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Street Revenue	-	-	-	-	-
Grants- Unsecured	-	-	-	-	-
Traffic Impact Fees	650,000	-	-	-	850,000
REET2	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	650,000	-	-	-	850,000
Capital Expenditures:					
Design	-	-	-	-	200,000
Right of Way	-	-	-	-	-
Construction	650,000	-	-	-	650,000
Total Expenditures:	650,000	-	-	-	850,000

Grants / Other Sources:

City of Auburn Draft Capital Facilities Plan

ARTERIAL STREET FUND (102)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Special Revenue Fund

Project Title: **F Street SE Non-Motorized Improvements (Downtown to Les Gove)** TIP# N-5
 Project No: **cp1416**
 Project Type: **Capacity, Non-Motorized**
 Project Manager: **Seth Wickstrom** LOS Corridor ID# N/A

Description:

The F St SE project includes pavement rehabilitation, installation of curbs, gutters, bike lanes, sidewalks, ADA improvements, utility undergrounding, LED street lighting, wayfinding signage and a "Bicycle Boulevard" designation of roadway connections between Auburn City Hall and the Les Gove Park Campus. This project improves mobility and safety along the corridor and will complete a gap in the non-motorized network between Auburn's Downtown and the Les Gove Community Campus. The major infrastructure improvements are approximately 0.3 miles long and the "Bicycle Boulevard" improvements are just over a mile long.

Progress Summary:

Preliminary design and survey work was completed in 2009. Federal Grant was secured in 2014 for design and ROW phases. Design phase was initiated in 2015. Construction grant secured in 2018. Project construction is underway in 2020. Funds shown in 2021 are a placeholder for a potential 2020 project budget carryforward.

Future Impact on Operating Budget:

The annual maintenance cost for this project is estimated to be \$4,100.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2017 Year End Project Total
Funding Sources:					
Unrestricted Street Revenue	40,000	359,000	10,000	-	409,000
Grants- Secured Federal	494,770	2,025,230	-	-	2,520,000
Grants-Unsecured Federal	-	-	-	-	-
Traffic Impact Fees	160,583	538,584	-	-	699,167
Other	-	-	-	-	-
Total Funding Sources:	695,353	2,922,814	10,000	-	3,628,167
Capital Expenditures:					
Design	653,373	2,921,273	-	-	3,574,646
Right of Way	41,980	1,541	-	-	43,521
Construction	-	-	10,000	-	10,000
Total Expenditures:	695,353	2,922,814	10,000	-	3,628,167

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Street Revenue	-	-	-	-	10,000
Grants- Unsecured (Fed)	-	-	-	-	-
Grants-Unsecured Federal	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	10,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	10,000
Total Expenditures:	-	-	-	-	10,000

Grants / Other Sources:

City of Auburn Draft Capital Facilities Plan

ARTERIAL STREET FUND (102)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Special Revenue Fund

Project Title: **Evergreen Heights Safe Routes to School Improvements, Phase 1 & 2** TIP# N-8
 Project No: **asbd14, cp1810**
 Project Type: **Capacity, Non-Motorized**
 Project Manager: **Jacob Sweeting** LOS Corridor ID# 37

Description:

Phase 1 of the project included the vertical realignment of S 316th Street along the school frontage to address a sight-distance problem associated with the school driveways and at the intersection with 56th Avenue S. This improvement was constructed by the school district as part of their half street improvements associated with on-site improvements to the school.

Phase 2 of the project will realign the 56th Avenue S approach to S 316th Street to the east to remove the offset between the street approach and school driveway, and a roundabout will be constructed at the S 316th Street/56th Avenue S intersection replacing the existing all-way stop-control. Other project elements include street lighting and required storm water system improvements.

Progress Summary:

A partnership with the Auburn School District was created for the Phase 1 improvements, which were completed in 2019.

Future Impact on Operating Budget:

This project will have no impact on the operating budget for street maintenance.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Street Revenue	24,500	-	-	-	24,500
Grants- Unsecured	-	-	-	-	-
Mitigation Fees	100,000	-	-	-	100,000
Other (Auburn Sch. Dist.)	122,500	-	-	-	122,500
Traffic Impact Fees	-	-	-	-	-
Total Funding Sources:	247,000	-	-	-	247,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	247,000	-	-	-	247,000
Total Expenditures:	247,000	-	-	-	247,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Street Revenue	-	-	-	410,000	410,000
Grants- Unsecured	-	-	-	-	-
Mitigation Fees	-	-	-	-	-
Other (Auburn Sch. Dist.)	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-
Total Funding Sources:	-	-	-	410,000	410,000
Capital Expenditures:					
Design	-	-	-	200,000	200,000
Right of Way	-	-	-	210,000	210,000
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	410,000	410,000

Grants / Other Sources: Auburn School District partnership includes direct financial contribution and ROW dedication.

City of Auburn Draft Capital Facilities Plan

ARTERIAL STREET FUND (102)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Special Revenue Fund

Project Title: Riverwalk Drive SE Non-Motorized Improvements

TIP# N-9

Project No: asbd26

Project Type: Capacity, Non-Motorized

Project Manager: TBD

LOS Corridor ID# 27

Description:

The project will construct sidewalks, street lighting, and related storm improvements along the east side of Riverwalk Drive SE between Auburn Way S and Howard Road SE. This project will close a major gap in the sidewalk system and ties into the proposed improvements on Auburn Way South. The project will also install a RRFB at the intersection with Howard Road. The project is proposed to be in partnership with the Muckleshoot Indian Tribe.

Progress Summary:

Grant funding was applied for in 2020. If awarded, design will begin in 2021.

Future Impact on Operating Budget:

The annual maintenance cost for this project is estimated to be \$2,000.

Previous

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Street Revenue	-	-	20,000	250,000	20,000
Grants- Unsecured (Fed, State, Local)	-	-	180,000	450,000	180,000
Traffic Impact Fees	-	-	-	-	-
REET2	-	-	-	-	-
Other (MIT)	-	-	-	250,000	-
Total Funding Sources:	-	-	200,000	950,000	200,000
Capital Expenditures:					
Design	-	-	200,000	-	200,000
Right of Way	-	-	-	-	-
Construction	-	-	-	950,000	-
Total Expenditures:	-	-	200,000	950,000	200,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Street Revenue	-	-	-	-	270,000
Grants- Unsecured (Fed, State, Local)	-	-	-	-	630,000
Traffic Impact Fees	-	-	-	-	-
REET2	-	-	-	-	-
Other (MIT)	-	-	-	-	250,000
Total Funding Sources:	-	-	-	-	1,150,000
Capital Expenditures:					
Design	-	-	-	-	200,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	950,000
Total Expenditures:	-	-	-	-	1,150,000

Grants / Other Sources:

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ARTERIAL STREET FUND (102)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Special Revenue Fund

Project Title: **Stewart Road - Sumner (Lake Tapps Parkway Corridor)**

TIP# R-2

Project No: **N/A**

Project Type: **Capacity**

Project Manager: **City of Sumner**

LOS Corridor ID# N/A

Description:

This is a City of Sumner project to widen the Stewart Road (Lake Tapps Parkway) Corridor. The project will replace the existing bridge over the White River with a new wider one. Completion of this corridor widening is expected to significantly relieve traffic congestion in Auburn along the A St SE and C St SW corridors.

Progress Summary:

City of Sumner has initiated preliminary road design and is seeking grant funding to complete the project.

Future Impact on Operating Budget:

This project will have no impact on the operating budget for street maintenance.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Street Revenue	-	-	-	-	-
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-
REET2	-	-	-	-	-
Traffic Mitigation Fees	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	-	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Street Revenue	-	-	-	-	-
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-
REET2	-	-	-	-	-
Traffic Mitigation Fees	-	150,000	-	-	150,000
Total Funding Sources:	-	150,000	-	-	150,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	150,000	-	-	150,000
Total Expenditures:	-	150,000	-	-	150,000

Grants / Other Sources:

City of Auburn Draft Capital Facilities Plan

ARTERIAL STREET FUND (102)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Special Revenue Fund

Project Title: **M Street Underpass (3rd St SE to 8th St SE)**

TIP# R-3

Project No: **c201a0**

Project Type: **Capacity**

Project Manager: **Ryan Vondrak**

LOS Corridor ID# 6

Description:

Construction of a grade separated railroad crossing of M Street SE at the BNSF Stampede Pass tracks.

Progress Summary:

Construction was completed in 2014. Debt Service is scheduled each year through 2041.

Future Impact on Operating Budget:

N/A

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Street Revenue					-
Grants- Secured (Fed, State, Local)	9,696,313	-	-	-	9,696,313
REET2	1,140,001	-	-	-	1,140,001
Traffic Impact Fees (Construction)	4,162,000	-	-	-	4,162,000
Traffic Impact Fees (Debt Service)	767,428	123,428	123,200	122,900	1,014,056
Traffic Mitigation Fees	660,000	-	-	-	660,000
PWTFL (30 years)	3,284,857	-	-	-	3,284,857
Other Sources (Other Agencies)*	3,126,104	-	-	-	3,126,104
Total Funding Sources:	22,836,703	123,428	123,200	122,900	23,083,331
Capital Expenditures:					
Design	2,688,924	-	-	-	2,688,924
Right of Way	3,358,443	-	-	-	3,358,443
Construction	16,021,908	-	-	-	16,021,908
PWTFL Debt Service	767,428	123,428	123,200	122,900	1,014,056
Total Expenditures:	22,836,703	123,428	123,200	122,900	23,083,331

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Street Revenue	-	-	-	-	-
Grants- Secured (Fed, State, Local)	-	-	-	-	-
REET2	-	-	-	-	-
Traffic Impact Fees (Construction)	-	-	-	-	-
Traffic Impact Fees (Debt Service)	122,550	122,258	121,965	121,673	734,546
Traffic Mitigation Fees	-	-	-	-	-
PWTFL (30 years)	-	-	-	-	-
Other Sources (Other Agencies)*	-	-	-	-	-
Total Funding Sources:	122,550	122,258	121,965	121,673	734,546
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
PWTFL Debt Service	122,550	122,258	121,965	121,673	734,546
Total Expenditures:	122,550	122,258	121,965	121,673	734,546

Grants / Other Sources: Other Agencies are King County Metro Sewer, Port of Seattle, Port of Tacoma, and BNSF Railway

City of Auburn Draft Capital Facilities Plan

ARTERIAL STREET FUND (102)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Special Revenue Fund

Project Title: **A Street Loop**

TIP# R-4

Project No: **asbd32**

Project Type: **Capacity**

Project Manager: **TBD**

LOS Corridor ID# N/A

Description:

The project will construct a new one-way (eastbound) roadway connection between A Street SW/S Division Street and A Street SE. The new intersection with A Street SE will allow an unsignalized right-turn movement onto southbound A Street SE, providing an alternative to the intersection of 3rd Street SE and A Street SE, which does not meet adopted LOS standards. The roadway will be constructed as a complete street to accommodate non-motorized road users.

Progress Summary:

Sound Transit has provided \$340,000 towards the construction phase as mitigation for the second parking garage. Grant applications for both state and federal funding have been submitted in 2020.

Future Impact on Operating Budget:

The annual maintenance cost for this project is estimated to be \$1,000.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Street Revenue	-	-	-	-	-
Unsecured Grant	-	-	-	-	-
Traffic Impact Fees	-	-	-	300,000	-
Other (Sound Transit)	-	-	-	-	-
Total Funding Sources:	-	-	-	300,000	-
Capital Expenditures:					
Design	-	-	-	300,000	300,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	300,000	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Street Revenue	-	-	-	-	-
Unsecured Grant	-	1,125,000	-	-	1,125,000
Traffic Impact Fees	167,000	-	-	-	467,000
Other (Sound Transit)	-	340,000	-	-	340,000
Total Funding Sources:	167,000	1,465,000	-	-	1,932,000
Capital Expenditures:					
Design	-	-	-	-	300,000
Right of Way	167,000	-	-	-	167,000
Construction	-	1,465,000	-	-	1,465,000
Total Expenditures:	167,000	1,465,000	-	-	1,932,000

Grants / Other Sources: Interlocal funding from Sound Transit

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ARTERIAL STREET FUND (102)

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Capital Facilities Plan

Special Revenue Fund

Project Title: **A Street NW, Phase 2 (W Main St to 3rd St NW)**

TIP# R-5

Project No: **cpxxx**

Project Type: **Capacity**

Project Manager: **TBD**

LOS Corridor ID# 18

Description:

The project will widen A Street NW to create a three-lane roadway section between W Main St and 3rd St NW. This project will improve the connection between the A St NW Extension, (Phase 1) and Auburn Station and Central Business District. This project could be partially or fully funded by development and/or Sound Transit's parking garage/access improvements. The project is approximately 0.2 miles long.

Progress Summary:

Future Impact on Operating Budget:

The annual maintenance cost for this project is estimated to be \$500.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Street Revenue	-	-	-	-	-
Unsecured Grant	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-
REET2	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	-	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Street Revenue	-	-	-	-	-
Unsecured Grant	-	200,000	1,325,000	-	1,525,000
Traffic Impact Fees	-	150,000	-	-	150,000
REET2	-	-	-	-	-
Other	-	-	1,325,000	-	1,325,000
Total Funding Sources:	-	350,000	2,650,000	-	3,000,000
Capital Expenditures:					
Design	-	250,000	-	-	250,000
Right of Way	-	100,000	-	-	100,000
Construction	-	-	2,650,000	-	2,650,000
Total Expenditures:	-	350,000	2,650,000	-	3,000,000

Grants / Other Sources:

City of Auburn Draft Capital Facilities Plan

ARTERIAL STREET FUND (102)

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Capital Facilities Plan

Special Revenue Fund

Project Title: **Auburn Way S Improvements (Hemlock St SE to Poplar St SE)**

TIP# R-6

Project No: **cp1622**

Project Type: **Capacity**

Project Manager: **Jeff Bender**

LOS Corridor ID# 4

851250

Progress Summary:

The project will extend corridor improvements along Auburn Way S recently completed under previous projects. Grant funding for the design phase was awarded in 2019. Grant funding for the construction phase was applied for in 2020. Coordination with the Auburn School District related to the replacement of Chinook Elementary School is in progress.

Future Impact on Operating Budget:

The annual maintenance cost for this project is estimated to be \$2,500.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Street Revenue	-	-	-	-	-
Grants- Secured (Federal)	13,025	635,725	648,750	-	1,297,500
Traffic Impact Fees	6,246	95,004	851,250	750,000	952,500
REET2	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	19,271	730,729	1,500,000	750,000	2,250,000
Capital Expenditures:					
Design	-	750,000	750,000	-	1,500,000
Right of Way	-	-	750,000	750,000	750,000
Construction	-	-	-	-	-
Total Expenditures:	-	750,000	1,500,000	750,000	2,250,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Street Revenue	3,000,000	1,500,000	-	-	4,500,000
Grants- Secured (Federal)	-	-	-	-	648,750
Traffic Impact Fees	1,830,120	1,300,000	-	-	4,731,370
REET2	-	-	-	-	-
Other	750,000	-	-	-	750,000
Total Funding Sources:	5,580,120	2,800,000	-	-	10,630,120
Capital Expenditures:					
Design	-	-	-	-	750,000
Right of Way	-	-	-	-	1,500,000
Construction	5,580,120	2,800,000	-	-	8,380,120
Total Expenditures:	5,580,120	2,800,000	-	-	10,630,120

Grants / Other Sources:

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ARTERIAL STREET FUND (102)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Special Revenue Fund

Project Title: **M Street NE (E Main St to 4th St NE)**

TIP# R-7

Project No: **asbd12**

Project Type: **Capacity**

Project Manager: **TBD**

LOS Corridor ID# 5

Description:

This project will construct a complete four/five-lane street section on M St NE from south of E Main St to 4th St NE, and reconstruct the signal at E Main St. The project is needed to improve traffic operations along the M Street NE corridor, and replace the existing pavement which is in poor condition.

Progress Summary:

Future Impact on Operating Budget:

The annual maintenance cost for this project is estimated to be \$500.

Activity:

Funding Sources:	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
<i>Unrestricted Street Revenue</i>	-	-	-	120,000	-
<i>Arterial Street Fund (105)</i>	-	-	-	185,000	-
<i>REET</i>	-	-	-	-	-
<i>Traffic Impact Fees</i>	-	-	-	70,000	-
<i>Other</i>	-	-	-	-	-
Total Funding Sources:	-	-	-	375,000	-
Capital Expenditures:					
<i>Design</i>	-	-	-	375,000	375,000
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	-	-	-	-	-
Total Expenditures:	-	-	-	375,000	-

Forecasted Project Cost:

Funding Sources:	2023	2024	2025	2026	Total 2021-2026
<i>Unrestricted Street Revenue</i>	50,000	400,000	-	-	570,000
<i>Arterial Street Fund (105)</i>	-	1,220,000	-	-	1,405,000
<i>REET</i>	-	400,000	-	-	400,000
<i>Traffic Impact Fees</i>	-	465,000	-	-	535,000
<i>Other</i>	-	-	-	-	-
Total Funding Sources:	50,000	2,485,000	-	-	2,910,000
Capital Expenditures:					
<i>Design</i>	-	-	-	-	375,000
<i>Right of Way</i>	50,000	-	-	-	50,000
<i>Construction</i>	-	2,485,000	-	-	2,485,000
Total Expenditures:	50,000	2,485,000	-	-	2,910,000

Grants / Other Sources:

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ARTERIAL STREET FUND (102)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Special Revenue Fund

Project Title: **49th Street NE (Auburn Way N to D St NE)**

TIP # R-8

Project No: **asbd38**

Project Type: **Capacity**

Project Manager: **TBD**

LOS Corridor ID# N/A

Description:

This project will construct the build-out of 49th Street NE between Auburn Way N and D Street NE. The improvements are funded by private development.

Progress Summary:

Conceptual design and development agreement for funding underway in 2020.

Future Impact on Operating Budget:

The annual maintenance cost for this project is estimated to be \$500.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Street Revenue	-	-	-	-	-
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-
Other Sources - Developer	-	-	500,000	1,500,000	500,000
Total Funding Sources:	-	-	500,000	1,500,000	500,000
Capital Expenditures:					
Design	-	-	350,000	-	350,000
Right of Way	-	-	150,000	-	150,000
Construction	-	-	-	1,500,000	-
Total Expenditures:	-	-	500,000	1,500,000	500,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Street Revenue	-	-	-	-	-
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-
Other Sources - Developer	-	-	-	-	2,000,000
Total Funding Sources:	-	-	-	-	2,000,000
Capital Expenditures:					
Design	-	-	-	-	350,000
Right of Way	-	-	-	-	150,000
Construction	-	-	-	-	1,500,000
Total Expenditures:	-	-	-	-	2,000,000

Grants / Other Sources:

City of Auburn Draft Capital Facilities Plan

ARTERIAL STREET FUND (102)

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Capital Facilities Plan

Special Revenue Fund

Project Title: **46th Place S Realignment**

TIP# R-9

Project No: **cpxxx**

Project Type: **Capacity, Safety**

Project Manager: **TBD**

LOS Corridor ID# N/A

Description:

The project will realign 46th Place S to the south of S 321st Street. The realignment will move the 46th Place S intersection with S 321st Street approximately 350 feet to the east of the current location. This will create two T-intersections (44th Avenue S and 46th Place S) in place of the existing four-leg intersection. The existing 46th Place S will be dead-ended to the south of S 321st Street. The project will improve safety and traffic operations at the intersections.

Progress Summary:

A portion of the right-of-way for the realigned roadway was dedicated as part of an adjacent development project.

Future Impact on Operating Budget:

The annual maintenance cost for this project is estimated to be \$1,000.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Street Revenue	-	-	-	-	-
Grants- Unsecured	-	-	-	-	-
REET 2	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-
Other Sources	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	-	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Street Revenue	-	-	-	-	-
Grants- Unsecured	-	-	300,000	540,000	840,000
REET 2	-	-	-	-	-
Traffic Impact Fees	-	-	75,000	135,000	210,000
Other Sources	-	-	-	-	-
Total Funding Sources:	-	-	375,000	675,000	1,050,000
Capital Expenditures:					
Design	-	-	125,000	-	125,000
Right of Way	-	-	250,000	-	250,000
Construction	-	-	-	675,000	675,000
Total Expenditures:	-	-	375,000	675,000	1,050,000

Grants / Other Sources:

City of Auburn Draft Capital Facilities Plan

ARTERIAL STREET FUND (102)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Special Revenue Fund

Project Title: **124th Ave SE Corridor Improvements (SE 312th to SE 318th)**

TIP# R-11

Project No: **asbd01**

Project Type: **Capacity**

Project Manager: **TBD**

LOS Corridor ID# 23

Description:

This project will widen 124th Avenue SE to create a four-lane section with bicycle and pedestrian facilities SE 318th St and SE 312th St. The project will also construct improvements at the SE 312th St/124th Ave SE intersection (including adding bike lanes, dual westbound left-turn lanes, dual southbound through-lanes, a northbound right-turn pocket, ITS improvements, and pedestrian safety improvements). The project is needed to improve traffic operations along the corridor and to accommodate all travel modes.

Progress Summary:

Phase 1 improvements between SE 318th and SE 316th were completed by GRC in 2012.

Future Impact on Operating Budget:

The annual maintenance cost for this project is estimated to be \$1,000.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Street Revenue	-	-	-	-	-
Grants- Unsecured Federal	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	-	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Street Revenue	-	-	-	-	-
Grants- Unsecured Federal	-	-	-	-	-
Traffic Impact Fees	-	-	-	400,000	400,000
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	400,000	400,000
Capital Expenditures:					
Design	-	-	-	400,000	400,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	400,000	400,000

Grants / Other Sources:

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ARTERIAL STREET FUND (102)

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Special Revenue Fund

Project Title: **Regional Growth Center Access Improvements**

TIP# R-16

Project No: **asbd24**

Project Type: **Capacity**

Project Manager: **TBD**

LOS Corridor ID# N/A

Description:

The project will construct a northbound left-turn lane and a northbound/southbound crosswalk at the 3rd Street NE/Auburn Avenue intersection, and realign the 4th Street NE/Auburn Way N intersection to eliminate the split phase signal operation improving circulation and access. The project will improve traffic operations, safety, and circulation for both vehicles and non-motorized users.

Progress Summary:

Grant funding for the design and construction phases was awarded from Sound Transit in 2019.

Future Impact on Operating Budget:

The annual maintenance cost for this project is estimated to be \$500.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Street Revenue	-	-	-	-	-
Grants- Secured	-	-	325,000	-	325,000
Traffic Impact Fees	-	-	85,000	100,000	85,000
REET2	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	410,000	100,000	410,000
Capital Expenditures:					
Design	-	-	410,000	-	410,000
Right of Way	-	-	-	100,000	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	410,000	100,000	410,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Street Revenue	-	-	-	-	-
Grants- Secured	1,300,000	-	-	-	1,625,000
Traffic Impact Fees	200,000	-	-	-	385,000
REET2	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	1,500,000	-	-	-	2,010,000
Capital Expenditures:					
Design	-	-	-	-	410,000
Right of Way	-	-	-	-	100,000
Construction	1,500,000	-	-	-	1,500,000
Total Expenditures:	1,500,000	-	-	-	2,010,000

Grants / Other Sources:

City of Auburn Draft Capital Facilities Plan

ARTERIAL STREET FUND (102)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Special Revenue Fund

Project Title: **Stewart Road - City of Pacific (Lake Tapps Parkway Corridor)**

TIP# R-24

Project No: **asbd25**

Project Type: **Capacity**

Project Manager: **City of Pacific**

LOS Corridor ID# N/A

Description:

This is a City of Pacific project to widen the Stewart Road (Lake Tapps Parkway) Corridor. This is the final segment of widening in the City of Pacific which will tie in with the City of Sumner's planned final widening segment and new bridge over the White River. Completion of this corridor widening is expected to significantly relieve traffic congestion in Auburn along the A St SE and C St SW corridors.

Progress Summary:

City of Pacific is in the process of completing the design phase and environmental permitting for the project. Construction is currently planned for 2021/22.

Future Impact on Operating Budget:

There is no future impact to Auburn's operating budgets.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Street Revenue	-	-	-	-	-
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-
REET2	-	-	-	-	-
Traffic Mitigation Fees	-	-	100,000	-	100,000
Total Funding Sources:	-	-	100,000	-	100,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	100,000	-	100,000
Total Expenditures:	-	-	100,000	-	100,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Street Revenue	-	-	-	-	-
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-
REET2	-	-	-	-	-
Traffic Mitigation Fees	-	-	-	-	100,000
Total Funding Sources:	-	-	-	-	100,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	100,000
Total Expenditures:	-	-	-	-	100,000

Grants / Other Sources:

City of Auburn Draft Capital Facilities Plan

ARTERIAL STREET FUND (102)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Special Revenue Fund

Project Title: **East Valley Highway Widening**

TIP # R-26

Project No: **cpxxxx**

Project Type: **Capacity**

Project Manager: **TBD**

LOS Corridor ID#

Description:

This project will widen E Valley Highway between Lakeland Hills Way and Terrace View Drive SE, approximately 0.6 miles. The roadway will have a four/five lane cross section with a trail connection along the east side. Other project elements include storm improvement, illumination and ITS. The project will provide congestion relief along the corridor and provide access for non-motorized users.

Progress Summary:

Future Impact on Operating Budget:

The annual maintenance cost for this project is estimated to be \$2,500.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Street Revenue	-	-	-	-	-
Unsecured Grant	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	-	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Street Revenue	-	-	-	-	-
Unsecured Grant	-	-	-	200,000	200,000
Traffic Impact Fees	-	-	-	100,000	100,000
Total Funding Sources:	-	-	-	300,000	300,000
Capital Expenditures:					
Design	-	-	-	300,000	300,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	300,000	300,000

Grants / Other Sources:

City of Auburn Draft Capital Facilities Plan

ARTERIAL STREET FUND (102)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Special Revenue Fund

Project Title: **Garden Avenue Realignment**

TIP # R-27

Project No: **cp2022**

Project Type: **Capacity**

Project Manager: **TBD**

LOS Corridor ID# 19

Description:

The project will construct a new east/west connection between Garden Avenue and 104th Avenue SE, and will cul-de-sac Garden Avenue to the north of 8th Street NE. This will improve traffic operations and safety along 8th Street NE.

Progress Summary:

The previous project title (Lea Hill Rd Segment 1A) was updated based on recommendations of the Lea Hill Corridor Study in 2020. In 2016, a parcel at the intersection of Garden Avenue and 320th/8th Street was purchased for the project. In 2016, right-of-way was dedicated for a portion of the new east/west roadway as part of an adjacent development project. Additional property acquisition underway in 2020.

Future Impact on Operating Budget:

The annual maintenance cost for this project is estimated to be \$1,000.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Street Revenue	-	-	-	-	-
Grants- Secured (Fed, State, Local)	-	-	-	-	-
Traffic Impact Fees	-	150,000	150,000	500,000	300,000
Total Funding Sources:	-	150,000	150,000	500,000	300,000
Capital Expenditures:					
Design	-	150,000	-	-	150,000
Right of Way	-	-	150,000	-	150,000
Construction	-	-	-	500,000	-
Total Expenditures:	-	150,000	150,000	500,000	300,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Street Revenue	-	-	-	-	-
Grants- Secured (Fed, State, Local)	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	650,000
Total Funding Sources:	-	-	-	-	650,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	150,000
Construction	-	-	-	-	500,000
Total Expenditures:	-	-	-	-	650,000

Grants / Other Sources:

City of Auburn Draft Capital Facilities Plan

ARTERIAL STREET FUND (102)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Special Revenue Fund

Project Title: **A Street NW - Phase 1 (3rd St NW to 14th St NW)**

TIP# S-1

Project No: **c207a0**

Project Type: **Capacity, Environmental Monitoring**

Project Manager: **Tim Carlaw**

LOS Corridor ID# 18

Description:

The project constructed a new multi-lane arterial from 3rd Street NW to 14th Street NW completing a missing link along the corridor. This project improves mobility and was tied to corridor development. The project length was approximately three-quarters of a mile. The City purchased ROW from the northern property owner. If the property develops any access to A St NW, some or a portion of those funds may be reimbursed to the City (total cost was \$251,000).

Progress Summary:

Pre-design was completed prior to 2007. Final design and environmental permitting were completed in 2011 and construction was completed in 2013. Major plantings are scheduled in 2015 as part of the wetland monitoring that is required to continue until 2023.

Future Impact on Operating Budget:

N/A

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Street Revenue	123,276	-	-	-	123,276
Grants- Secured (Fed,State)	6,562,702	-	-	-	6,562,702
Traffic Impact Fees	1,288,115	25,000	25,000	25,000	1,338,115
Other Sources -Multicare Contribution	383,381	-	-	-	383,381
Total Funding Sources:	8,357,474	25,000	25,000	25,000	8,407,474
Capital Expenditures:					
Design	2,247,331	-	-	-	2,247,331
Right of Way	821,341	-	-	-	821,341
Construction	5,000,640	-	-	-	5,000,640
Environmental	288,162	25,000	25,000	25,000	338,162
Total Expenditures:	8,357,474	25,000	25,000	25,000	8,407,474

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Street Revenue	-	-	-	-	-
Grants- Secured (Fed,State)	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	50,000
Other Sources -Multicare Contribution	-	-	-	-	-
Total Funding Sources:	-	-	-	-	50,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Environmental	-	-	-	-	50,000
Total Expenditures:	-	-	-	-	50,000

Grants / Other Sources:

City of Auburn Draft Capital Facilities Plan

ARTERIAL STREET FUND (102)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Special Revenue Fund

Project Title: **S 272nd/277th St Corridor Capacity & Non-Motorized Trail Improvements** TIP# S-2
 Project No: **cp1821**
 Project Type: **Capacity, Environmental Monitoring**
 Project Manager: **Tim Carlaw** LOS Corridor ID# 15

Description:

This project will complete the environmental monitoring requirements related to the S 277th St corridor widening project between Auburn Way North and I St NE.

Progress Summary:

The 10 year monitoring period began in 2018 after final completion and continue through 2028.

Future Impact on Operating Budget:

N/A

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Street Revenue	-	-	-	-	-
Grants- Secured Federal	-	-	-	-	-
Grants- Secured State	-	-	-	-	-
Traffic Impact Fees	16,027	20,000	20,000	20,000	56,027
Other (Development Funds)*	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	16,027	20,000	20,000	20,000	56,027
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Environmental	16,027	20,000	20,000	20,000	56,027
Construction	-	-	-	-	-
Total Expenditures:	16,027	20,000	20,000	20,000	56,027

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Street Revenue	-	-	-	-	-
Grants- Secured State	-	-	-	-	-
Traffic Impact Fees	20,000	20,000	20,000	20,000	120,000
Other (Development Funds)*	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	20,000	20,000	20,000	20,000	120,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Environmental	20,000	20,000	20,000	20,000	120,000
Construction	-	-	-	-	-
Total Expenditures:	20,000	20,000	20,000	20,000	120,000

Grants / Other Sources:

City of Auburn Draft Capital Facilities Plan

ARTERIAL STREET FUND (102)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Special Revenue Fund

Project Title: **A Street SE Corridor Study**

TIP# S-3

Project No: **CP1110**

Project Type: **Capacity, Safety**

Project Manager: **James Webb**

LOS Corridor ID# 10, 34

Description:

Study the A Street SE corridor between 6th Street SE and Lakeland Hills Way SE, including 41st Street SE from D Street SE to C Street SW. The study will review safety, access, and traffic operations.

Progress Summary:

The study is underway in 2020. Funds shown in 2021 are a placeholder for a potential 2020 project budget carryforward.

Future Impact on Operating Budget:

This project will have no impact on the operating budget for street maintenance.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Street Revenue	1,230	-	-	-	1,230
Grants- Secured (Fed, State, Local)	-	-	-	-	-
Traffic Impact Fees	-	105,000	10,000	-	115,000
REET2	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	1,230	105,000	10,000	-	116,230
Capital Expenditures:					
Design	1,230	105,000	10,000	-	116,230
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	1,230	105,000	10,000	-	116,230

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Street Revenue	-	-	-	-	-
Grants- Secured (Fed, State, Local)	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	10,000
REET2	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	10,000
Capital Expenditures:					
Design	-	-	-	-	10,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	-	10,000

Grants / Other Sources:

City of Auburn Draft Capital Facilities Plan

ARTERIAL STREET FUND (102)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Special Revenue Fund

Project Title: **Auburn Way N/1st Street NE Signal Replacement**

TIP# I-1

Project No: **CP1927**

Project Type: **Non-Capacity**

Project Manager: **Matt Larson**

LOS Corridor ID# N/A

Description:

The project will replace the existing traffic signal at the Auburn Way N/1st Street NE signal. The signal was constructed in 1968 and is approaching the end of its service life. The project scope also includes the construction of ADA improvements, curb-bulbs, and storm improvements.

Progress Summary:

Project design underway in 2020.

Future Impact on Operating Budget:

Replacing the traffic signal will reduce on-going maintenance costs to replace parts and equipment that have reached the end of their service life.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Street Revenue	11,513	200,000	525,000	-	736,513
Arterial Preservation Fund (105)	-	-	50,000	-	50,000
Grants- Unsecured (Fed & State)	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-
Other Sources	-	-	-	-	-
Total Funding Sources:	11,513	200,000	575,000	-	786,513
Capital Expenditures:					
Design	11,513	150,000	-	-	161,513
Right of Way	-	50,000	-	-	50,000
Construction	-	-	575,000	-	575,000
Total Expenditures:	11,513	200,000	575,000	-	786,513

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Street Revenue	-	-	-	-	525,000
Arterial Preservation Fund (105)	-	-	-	-	-
Grants- Unsecured (Fed & State)	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-
Other Sources	-	-	-	-	-
Total Funding Sources:	-	-	-	-	525,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	575,000
Total Expenditures:	-	-	-	-	575,000

Grants / Other Sources:

City of Auburn Draft Capital Facilities Plan

ARTERIAL STREET FUND (102)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Special Revenue Fund

Project Title: ITS Dynamic Message Signs

TIP# I-3

Project No: asbd16, cp1701, cp1912

Project Type: Non-Capacity (ITS)

Project Manager: Seth Wickstrom

LOS Corridor ID# N/A

Description:

The program constructs Dynamic Message Signs at various locations throughout the City. Dynamic message signs are an important tool for communicating with roadway users in real time. Priority locations for sign placement are based on the Comprehensive Transportation Plans ITS map and include S. 277th, Auburn Way N, Auburn Way S, W Valley Highway, E Valley Highway, Lake Tapps Parkway, 15th St NW, and Lea Hill Rd.

Progress Summary:

The first two signs (Auburn Way S and S 277th Street) have been completed. The sign on 15th Street NW is currently in design and will be constructed during 2020.

Future Impact on Operating Budget:

The annual maintenance and operational costs for this project is estimated to be \$750 per sign.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Street Revenue	224,320	125,000	-	-	349,320
Grants- Unsecured Federal	-	-	-	-	-
REET	97,500	-	-	-	97,500
PWTFL	-	-	-	-	-
Other (MIT)	-	-	-	-	-
Total Funding Sources:	321,820	125,000	-	-	446,820
Capital Expenditures:					
Design	32,500	-	-	-	32,500
Right of Way	-	-	-	-	-
Construction	289,320	125,000	-	-	414,320
Total Expenditures:	321,820	125,000	-	-	446,820

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Street Revenue	-	-	-	20,000	20,000
Grants- Unsecured Federal	-	-	-	-	-
REET	-	-	-	-	-
PWTFL	-	-	-	-	-
Other (MIT)	-	-	-	-	-
Total Funding Sources:	-	-	-	20,000	20,000
Capital Expenditures:					
Design	-	-	-	20,000	20,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	20,000	20,000

Grants / Other Sources:

City of Auburn Draft Capital Facilities Plan

ARTERIAL STREET FUND (102)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Special Revenue Fund

Project Title: **Auburn Avenue/E Main Street Signal Replacement**

TIP# I-7

Project No: **cpxxxx**

Project Type: **Non-Capacity**

Project Manager: **TBD**

LOS Corridor ID# N/A

Description:

This program will replace the existing traffic signal at the Auburn Avenue/E Main Street signal, which was constructed in 1968. The project scope also includes the construction of ADA improvements.

Progress Summary:

Future Impact on Operating Budget:

Replacing the traffic signal will reduce on-going maintenance costs to replace parts and equipment that have reached the end of their service life.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Street Revenue	-	-	-	-	-
Grants- Unsecured (Fed & State)	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-
Other Sources	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	-	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Street Revenue	-	-	-	150,000	150,000
Grants- Unsecured (Fed & State)	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-
Other Sources	-	-	-	-	-
Total Funding Sources:	-	-	-	150,000	150,000
Capital Expenditures:					
Design	-	-	-	150,000	150,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	150,000	150,000

Grants / Other Sources:

City of Auburn Draft Capital Facilities Plan

ARTERIAL STREET FUND (102)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Special Revenue Fund

Project Title: **Citywide Pedestrian Accessibility and Safety Program**

TIP# N-1

Project No: **asbd08, cp1816, cp1804, cp1902**

Project Type: **Non-Capacity (Annual)**

Project Manager: **James Webb**

LOS Corridor ID# N/A

Description:

The program will construct small pedestrian improvement projects at locations throughout the City. Projects are prioritized annually based on pedestrian demands, existing deficiencies, and citizen requests. Program funds reflect remaining budget after allocations to specific pedestrian accessibility and safety projects.

Progress Summary:

Future Impact on Operating Budget:

This project will have no impact on the operating budget for street maintenance.

Activity:

	Previous 2 Years Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Street Revenue	73,030	225,084	50,000	100,000	348,114
Grants- Secured (Fed, State, Local)	-	-	-	-	-
REET	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	73,030	225,084	50,000	100,000	348,114
Capital Expenditures:					
Design	65,139	20,000	5,000	10,000	90,139
Right of Way	-	-	-	-	-
Construction	7,891	205,084	45,000	90,000	257,975
Total Expenditures:	73,030	225,084	50,000	100,000	348,114

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Street Revenue	100,000	100,000	100,000	100,000	550,000
Grants- Secured (Fed, State, Local)	-	-	-	-	-
REET	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	100,000	100,000	100,000	100,000	550,000
Capital Expenditures:					
Design	10,000	10,000	10,000	10,000	55,000
Right of Way	-	-	-	-	-
Construction	90,000	90,000	90,000	90,000	495,000
Total Expenditures:	100,000	100,000	100,000	100,000	550,000

Grants / Other Sources:

City of Auburn Draft Capital Facilities Plan

ARTERIAL STREET FUND (102)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Special Revenue Fund

Project Title: Citywide Arterial Bicycle & Safety Improvements

TIP# N-3

Project No: asbd07, cp1910

Project Type: Non-Capacity (Safety)

Project Manager: Various

LOS Corridor ID# N/A

Description:

The program will construct bicycle and safety improvements on classified roadways throughout the City. Projects are prioritized bi-annually based upon field studies and community feedback.

Progress Summary:

Future Impact on Operating Budget:

This project will have no impact on the operating budget for street maintenance.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Street Revenue	4,188	-	100,000	-	104,188
Grants- Secured (Fed,State,Local)	-	-	-	-	-
REET	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	4,188	-	100,000	-	104,188
Capital Expenditures:					
Design	-	-	10,000	-	10,000
Right of Way	-	-	-	-	-
Construction	4,188	-	90,000	-	94,188
Total Expenditures:	4,188	-	100,000	-	104,188

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Street Revenue	100,000	-	100,000	-	300,000
Grants- Secured (Fed,State,Local)	-	-	-	-	-
REET	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	100,000	-	100,000	-	300,000
Capital Expenditures:					
Design	10,000	-	10,000	-	30,000
Right of Way	-	-	-	-	-
Construction	90,000	-	90,000	-	270,000
Total Expenditures:	100,000	-	100,000	-	300,000

Grants / Other Sources:

City of Auburn Draft Capital Facilities Plan

ARTERIAL STREET FUND (102)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Special Revenue Fund

Project Title: **Downtown Transit Center Access Improvements**

TIP# N-6

Project No: **asbd28**

Project Type: **Non-Capacity, Transit**

Project Manager: **TBD**

LOS Corridor ID# N/A

Description:

The project will reconstruct the channelization and curb radii to improve the turning radius for transit vehicles at the northeast corner of A St SW/2nd St SW.

Progress Summary:

The ROW needed to accommodate this improvement was dedicated by the adjacent development project.

Future Impact on Operating Budget:

This project will have no impact on the operating budget for street maintenance.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Street Revenue	-	-	-	25,000	-
Grants- Unsecured (Fed, State, Local)	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-
REET2	-	-	-	-	-
Other (King County Metro)	-	-	-	100,000	-
Total Funding Sources:	-	-	-	125,000	-
Capital Expenditures:					
Design	-	-	-	15,000	-
Right of Way	-	-	-	-	-
Construction	-	-	-	110,000	-
Total Expenditures:	-	-	-	125,000	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Street Revenue	-	-	-	-	25,000
Grants- Unsecured (Fed, State, Local)	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-
REET2	-	-	-	-	-
Other (King County Metro)	-	-	-	-	100,000
Total Funding Sources:	-	-	-	-	125,000
Capital Expenditures:					
Design	-	-	-	-	15,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	110,000
Total Expenditures:	-	-	-	-	125,000

Grants / Other Sources:

City of Auburn Draft Capital Facilities Plan

ARTERIAL STREET FUND (102) Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan Special Revenue Fund

Project Title: **M Street SE Sidewalk Improvements**
Project No: **CP2012**
Project Type: **Non-Capacity, Non-Motorized**
Project Manager: **Luis Barba**

TIP# N-10

LOS Corridor ID# N/A

Description:

The project will construct sidewalks along the M Street SE corridor between Auburn Way S and 8th Street SE. The project will complete the missing sections of sidewalk along the west side of M Street SE between Auburn Way S and 8th Street SE, and will complete the missing segments of sidewalk along the east side between Auburn Way S and 12th Street SE. The project will construct approximately 2,000 linear feet of new sidewalk to match adjacent widths. The project will also construct ADA compliant curb ramps and relocate existing utility poles and overhead signage to provide ADA access.

Progress Summary:

Grant funding for the project was awarded by TIB in 2019. The design phase was initiated in 2020 and construction anticipated to be completed during 2021.

Future Impact on Operating Budget:

This project will have no impact on the operating budget for street maintenance.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Street Revenue	-	14,980	250,000	-	264,980
Secured Grant	-	30,020	419,980	-	450,000
Traffic Impact Fees	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	45,000	669,980	-	714,980
Capital Expenditures:					
Design	-	45,000	-	-	45,000
Right of Way	-	-	-	-	-
Construction	-	-	669,980	-	669,980
Total Expenditures:	-	45,000	669,980	-	714,980

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Street Revenue	-	-	-	-	250,000
Secured Grant	-	-	-	-	419,980
Traffic Impact Fees	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	669,980
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	669,980
Total Expenditures:	-	-	-	-	669,980

Grants / Other Sources:

City of Auburn Draft Capital Facilities Plan

ARTERIAL STREET FUND (102)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Special Revenue Fund

Project Title: **Auburn Way S (SR-164) Poplar Curve Safety Improvements**

TIP# R-15

Project No: **cp1901**

Project Type: **Non-Capacity, Safety**

Project Manager: **Jeff Bender**

LOS Corridor ID# 4

Description:

This project will complete design and construct safety improvements at the curve along Auburn Way S in the vicinity of the intersection with Poplar Street. The improvements would include, illumination, electronic curve ahead warning signage, a high-friction surface treatment for the pavement, guardrail and driveway improvements.

Progress Summary:

Grant funding was awarded in 2018 that allowed design to start in 2019 with construction in 2020. Funds shown in 2021 are for anticipated carryforward.

Future Impact on Operating Budget:

This project will have no impact on the operating budget for street maintenance.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Street Revenue	5,500	-	10,000	-	15,500
Secured State Grant	24,654	238,046	-	-	262,700
Traffic Impact Fees	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	30,154	238,046	10,000	-	278,200
Capital Expenditures:					
Design	30,154	33,303	-	-	63,457
Right of Way	-	204,743	-	-	204,743
Construction	-	-	10,000	-	10,000
Total Expenditures:	30,154	238,046	10,000	-	278,200

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Street Revenue	-	-	-	-	10,000
Secured State Grant	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	10,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	10,000
Total Expenditures:	-	-	-	-	10,000

Grants / Other Sources:

City of Auburn Draft Capital Facilities Plan

TABLE T- 2A

CAPITAL FACILITIES PLAN PROJECTS AND FINANCING TRANSPORTATION – LOCAL STREET

	2021	2022	2023	2024	2025	2026	Total
Capacity Projects:							
None							-
Page # Non-Capacity Projects:							
62 Local Street Improvement Program							
Capital Costs	-	150,000	1,650,000	1,650,000	1,650,000	1,650,000	6,750,000
Funding Sources:							
Fund Balance	-	-	-	-	-	-	-
Transfer In (W/S/SWM Utility)	-	150,000	150,000	150,000	150,000	150,000	750,000
To Be Determined	-	-	1,500,000	1,500,000	1,500,000	1,500,000	6,000,000
Other REET 2	-	-	-	-	-	-	-
63 2021 Local Street Preservation Project							
Capital Costs	2,200,000	-	-	-	-	-	2,200,000
Funding Sources:							
Fund Balance	-	-	-	-	-	-	-
Transfer In (W/S/SWM Utility)	-	-	-	-	-	-	-
Other REET 1	1,500,000	-	-	-	-	-	1,500,000
Other REET 2	700,000	-	-	-	-	-	700,000
64 2022 Local Street Preservation Project							
Capital Costs	150,000	1,500,000	-	-	-	-	1,650,000
Funding Sources:							
Fund Balance	-	-	-	-	-	-	-
Transfer In (W/S/SWM Utility)	150,000	-	-	-	-	-	150,000
Other REET 1	-	750,000	-	-	-	-	750,000
Other REET 2	-	750,000	-	-	-	-	750,000
SUMMARY:							
CAPITAL COSTS							
Capacity Projects	-	-	-	-	-	-	-
Non-Capacity Projects	2,350,000	1,650,000	1,650,000	1,650,000	1,650,000	1,650,000	10,600,000
Total Costs	2,350,000	1,650,000	1,650,000	1,650,000	1,650,000	1,650,000	10,600,000
FUNDING SOURCES:							
Fund Balance	-	-	-	-	-	-	-
Transfer In (W/S/SWM Utility)	150,000	150,000	150,000	150,000	150,000	150,000	900,000
To Be Determined	-	-	1,500,000	1,500,000	1,500,000	1,500,000	6,000,000
Other REET 1	1,500,000	750,000	-	-	-	-	2,250,000
Other REET 2	700,000	750,000	-	-	-	-	1,450,000
Total Funding	2,350,000	1,650,000	1,650,000	1,650,000	1,650,000	1,650,000	10,600,000

City of Auburn Draft Capital Facilities Plan

LOCAL STREET FUND (103)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Special Revenue Fund

Project Title: **Local Street Improvement Program**
 Project No: **sobd02, cp1614, cp1717, cp1725, cp1726, cp1925**
 Project Type: **Non-Capacity, Preservation**
 Project Manager: **Kenneth Clark**

TIP# P-2

LOS Corridor ID# N/A

Description:

The program preserves local (unclassified) streets. Individual projects may include crack sealing, asphalt patching, pre-leveling, asphalt overlays and roadway reconstruction. The program also funds the biennial collection of pavement condition ratings, conducted in even numbered years. Beginning in 2019 REET funding was dedicated by council to this program. Beyond 2022, funding for this program is shown as other because a dedicated funding source has not yet been identified, and the use of REET to fund the program is not sustainable in the long-term. Program funds reflect remaining budget after allocations to specific arterial street preservation projects which are included as separate projects.

Progress Summary:

This program has successfully completed overlays, chip seals and complete reconstructions since 2005. The program will focus on completing reconstruction needs in addition to regular maintenance treatments.

Future Impact on Operating Budget:

This project is anticipated to reduce the operating budget for street maintenance.

Activity:

	(Previous 2 Yrs.) Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Local Street Fund	-	650,000	-	-	650,000
Transfer In (Utilities)	300,000	150,000	-	150,000	450,000
Sales Tax on Construction	2,644,476	-	-	-	2,644,476
To Be Determined	-	-	-	-	-
REET 1	-	-	-	-	-
REET 2	1,750,000	1,050,000	-	-	2,800,000
Total Funding Sources:	4,694,476	1,850,000	-	150,000	6,544,476
Capital Expenditures:					
Design	339,818	525,000	-	150,000	864,818
Right of Way	-	-	-	-	-
Construction	4,354,658	1,325,000	-	-	5,679,658
Total Expenditures:	4,694,476	1,850,000	-	150,000	6,544,476

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Local Street Fund	-	-	-	-	-
Transfer In (Utilities)	150,000	150,000	150,000	150,000	750,000
Sales Tax on Construction	-	-	-	-	-
To Be Determined	1,500,000	1,500,000	1,500,000	1,500,000	6,000,000
REET 1	-	-	-	-	-
REET 2	-	-	-	-	-
Total Funding Sources:	1,650,000	1,650,000	1,650,000	1,650,000	6,750,000
Capital Expenditures:					
Design	500,000	500,000	500,000	500,000	2,150,000
Right of Way	-	-	-	-	-
Construction	1,150,000	1,150,000	1,150,000	1,150,000	4,600,000
Total Expenditures:	1,650,000	1,650,000	1,650,000	1,650,000	6,750,000

Grants / Other Sources:

City of Auburn Draft Capital Facilities Plan

LOCAL STREET FUND (103)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Special Revenue Fund

Project Title: **2021 Local Street Preservation Project**

TIP# P-7

Project No: **cp2019**

Project Type: **Non-Capacity, Preservation**

Project Manager: **Kim Truong**

LOS Corridor ID# N/A

Description:

This project will reconstruct G Street SE (from East Main Street to 4th Street SE) and grind and overlay the Riverwalk/Forest Ridge Neighborhood. The scope of work includes the following: full-depth roadway replacement and/or grind and overlay and any needed utility improvements within the project limits.

Progress Summary:

Project design underway in 2020. REET funds shown include \$700k carry forward of 2020 funds from project CP1925 - 2020 Local Street Preservation Project and \$1.5M of new REET funding in 2021.

Future Impact on Operating Budget:

This project is anticipated to reduce the operating budget for street maintenance.

Activity:

	(Previous 2Yrs.) Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Local Street Fund	-	-	-	-	-
Transfer In (Utilities)	-	-	-	-	-
Sales Tax on Construction	-	-	-	-	-
REET 1	-	-	1,500,000	-	1,500,000
REET 2	-	-	700,000	-	700,000
Total Funding Sources:	-	-	2,200,000	-	2,200,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	2,200,000	-	2,200,000
Total Expenditures:	-	-	2,200,000	-	2,200,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Local Street Fund	-	-	-	-	-
Transfer In (Utilities)	-	-	-	-	-
Sales Tax on Construction	-	-	-	-	-
REET 1	-	-	-	-	1,500,000
REET 2	-	-	-	-	700,000
Total Funding Sources:	-	-	-	-	2,200,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	2,200,000
Total Expenditures:	-	-	-	-	2,200,000

Grants / Other Sources:

City of Auburn Draft Capital Facilities Plan

LOCAL STREET FUND (103)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Special Revenue Fund

Project Title: **2022 Local Street Preservation Project**

TIP# P-8

Project No: **cp2101**

Project Type: **Non-Capacity, Preservation**

Project Manager: **TBD**

LOS Corridor ID# N/A

Description:

This project will reconstruct I Street SE (from East Main Street to 4th Street SE). The scope of work includes the following: full-depth roadway replacement and any needed utility improvements within the project limits.

Progress Summary:

Future Impact on Operating Budget:

This project is anticipated to reduce the operating budget for street maintenance.

Activity:

	(Previous 2Yrs.) Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Local Street Fund	-	-	-	-	-
Transfer In (Utilities)	-	-	150,000	-	150,000
Sales Tax on Construction	-	-	-	-	-
REET 1	-	-	-	750,000	-
REET 2	-	-	-	750,000	-
Total Funding Sources:	-	-	150,000	1,500,000	150,000
Capital Expenditures:					
Design	-	-	150,000	-	150,000
Right of Way	-	-	-	-	-
Construction	-	-	-	1,500,000	-
Total Expenditures:	-	-	150,000	1,500,000	150,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Local Street Fund	-	-	-	-	-
Transfer In (Utilities)	-	-	-	-	150,000
Sales Tax on Construction	-	-	-	-	-
REET 1	-	-	-	-	750,000
REET 2	-	-	-	-	750,000
Total Funding Sources:	-	-	-	-	1,650,000
Capital Expenditures:					
Design	-	-	-	-	150,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	1,500,000
Total Expenditures:	-	-	-	-	1,650,000

Grants / Other Sources:

City of Auburn Draft Capital Facilities Plan

TABLE T- 2B

CAPITAL FACILITIES PLAN PROJECTS AND FINANCING TRANSPORTATION – STREET PRESERVATION

		2021	2022	2023	2024	2025	2026	Total
Capacity Projects:								
None								-
Page	Non-Capacity Projects:							
67	Arterial Street Preservation Program							
	Capital Costs	327,500	1,650,000	606,728	599,514	2,100,000	2,200,000	7,483,742
	Funding Sources:							
	Fund Balance	327,500	1,650,000	606,728	599,514	2,100,000	2,200,000	7,483,742
	REET 2 -Streets	-	-	-	-	-	-	-
	Utility Tax	-	-	-	-	-	-	-
68	Auburn Way N Preservation Phase 2 (8th St NE to 22nd St NE)							
	Capital Costs	10,000	-	-	-	-	-	10,000
	Funding Sources:							
	Fund Balance	10,000	-	-	-	-	-	10,000
	Grants	-	-	-	-	-	-	-
	Utility Tax	-	-	-	-	-	-	-
69	Auburn Way N Preservation Phase 3 (4th St SE to 8th St NE)							
	Capital Costs	10,000	-	-	-	-	-	10,000
	Funding Sources:							
	Fund Balance	10,000	-	-	-	-	-	10,000
	Grants	-	-	-	-	-	-	-
70	2nd Street SE Preservation							
	Capital Costs	868,750	-	-	-	-	-	868,750
	Funding Sources:							
	Fund Balance	347,500	-	-	-	-	-	347,500
	Grants	521,250	-	-	-	-	-	521,250
71	Lake Tapps Pkwy/Sumner-Tapps Hwy E Preservation							
	Capital Costs	-	25,000	75,000	1,284,356	-	-	1,384,356
	Funding Sources:							
	Fund Balance	-	25,000	75,000	534,356	-	-	634,356
	Grants	-	-	-	750,000	-	-	750,000
72	Lea Hill Bridge Deck Preservation							
	Capital Costs	100,000	-	-	-	-	-	100,000
	Funding Sources:							
	Fund Balance	-	-	-	-	-	-	-
	Grants	100,000	-	-	-	-	-	100,000
73	A St SE Preservation (37th Street SE to Lakeland Hills Way)							
	Capital Costs	-	25,000	100,000	1,732,260	-	-	1,857,260
	Funding Sources:							
	Fund Balance	-	25,000	100,000	866,130	-	-	991,130
	Grants	-	-	-	866,130	-	-	866,130
74	C Street SW Preservation (W Main St to GSA Signal)							
	Capital Costs	25,000	100,000	2,236,544	-	-	-	2,361,544
	Funding Sources:							
	Fund Balance	25,000	100,000	1,118,272	-	-	-	1,243,272
	Grants	-	-	1,118,272	-	-	-	1,118,272
75	Lakeland Hill Way Preservation (57th Drive SE to Lake Tapps Pkwy)							
	Capital Costs	1,350,000	-	-	-	-	-	1,350,000
	Funding Sources:							
	Fund Balance	1,350,000	-	-	-	-	-	1,350,000
	Grants	-	-	-	-	-	-	-
76	3rd Street SW Bridges Deck Preservation							
	Capital Costs	120,000	-	-	-	-	-	120,000
	Funding Sources:							
	Fund Balance	-	-	-	-	-	-	-
	Grants	120,000	-	-	-	-	-	120,000

Note: Financial plan utilizes the following order for use of funds to finance projects: grant revenues (if available), utility tax revenues and fund balance.

City of Auburn Draft Capital Facilities Plan

TABLE T- 2B (continued)

	2021	2022	2023	2024	2025	2026	Total
SUMMARY:							
CAPITAL COSTS							
Capacity Projects	-	-	-	-	-	-	-
Non-Capacity Projects	2,811,250	1,800,000	3,018,272	3,616,130	2,100,000	2,200,000	15,545,652
Total Costs	2,811,250	1,800,000	3,018,272	3,616,130	2,100,000	2,200,000	15,545,652
FUNDING SOURCES:							
Fund Balance	2,070,000	1,800,000	1,900,000	2,000,000	2,100,000	2,200,000	12,070,000
Grants	741,250	-	1,118,272	1,616,130	-	-	3,475,652
REET 2 -Streets	-	-	-	-	-	-	-
Total Funding	2,811,250	1,800,000	3,018,272	3,616,130	2,100,000	2,200,000	15,545,652

City of Auburn Draft Capital Facilities Plan

ARTERIAL STREET PRESERVATION FUND (105)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Special Revenue Funds

Project Title: **Arterial Street Preservation Program** TIP# P-1
 Project No: **Varies annually, spbd01, cp1520, cp1718, cp1725, cp1803, cp1829, cp1926**
 Project Type: **Non-Capacity, Preservation**
 Project Manager: **Kenneth Clark** LOS Corridor ID# N/A

Description:

The program preserves classified streets throughout the City. Individual projects may include a combination of crack seal, overlays, rebuilds, and spot repairs. The program also funds the biennial collection of pavement condition ratings. This program is funded through a 1% utility tax that was adopted by City Council in 2008. Program funds reflect remaining budget after allocations to specific arterial street preservation projects which are included as separate projects in this TIP.

Progress Summary:

The 2020 construction cycle includes the reconstruction of 15th Street NW between West Valley Highway and Terrace Drive. The project will also overlay 15th Street NW between West Valley Highway and SR 167. A crack seal project of arterial and collector streets is also proposed.

Future Impact on Operating Budget:

This program is anticipated to reduce the operating budget for street maintenance.

Activity:

	(Previous 2 Years) Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Arterial Preservation Fund	27,332	2,200,000	327,500	1,650,000	2,554,832
Utility Tax	1,538,600	-	-	-	1,538,600
REET2 -Streets	1,948,779	-	-	-	1,948,779
Other -Development Fees	79,343				
Grants -Federal	652,858	-	-	-	652,858
Total Funding Sources:	4,246,912	2,200,000	327,500	1,650,000	6,695,069
Capital Expenditures:					
Design	180,205	330,000	49,125	247,500	559,330
Right of Way	-	-	-	-	-
Construction	4,066,707	1,870,000	278,375	1,402,500	6,215,082
Total Expenditures:	4,246,912	2,200,000	327,500	1,650,000	6,774,412

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Arterial Preservation Fund	606,728	599,514	2,100,000	2,200,000	7,483,742
Utility Tax	-	-	-	-	-
REET2 -Streets	-	-	-	-	-
Grants -Federal	-	-	-	-	-
Total Funding Sources:	606,728	599,514	2,100,000	2,200,000	7,483,742
Capital Expenditures:					
Design	91,009	89,927	315,000	330,000	1,122,561
Right of Way	-	-	-	-	-
Construction	515,719	509,587	1,785,000	1,870,000	6,361,181
Total Expenditures:	606,728	599,514	2,100,000	2,200,000	7,483,742

Grants / Other Sources:

City of Auburn Draft Capital Facilities Plan

ARTERIAL STREET PRESERVATION FUND (105)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Special Revenue Fund

Project Title: **Auburn Way N Preservation Phase 2 (8th St NE to 22nd St NE)**

TIP# P-1

Project No: **cp1903**

Project Type: **Non-Capacity, Preservation**

Project Manager: **Luis Barba**

LOS Corridor ID# 1/2

Description:

This project will grind and overlay Auburn Way N from 8th Street NE to 22nd Street NE, remove unused driveways, and upgrade all curb ramps and pedestrian signals to meet ADA requirements.

Progress Summary:

Federal grant funding was awarded in 2016 and adjusted in 2019 to shift funds to A Street SE Preservation project (CP1819) to assist WSDOT with funds obligation targets. Project construction is underway in 2020. Funds shown in 2021 are a placeholder for a potential 2020 project budget carryforward.

Future Impact on Operating Budget:

This project is anticipated to reduce the operating budget for street maintenance.

Activity:

Funding Sources:	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
<i>Arterial Preservation Fund</i>	123,206	398,000	10,000	-	531,206
<i>Secured Federal Grants</i>	-	1,100,000	-	-	1,100,000
<i>Utility Tax</i>	-	-	-	-	-
<i>Bond proceeds</i>	-	-	-	-	-
Total Funding Sources:	123,206	1,498,000	10,000	-	1,631,206
Capital Expenditures:					
<i>Design</i>	123,206	30,500	-	-	153,706
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	-	1,467,500	10,000	-	1,477,500
Total Expenditures:	123,206	1,498,000	10,000	-	1,631,206

Forecasted Project Cost:

Funding Sources:	2023	2024	2025	2026	Total 2021-2026
<i>Arterial Preservation Fund</i>	-	-	-	-	10,000
<i>Secured Federal Grants</i>	-	-	-	-	-
<i>Utility Tax</i>	-	-	-	-	-
<i>Bond proceeds</i>	-	-	-	-	-
Total Funding Sources:	-	-	-	-	10,000
Capital Expenditures:					
<i>Design</i>	-	-	-	-	-
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	-	-	-	-	10,000
Total Expenditures:	-	-	-	-	10,000

Grants / Other Sources:

City of Auburn Draft Capital Facilities Plan

ARTERIAL STREET PRESERVATION FUND (105)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Special Revenue Fund

Project Title: **Auburn Way N Preservation Phase 3 (4th St SE to 8th St NE)**

TIP# P-1

Project No: **cp1904**

Project Type: **Non-Capacity, Preservation**

Project Manager: **Luis Barba**

LOS Corridor ID# 2

Description:

This project will grind and overlay Auburn Way N from approximately 8th Street NE to approximately 4th St SE, remove unused driveways, and upgrade all curb ramps and pedestrian signals to meet ADA requirements.

Progress Summary:

Federal Grant funding was awarded in 2016. Project construction is underway in 2020. Funds shown in 2021 are a placeholder for a potential 2020 project budget carryforward.

Future Impact on Operating Budget:

This project is anticipated to reduce the operating budget for street maintenance.

Activity:

Funding Sources:	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
<i>Arterial Preservation Fund</i>	16,648	948,551	10,000	-	975,199
<i>Secured Federal Grants</i>	100,078	875,062	-	-	975,140
<i>Utility Tax</i>	-	-	-	-	-
<i>Bond proceeds</i>	-	-	-	-	-
Total Funding Sources:	116,726	1,823,613	10,000	-	1,950,339
Capital Expenditures:					
<i>Design</i>	116,726	57,888	-	-	174,614
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	-	1,765,725	10,000	-	1,775,725
Total Expenditures:	116,726	1,823,613	10,000	-	1,950,339

Forecasted Project Cost:

Funding Sources:	2023	2024	2025	2026	Total 2021-2026
<i>Arterial Preservation Fund</i>	-	-	-	-	10,000
<i>Secured Federal Grants</i>	-	-	-	-	-
<i>Utility Tax</i>	-	-	-	-	-
<i>Bond proceeds</i>	-	-	-	-	-
Total Funding Sources:	-	-	-	-	10,000
Capital Expenditures:					
<i>Design</i>	-	-	-	-	-
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	-	-	-	-	10,000
Total Expenditures:	-	-	-	-	10,000

Grants / Other Sources:

City of Auburn Draft Capital Facilities Plan

ARTERIAL STREET PRESERVATION FUND (105)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Special Revenue Funds

Project Title: **2nd Street SE Preservation**
 Project No: **CP2003**
 Project Type: **Non-Capacity, Preservation**
 Project Manager: **Jai Carter**

TIP# P-3

Description:

This project will reconstruct 2nd Street SE between A Street SE and Auburn Way S. The reconstruction will utilize full depth reclamation techniques. The project will also address fixed objects located within the clear zone, remove barriers to ADA access, and install new LED street lighting.

Progress Summary:

Grant funding for this project was awarded by TIB in 2019. The design phase started in 2020.

Future Impact on Operating Budget:

This project is anticipated to reduce the operating budget for street maintenance.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Arterial Preservation Fund	-	46,000	347,500	-	393,500
Secured State Grant	-	69,000	521,250	-	590,250
Utility Tax	-	-	-	-	-
Bond proceeds	-	-	-	-	-
Total Funding Sources:	-	115,000	868,750	-	983,750
Capital Expenditures:					
Design	-	115,000	-	-	115,000
Right of Way	-	-	-	-	-
Construction	-	-	868,750	-	868,750
Total Expenditures:	-	115,000	868,750	-	983,750

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Arterial Preservation Fund	-	-	-	-	347,500
Secured State Grant	-	-	-	-	521,250
Utility Tax	-	-	-	-	-
Bond proceeds	-	-	-	-	-
Total Funding Sources:	-	-	-	-	868,750
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	868,750
Total Expenditures:	-	-	-	-	868,750

Grants / Other Sources:

City of Auburn Draft Capital Facilities Plan

ARTERIAL STREET PRESERVATION FUND (105)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan
Special Revenue Funds

Project Title: Lake Tapps Pkwy/Sumner-Tapps Hwy E Preservation
Project No: spbd08
Project Type: Non-Capacity, Preservation
Project Manager: TBD

TIP# P-6

Description:

The project will grind and overlay the Lake Tapps Parkway/Sumner-Tapps Highway E corridor from the intersection of Lake Tapps Parkway with Lakeland Hills Way to the intersection of Sumner-Tapps Highway E with 16th Street E (the Auburn City limit). Portions of the corridor include a center two-way left-turn lane which does not require preservation and would be omitted from the grind and overlay. The project scope also includes upgrades to ADA curb ramps and pedestrian push buttons, and replacement of vehicle detection at signalized intersections.

Progress Summary:

An application for grant funding for the project was submitted in 2020. If awarded, design will begin in 2022 and construction in 2024.

Future Impact on Operating Budget:

This project is anticipated to reduce the operating budget for street maintenance.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Arterial Preservation Fund	-	-		25,000	-
Unsecured Grant	-	-	-	-	-
Utility Tax	-	-	-	-	-
Bond proceeds	-	-	-	-	-
Total Funding Sources:	-	-	-	25,000	-
Capital Expenditures:					
Design	-	-		-	-
Right of Way	-	-	-	25,000	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	25,000	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Arterial Preservation Fund	75,000	534,356	-	-	634,356
Unsecured Grant	-	750,000	-	-	750,000
Utility Tax	-	-	-	-	-
Bond proceeds	-	-	-	-	-
Total Funding Sources:	75,000	1,284,356	-	-	1,384,356
Capital Expenditures:					
Design	50,000	-	-	-	50,000
Right of Way	25,000	-	-	-	50,000
Construction		1,284,356	-	-	1,284,356
Total Expenditures:	75,000	1,284,356	-	-	1,384,356

Grants / Other Sources:

City of Auburn Draft Capital Facilities Plan

ARTERIAL STREET PRESERVATION FUND (105)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Special Revenue Funds

Project Title: **Lea Hill Bridge Deck Preservation**
 Project No: **CP2007**
 Project Type: **Non-Capacity, Preservation**
 Project Manager: **Kim Truong**

TIP# P-9

Description:

This project will grind and overlay the bridge deck in an effort to extend the overall service life of the bridge.

Progress Summary:

Grant funding was awarded in 2020.

Future Impact on Operating Budget:

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Arterial Preservation Fund	-	-	-	-	-
Secured Federal Grant	-	547,850	100,000	-	647,850
Utility Tax	-	-	-	-	-
Bond proceeds	-	-	-	-	-
Total Funding Sources:	-	547,850	100,000	-	647,850
Capital Expenditures:					
Design	-	80,000	-	-	80,000
Right of Way	-	-	-	-	-
Construction	-	467,850	100,000	-	567,850
Total Expenditures:	-	547,850	100,000	-	647,850

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Arterial Preservation Fund	-	-	-	-	-
Secured Federal Grant	-	-	-	-	100,000
Utility Tax	-	-	-	-	-
Bond proceeds	-	-	-	-	-
Total Funding Sources:	-	-	-	-	100,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	100,000
Total Expenditures:	-	-	-	-	100,000

Grants / Other Sources:

City of Auburn Draft Capital Facilities Plan

ARTERIAL STREET PRESERVATION FUND (105)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Special Revenue Fund

Project Title: **A St SE Preservation (37th Street SE to Lakeland Hills Way)**

TIP# P-10

Project No: **spbd09**

Project Type: **Non-Capacity, Preservation**

Project Manager: **TBD**

LOS Corridor ID# 10

Description:

The project will grind and overlay A Street SE from 37th Street SE to the Auburn/Pacific City Limit and from the Pacific/Auburn City Limit to the intersection with Lakeland Hills Way). The project also includes ADA upgrades to curb ramps, pedestrian push buttons, and replacement of vehicle detection loops.

Progress Summary:

An application for grant funding for the construction phase of this project was submitted in 2020.

Future Impact on Operating Budget:

This project is anticipated to reduce the operating budget for street maintenance.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Arterial Preservation Fund	-	-	-	25,000	-
Unsecured Grants	-	-	-	-	-
Utility Tax	-	-	-	-	-
Bond proceeds	-	-	-	-	-
Total Funding Sources:	-	-	-	25,000	-
Capital Expenditures:					
Design	-	-	-	25,000	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	25,000	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Arterial Preservation Fund	100,000	866,130	-	-	991,130
Unsecured Grants	-	866,130	-	-	866,130
Utility Tax	-	-	-	-	-
Bond proceeds	-	-	-	-	-
Total Funding Sources:	100,000	1,732,260	-	-	1,857,260
Capital Expenditures:					
Design	75,000	-	-	-	100,000
Right of Way	25,000	-	-	-	25,000
Construction	-	1,732,260	-	-	1,732,260
Total Expenditures:	100,000	1,732,260	-	-	1,857,260

Grants / Other Sources:

City of Auburn Draft Capital Facilities Plan

ARTERIAL STREET PRESERVATION FUND (105)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Special Revenue Fund

Project Title: **C Street SW Preservation (W Main St to GSA Signal)**

TIP# P-11

Project No: **spbd06**

Project Type: **Non-Capacity, Preservation**

Project Manager: **TBD**

LOS Corridor ID# 13

Description:

The project will grind and overlay C Street SW from W Main Street to the GSA signal (approximately 2,000 feet to the south of 15th Street SW). The project also includes ADA upgrades to curb ramps and pedestrian push buttons, and replacement of vehicle detection loops.

Progress Summary:

An application for grant funding for the construction phase of this project was submitted in 2020.

Future Impact on Operating Budget:

This project is anticipated to reduce the operating budget for street maintenance.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Arterial Preservation Fund	-	-	25,000	100,000	25,000
Unsecured Grants	-	-	-	-	-
Utility Tax	-	-	-	-	-
Bond proceeds	-	-	-	-	-
Total Funding Sources:	-	-	25,000	100,000	25,000
Capital Expenditures:					
Design	-	-	25,000	75,000	25,000
Right of Way	-	-	-	25,000	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	25,000	100,000	25,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Arterial Preservation Fund	1,118,272	-	-	-	1,243,272
Unsecured Grants	1,118,272	-	-	-	1,118,272
Utility Tax	-	-	-	-	-
Bond proceeds	-	-	-	-	-
Total Funding Sources:	2,236,544	-	-	-	2,361,544
Capital Expenditures:					
Design	-	-	-	-	100,000
Right of Way	-	-	-	-	25,000
Construction	2,236,544	-	-	-	2,236,544
Total Expenditures:	2,236,544	-	-	-	2,361,544

Grants / Other Sources:

City of Auburn Draft Capital Facilities Plan

ARTERIAL STREET PRESERVATION FUND (105)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Special Revenue Fund

Project Title: **Lakeland Hill Way Preservation (57th Drive SE to Lake Tapps Pkwy)**

TIP# P-12

Project No: **cp2011**

Project Type: **Non-Capacity, Preservation**

Project Manager: **Seth Wickstrom**

LOS Corridor ID# 26

Description:

The project will grind, patch, and overlay Lakeland Hills Way from 57th Drive SE to Lake Tapps Pkwy. The project also includes ADA upgrades to curb ramps and replacement of vehicle detection loops.

Progress Summary:

Grant funding for the construction phase of this project was awarded in 2018. However, to assist the region in meeting obligation targets for Federal funding, the grant funds awarded for this project were re-allocated to the Auburn Way Phase 2 and Phase 3 preservation projects to be completed in 2020. The re-allocation requires that the City commits to completing this project as originally planned using non-federal funding sources. Additional project scope added in 2020 to continue grind and overlay east from Lake Tapps Parkway to 72nd Street SE.

Future Impact on Operating Budget:

This project is anticipated to reduce the operating budget for street maintenance.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Arterial Preservation Fund	-	100,000	1,350,000	-	1,450,000
Secured Federal Grants	-	-	-	-	-
Utility Tax	-	-	-	-	-
Bond proceeds	-	-	-	-	-
Total Funding Sources:	-	100,000	1,350,000	-	1,450,000
Capital Expenditures:					
Design	-	100,000	-	-	100,000
Right of Way	-	-	-	-	-
Construction	-	-	1,350,000	-	1,350,000
Total Expenditures:	-	100,000	1,350,000	-	1,450,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Arterial Preservation Fund	-	-	-	-	1,350,000
Secured Federal Grants	-	-	-	-	-
Utility Tax	-	-	-	-	-
Bond proceeds	-	-	-	-	-
Total Funding Sources:	-	-	-	-	1,350,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	1,350,000
Total Expenditures:	-	-	-	-	1,350,000

Grants / Other Sources:

City of Auburn Draft Capital Facilities Plan

ARTERIAL STREET PRESERVATION FUND (105)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Special Revenue Funds

Project Title: **3rd Street SW Bridges Deck Preservation**
 Project No: **CP2006**
 Project Type: **Non-Capacity, Preservation**
 Project Manager: **Kim Truong**

TIP# P-13

Description: This project will seal and overlay the 3rd Street SW bridge decks in an effort to extend the overall service life of the bridges. The following bridges are included in the project: 3rd Street off-ramp, 3rd Street SW over the BNSF tracks, and 3rd Street SW over A Street SW.

Progress Summary: Grant funding was awarded in 2020.

Future Impact on Operating Budget: This project is anticipated to reduce the operating budget for street maintenance.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Arterial Preservation Fund	-	-	-	-	-
Secured Federal Grant	-	523,540	120,000	-	643,540
Utility Tax	-	-	-	-	-
Bond proceeds	-	-	-	-	-
Total Funding Sources:	-	523,540	120,000	-	643,540
Capital Expenditures:					
Design	-	120,000	-	-	120,000
Right of Way	-	-	-	-	-
Construction	-	403,540	120,000	-	523,540
Total Expenditures:	-	523,540	120,000	-	643,540

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Arterial Preservation Fund	-	-	-	-	-
Secured Federal Grant	-	-	-	-	120,000
Utility Tax	-	-	-	-	-
Bond proceeds	-	-	-	-	-
Total Funding Sources:	-	-	-	-	120,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	120,000
Total Expenditures:	-	-	-	-	120,000

Grants / Other Sources:

City of Auburn Draft Capital Facilities Plan

TABLE T-3

SUMMARY OF IMPACTS ON FUTURE OPERATING BUDGETS

Project:	2022	2023	2024	2025	2026	2027	Total
1 Lea Hill Road/112th Ave SE Roundabout	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000	\$ 1,000
2 29th St SE & R St SE Intersection Imp.	-	-	-	500	500	500	1,500
3 R St SE & 21st St SE Int. Safety Imp.	-	-	-	-	1,000	1,000	2,000
4 Auburn Way S & 6th Street SE	-	-	-	-	-	500	500
5 SE 304th Street/132nd Avenue SE Roundabout	-	-	-	-	1,000	1,000	2,000
6 10th St NW & A St NW Intersection Imp.	-	-	1,000	1,000	1,000	1,000	4,000
7 F Street SE, Downtown to Les Gove	4,100	4,100	4,100	4,100	4,100	4,100	24,600
8 Riverwalk Dr SE Non-Motorized Imp.	-	2,000	2,000	2,000	2,000	2,000	10,000
9 A Street Loop	-	-	-	1,000	1,000	1,000	3,000
10 A Street NW, Phase 2 (W Main St to 3rd St NW)	-	-	-	-	500	500	1,000
11 AWS Imp. -Hemlock St SE to Poplar St SE	-	-	-	2,500	2,500	2,500	7,500
12 M Street NE, E. Main to 4th	-	-	-	500	500	500	1,500
13 49th Street NE (AWN to D St NE)	-	500	500	500	500	500	2,500
14 46th Place S Realignment	-	-	-	-	-	1,000	1,000
15 Regional Growth Center Access Imp.	-	-	500	500	500	500	2,000
16 East Valley Highway Widening	-	-	2,500	2,500	2,500	2,500	10,000
17 Garden Garden Avenue Re-Alignment	-	1,000	1,000	1,000	1,000	1,000	5,000
18 ITS Dynamic Message Signs	2,250	2,250	2,250	2,250	2,250	2,250	13,500
Total	\$ 6,350	\$ 9,850	\$ 13,850	\$ 18,350	\$ 20,850	\$ 23,350	\$ 92,600



WATER

Current Facilities

The City of Auburn water utility provides water supply, treatment, transmission, storage, distribution, and service connections to in-City residences and businesses. The City also provides water to the City of Algona and Lake Meridian Water District under wholesale agreements. The water system consists of wells, springs and interties for source; chlorination stations and corrosion control for treatment; pump stations, pressure reducing stations and pipelines for transmission; and steel and concrete enclosed reservoirs for storage. Table W-1, "Facilities Inventory", lists the facilities along with their current capacities and approximate locations.

Level of Service (LOS)

The City's Comprehensive Water Plan summarizes the design criteria and service policies for the City's water distribution system.

Capital Facilities Projects and Financing

The City of Auburn's water system anticipates eight capacity projects in the amount of \$15,151,757 and twenty-eight non-capacity projects totaling \$30,647,941 for a 6-year planning expectation total of \$45,799,698. The financing plan is shown in Table W-2 followed by individual worksheets showing the project details.

The capacity projects will increase water supply quantities, storage, and distribution for growth of retail customers. The non-capacity projects will provide for pipeline improvements and replacements, delivery pressure improvements, water quality enhancements, comprehensive and resource management planning, pump station upgrades, telemetry system improvements, and meter upgrades.

Impact on Future Operating Budgets

As Table W-3 shows, operating budget impacts of \$5,400 are forecasted for water supply and distribution facilities during the six years 2022 – 2027.

City of Auburn Draft Capital Facilities Plan

TABLE W-1

Facilities Inventory Water Facilities

CITY OF AUBURN WATER SYSTEM			
FACILITY	WATER RIGHT	CAPACITY (MGD - max rate)	LOCATION
<u>Water Supply:</u>			
Coal Creek Springs	Certificate 857	9.70<2.52>*	3401 Stuck River Rd
Well 1	Certificate 3560-A	3.17	1136 M St SE
Well 2	G1-00277 C	3.46	1109 5th St NE
Well 3A	G1-23629 C	4.03	401 37th St SE
Well 3B	(Included Above)	(Included Above)	401 37th St SE
Well 4	G1-20391 C	4.03	950 25th St SE
Well 5	G1-23633 C	1.44	5530 James Ave SE
Well 5A	(Included Above)	(Included Above)	5401 Olive Way SE
Well 5B	(Included Above)	(Included Above)	West end of 62nd Ct SE
Well 6	(Supplemental to Wells 1, 2, 3A, 3B, 4)	5.04 (supplemental)	1109 5th St NE
Well 7	(Supplemental to Wells 1, 2, 3A, 3B, 4)	5.04 (supplemental)	405 E St NE
West Hill Springs	Claim (1973 File Date)	0.9	1900 15th St NW Ext
Supply Total (MGD)		26.73	
Available for Use		24.21	
* Denotes deduction of 1,750 gpm (Q/2,824 ac-ft/yr) to comply with the provisions of the Muckleshoot-Auburn Stipulated Agreement.			
FACILITY	CAPACITY (MGD)	LOCATION	SERVICE AREA
<u>Intertie</u>			
Tacoma B Street NW	3.2	3240 B St NW	Valley Service Area
Tacoma 132nd Ave SE	3.2	29598 132nd Ave SE	Lea Hill Service Area
Intertie Total (MGD)	6.4		
FACILITY	CAPACITY (MG)	LOCATION	SERVICE AREA
<u>Storage Facilities:</u>			
Academy Reservoir 8A	1.2	5031 Auburn Way S	Academy Service Area
Academy Reservoir 8B	1.5	5031 Auburn Way S	Academy Service Area
Lakeland Hills Reservoir 5	1.0	1326 57th Dr SE	Lakeland Hills Svc Area
Lakeland Hills Reservoir 6	1.0	5718 Francis Ct SE	Lakeland Hills Svc Area
Lea Hill Reservoir 4A	1.0	30502 132nd Ave SE	Lea Hill Service Area
Lea Hill Reservoir 4B	1.5	30502 132nd Ave SE	Lea Hill Service Area
Valley Reservoir 1	5.0	2003 Auburn Way S	Valley Service Area
Valley Reservoir 2	3.6	32115 105th Place S	Valley Service Area
Storage Total (MG)	15.8		

City of Auburn Draft Capital Facilities Plan

TABLE W-1 (continued)

Facilities Inventory Water Facilities

FACILITY	CAPACITY (GPM)	LOCATION
<u>Booster Pump Stations:</u>		
Academy 1: 2 pumps	800	2004 Auburn Way S
Academy 2: 2 pumps	1,500	2004 Auburn Way S
Academy East: 6 pumps	2,820	5031 Auburn Way S
Green River: 4 pumps	4,680	29621 Green River Rd SE
Intertie: 7 pumps	4,830	30502 132nd Ave SE
Lakeland Hills: 5 pumps	3,200	1118 57th Place SE
Lea Hill: 3 pumps	2,100	10406 Lea Hill Rd SE
Terrace View: 3 pumps	1,500	6134 Alexander Place SE
Wilderness Game Farm Pk: 2 pumps	1,050	2401 Stuck River Rd
FACILITY	CAPACITY Primary Valve (PSI - Inlet/Outlet)	LOCATION
<u>Pressure Reducing Stations:</u>		
Serves Valley Pressure Zone:		
25th Street SE #1110-10	N/C	25th St SE & K St SE
B Street Intertie	88/55	3300 B St NW
Green River Pump Station	N/C	29621 Green River Rd SE
Howard Road CCF #1011-10	82/65	Howard Rd
Howard Road CCF By-Pass #1011-20	-	Howard Rd (Bypass)
Lea Hill Pump Station	N/C	10406 Lea Hill Rd SE
Riverwalk # 1111-10	115/80	Riverwalk Dr SE & Howard Rd
Riverwalk # 1111-20	90/50	2204 27th St. SE
Serves Lea Hill:		
132nd Avenue Intertie	150/70	132nd Ave SE & 295th St
Amber View North #711-10	150/65	105th PI SE & 320th PI
Amber View South #711-20	142/60	106th PI SE Near Reservoir 2
Carriage Square Upper #611-30	145/50	Lea Hill Rd & 107 PI
Cobble Creek Lower #411-20	86/40	SE 304th PI & SE 101st Place
Cobble Creek Upper #411-10	94/55	104th Ave SE (South of 303rd Road)
Lea Hill #412-10	84/45	SE 298th Place & 109 Ave SE
Lea Hill #412-30	N/C	300 Block & 108th Ave SE
Lea Hill #511-10	87/45	304th St. SE and 108th Ave SE
Lea Hill #512-10	80/60	304th St. SE and 110th PI SE
Serves Academy:		
Academy Pump Station	N/C	2004 Auburn Way S
Auburn Way South #1011-30	130/80	2003 Auburn Way S
Auburn Way South #1114-10	88/55	4500 Auburn Way S
Lemon Tree	-	5031 Auburn Way S

City of Auburn Draft Capital Facilities Plan

TABLE W-1 (continued)

Facilities Inventory Water Facilities

FACILITY	CAPACITY	
	Primary Valve (PSI - Inlet/Outlet)	LOCATION
Serves Lakeland Hills:		
Lakeland Hills #1309-10	120/55	Mill Pond Dr @ Oravetz Rd
Lakeland Hills #1310-10	130/55	Mill Pond Dr & Mill Pond Loop
Lakeland Hills #1310-20	108/36	Kennedy Ave SE River Rock
Lakeland Hills #1409-10	N/C	Oravetz & Lakeland Hills Way
Lakeland Hills #1409-20	120/56	47th SE & Lakeland Hills Way
Lakeland Hills #1409-30	95/70	Lakeland Hills Way & 51st St SE
Lakeland Hills #1409-40	84/55	Mill Pond Dr & Lakeland Hills Way
Lakeland Hills #1410-10	103/50	5018 Mill Pond Dr
Lakeland Hills #1410-20	N/C	51st St. SE east of Mill Pond Loop
Lakeland Hills #1410-30	125/70	Nathan Ave & Highland Dr
Lakeland Hills #1410-40	82/55	5203 Quincy Ave SE
Lakeland Hills #1411-10	80/42	Bennett Ave & 56th Ave SE
Lakeland Hills #1411-20	82/55	5310 Bennett Ave SE
Lakeland Hills #1411-30	155/73	5100 Kersey Way
Lakeland Hills #1411-40	82/52	2305 54th St SE
Lakeland Hills #1411-50	85/44	5253 Wesley Ave SE
Lakeland Hills #1411-60	90/64	5233 Victoria Avenue
Lakeland Hills #1412-10	82/55	5539 Franklin Ave SE
Lakeland Hills #1412-20	75/40	Kersey Way SE School
Lakeland Hills #1509-10	174/60	Terrace View Lower (6170)
Lakeland Hills #1509-20	160/73	Terrace View Middle (5960)
Lakeland Hills #1509-30	138/47	Terrace View Upper (5810)
Lakeland Hills #1509-40	230/90	Terrace View & Alexander Place SE
Lakeland Hills #1510-10	N/C	Lakeland Hills Way & Evergreen Way
N/C - Normally Closed		

FACILITY	CAPACITY	
	(GPM)	LOCATION
<u>Corrosion Control:</u>		
Howard Road	5,550	2101 Howard Rd SE
Fulmer Field	9,375	1113 5th St NE
<u>Chlorination Stations:</u>		
Coal Creek Springs Station	5,000 (gravity feed)	3401 Stuck River Rd
West Hill Springs Station	625 (gravity feed)	1900 15th St NW
Well 1	2,200	1136 M St SE
Well 4	2,600	950 25th St SE
Well 5A	180	5401 Olive Ave SE
Well 5B	600	1100 63rd St SE

BRAUNWOOD SATELLITE WATER SYSTEM		
FACILITY	CAPACITY	LOCATION
<u>Water Supply:</u>		
Braunwood Satellite 1	0.03 MGD	4501 47th St SE
<u>Storage Facilities:</u>		
Braunwood Satellite 1	0.03 MG	4501 47th St SE
<u>Booster Pump Stations:</u>		
Braunwood: 3 Pumps	2.0 GPM	4501 47th St SE

City of Auburn Draft Capital Facilities Plan

TABLE W-2

**CAPITAL FACILITIES PLAN PROJECTS AND FINANCING
WATER DIVISION**

		2021	2022	2023	2024	2025	2026	Total
Page	<u>Capacity Projects:</u>							
88	Cascade Water Alliance Water Purchase							
	Capital Costs	934,810	934,810	934,805	934,805	934,805	934,805	5,608,840
	Funding Sources:							
	Water Fund	934,810	934,810	934,805	934,805	934,805	934,805	5,608,840
	Bond Proceeds	-	-	-	-	-	-	-
89	Academy Pump Station #1 Pump Replacement							
	Capital Costs	3,000,000	609,500	-	-	-	-	3,609,500
	Funding Sources:							
	Water Fund	-	609,500	-	-	-	-	609,500
	Bond Proceeds	3,000,000	-	-	-	-	-	3,000,000
90	Coal Creek Springs Rehabilitation							
	Capital Costs	-	-	-	-	-	1,125,509	1,125,509
	Funding Sources:							
	Water Fund	-	-	-	-	-	1,125,509	1,125,509
	Bond Proceeds	-	-	-	-	-	-	-
91	Algona Well 1 Decommissioning							
	Capital Costs	-	-	50,000	-	-	-	50,000
	Funding Sources:							
	Water Fund	-	-	50,000	-	-	-	50,000
	Bond Proceeds	-	-	-	-	-	-	-
92	Annual Distribution System Improvements Program							
	Capital Costs	-	-	300,000	1,000,000	300,000	1,000,000	2,600,000
	Funding Sources:							
	Water Fund	-	-	300,000	1,000,000	300,000	1,000,000	2,600,000
	Bond Proceeds	-	-	-	-	-	-	-
93	Howard Road CCTF Expansion							
	Capital Costs	-	-	-	-	-	348,908	348,908
	Funding Sources:							
	Water Fund	-	-	-	-	-	348,908	348,908
	Bond Proceeds	-	-	-	-	-	-	-
94	Valley Service Area Reservoir No. 3							
	Capital Costs	-	50,000	-	-	-	700,000	750,000
	Funding Sources:							
	Water Fund	-	50,000	-	-	-	700,000	750,000
	Bond Proceeds	-	-	-	-	-	-	-
95	Well 5/5A Upgrades							
	Capital Costs	-	-	-	-	947,000	112,000	1,059,000
	Funding Sources:							
	Water Fund	-	-	-	-	947,000	112,000	1,059,000
	Bond Proceeds	-	-	-	-	-	-	-
	<u>Subtotal, Capacity Projects:</u>							
	Capital Costs	3,934,810	1,594,310	1,284,805	1,934,805	2,181,805	4,221,222	15,151,757

City of Auburn Draft Capital Facilities Plan

TABLE W-2 (continued)

	2021	2022	2023	2024	2025	2026	Total	
<u>Non-Capacity Projects:</u>								
96	Well Inspection and Redevelopment Program							
	Capital Costs	-	185,000	-	-	200,000	-	385,000
	Funding Sources:							
	Water Fund	-	185,000	-	-	200,000	-	385,000
	Bond Proceeds	-	-	-	-	-	-	-
97	Water Repair & Replacements							
	Capital Costs	-	100,000	1,000,000	300,000	1,000,000	300,000	2,700,000
	Funding Sources:							
	Water Fund	-	-	1,000,000	300,000	1,000,000	300,000	2,600,000
	Bond Proceeds	-	100,000	-	-	-	-	100,000
98	Street Utility Improvements							
	Capital Costs	-	200,000	1,000,000	1,000,000	1,000,000	1,000,000	4,200,000
	Funding Sources:							
	Water Fund	-	200,000	1,000,000	1,000,000	1,000,000	1,000,000	4,200,000
	Bond Proceeds	-	-	-	-	-	-	-
99	Reservoir Seismic Rehabilitation							
	Capital Costs	-	-	-	262,000	-	298,000	560,000
	Funding Sources:							
	Water Fund	-	-	-	262,000	-	298,000	560,000
	Bond Proceeds	-	-	-	-	-	-	-
100	Intertie Booster Pump Station Improvements							
	Capital Costs	-	-	-	-	-	250,000	250,000
	Funding Sources:							
	Water Fund	-	-	-	-	-	250,000	250,000
	Bond Proceeds	-	-	-	-	-	-	-
101	Reservoir Painting							
	Capital Costs	-	-	-	-	-	1,747,026	1,747,026
	Funding Sources:							
	Water Fund	-	-	-	-	-	1,747,026	1,747,026
	Bond Proceeds	-	-	-	-	-	-	-
102	Coal Creek Springs Transmission Main Replacement							
	Capital Costs	10,000	2,425,000	-	-	-	-	2,435,000
	Funding Sources:							
	Water Fund	10,000	-	-	-	-	-	10,000
	Grant	-	225,000	-	-	-	-	225,000
	DWSRF Loan	-	2,200,000	-	-	-	-	2,200,000
	Bond Proceeds	-	-	-	-	-	-	-
103	F Street SE Non-Motorized Improvements							
	Capital Costs	10,000	-	-	-	-	-	10,000
	Funding Sources:							
	Water Fund	10,000	-	-	-	-	-	10,000
	Bond Proceeds	-	-	-	-	-	-	-
104	Reservoir Repair and Replacements							
	Capital Costs	50,000	62,000	64,000	66,000	68,000	70,000	380,000
	Funding Sources:							
	Water Fund	50,000	62,000	64,000	66,000	68,000	70,000	380,000
	Bond Proceeds	-	-	-	-	-	-	-
105	Pipeline Asset Management Study							
	Capital Costs	10,000	-	-	-	-	-	10,000
	Funding Sources:							
	Water Fund	10,000	-	-	-	-	-	10,000
	Bond Proceeds	-	-	-	-	-	-	-

City of Auburn Draft Capital Facilities Plan

TABLE W-2 (continued)

	2021	2022	2023	2024	2025	2026	Total
<u>Non-Capacity Projects:</u>							
106	2021 Local Street Reconstruction						
	Capital Costs	2,520,000	-	-	-	-	2,520,000
	Funding Sources:						
	Water Fund	-	-	-	-	-	-
	Bond Proceeds	2,520,000	-	-	-	-	2,520,000
107	2022 Local Street Reconstruction						
	Capital Costs	50,000	800,000	-	-	-	850,000
	Funding Sources:						
	Water Fund	50,000	100,000	-	-	-	150,000
	Bond Proceeds	-	700,000	-	-	-	700,000
108	M Street NE Widening						
	Capital Costs	-	37,000	-	320,000	-	357,000
	Funding Sources:						
	Water Fund	-	37,000	-	320,000	-	357,000
	Bond Proceeds	-	-	-	-	-	-
109	Auburn Way South - Hemlock Street SE to Poplar Street SE						
	Capital Costs	-	-	2,176,000	256,000	-	2,432,000
	Funding Sources:						
	Water Fund	-	-	2,176,000	256,000	-	2,432,000
	Bond Proceeds	-	-	-	-	-	-
110	Water Trench Patches Program						
	Capital Costs	150,000	155,000	160,000	165,000	170,000	975,000
	Funding Sources:						
	Water Fund	150,000	155,000	160,000	165,000	170,000	975,000
	Bond Proceeds	-	-	-	-	-	-
111	Lea Hill Pump Station Replacement						
	Capital Costs	-	-	-	491,000	746,333	1,237,333
	Funding Sources:						
	Water Fund	-	-	-	491,000	746,333	1,237,333
	Bond Proceeds	-	-	-	-	-	-
112	Deduct Meter Replacement Program						
	Capital Costs	515,000	485,000	-	-	-	1,000,000
	Funding Sources:						
	Water Fund	-	100,000	-	-	-	100,000
	Bond Proceeds	515,000	385,000	-	-	-	900,000
113	Comprehensive Water Plan						
	Capital Costs	-	263,000	251,000	20,000	-	534,000
	Funding Sources:						
	Water Fund	-	263,000	251,000	20,000	-	534,000
	Bond Proceeds	-	-	-	-	-	-
114	Lea Hill AC Main Replacement						
	Capital Costs	10,000	-	-	-	-	10,000
	Funding Sources:						
	Water Fund	10,000	-	-	-	-	10,000
	Bond Proceeds	-	-	-	-	-	-
115	Reservoir 2 Valves						
	Capital Costs	-	240,000	760,000	-	-	1,000,000
	Funding Sources:						
	Water Fund	-	240,000	760,000	-	-	1,000,000
	Bond Proceeds	-	-	-	-	-	-

City of Auburn Draft Capital Facilities Plan

TABLE W-2 (continued)

	2021	2022	2023	2024	2025	2026	Total
<u>Non-Capacity Projects:</u>							
116 104th Park Development (104th to 102nd Water Main Loop)							
Capital Costs	250,000	-	-	-	-	-	250,000
Funding Sources:							
Water Fund	250,000	-	-	-	-	-	250,000
Bond Proceeds	-	-	-	-	-	-	-
117 Garden Avenue Realignment							
Capital Costs	55,000	440,000	-	-	-	-	495,000
Funding Sources:							
Water Fund	55,000	440,000	-	-	-	-	495,000
Grants	-	-	-	-	-	-	-
118 Lead Service Line Replacement							
Capital Costs	2,900,000	1,600,000	-	-	-	-	4,500,000
Funding Sources:							
Water Fund	-	405,000	-	-	-	-	405,000
Bond Proceeds	205,000	1,195,000	-	-	-	-	1,400,000
DWSRF Loan	2,695,000	-	-	-	-	-	2,695,000
119 Well 4 Pump Improvements							
Capital Costs	147,000	830,000	-	-	-	-	977,000
Funding Sources:							
Water Fund	147,000	830,000	-	-	-	-	977,000
Bond Proceeds	-	-	-	-	-	-	-
120 Water Resources Protection Program (Wellhead Protection)							
Capital Costs	26,800	27,700	28,500	29,400	30,200	31,200	173,800
Funding Sources:							
Water Fund	26,800	27,700	28,500	29,400	30,200	31,200	173,800
Bond Proceeds	-	-	-	-	-	-	-
121 Game Farm Park Pump Station/Distribution System Improvements							
Capital Costs	-	-	-	-	-	69,782	69,782
Funding Sources:							
Water Fund	-	-	-	-	-	69,782	69,782
Bond Proceeds	-	-	-	-	-	-	-
122 Meter Vault Replacement							
Capital Costs	10,000	-	-	-	-	-	10,000
Funding Sources:							
Water Fund	10,000	-	-	-	-	-	10,000
Bond Proceeds	-	-	-	-	-	-	-
123 West Hill Springs Water Quality Improvements							
Capital Costs	-	-	-	100,000	480,000	-	580,000
Funding Sources:							
Water Fund	-	-	-	100,000	480,000	-	580,000
Bond Proceeds	-	-	-	-	-	-	-
<u>Subtotal, Non-Capacity Projects:</u>							
Capital Costs	6,713,800	7,849,700	5,439,500	2,518,400	3,439,200	4,687,341	30,647,941

City of Auburn Draft Capital Facilities Plan

TABLE W-2 (continued)

SUMMARY:

	2021	2022	2023	2024	2025	2026	Total
CAPITAL COSTS							
Capacity Projects	3,934,810	1,594,310	1,284,805	1,934,805	2,181,805	4,221,222	15,151,757
Non-Capacity Projects	6,713,800	7,849,700	5,439,500	2,518,400	3,439,200	4,687,341	30,647,941
Total Costs	10,648,610	9,444,010	6,724,305	4,453,205	5,621,005	8,908,563	45,799,698
FUNDING SOURCES:							
Water Fund	1,713,610	4,639,010	6,724,305	4,453,205	5,621,005	8,908,563	32,059,698
DWSRF Loan	2,695,000	2,200,000	-	-	-	-	4,895,000
Grants	-	225,000	-	-	-	-	225,000
Bond Proceeds	6,240,000	2,380,000	-	-	-	-	8,620,000
Total Funding	10,648,610	9,444,010	6,724,305	4,453,205	5,621,005	8,908,563	45,799,698

City of Auburn Draft Capital Facilities Plan

WATER FUND (460)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **Cascade Water Alliance Water Purchase**
 Project No: **cp1914**
 Project Type: **Capacity**
 Project Manager: **Susan Fenhaus**

Description:

Financing of System Development Charges for the right to purchase water from Tacoma Public Utilities through the Second Supply Pipeline to meet future projected demand, based on agreements with Cascade Water Alliance. Council approved the agreements for permanent and reserve wholesale supply in September 2013. A new agreement with Tacoma was executed in 2014. Budget reflects purchase of permanent supply - payments of \$934,805 will continue from 2020 through 2029. Reserve supply will not be purchased and is not included.

Comprehensive Plan project S-04.

Progress Summary:

Ongoing payments through 2029

Future Impact on Operating Budget:

None

Activity:

Funding Sources:	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Unrestricted Water Revenue	252,586	934,805	934,810	934,810	2,122,201
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	252,586	934,805	934,810	934,810	2,122,201
Capital Expenditures:					
Water Supply Purchase	252,586	934,805	934,810	934,810	2,122,201
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	252,586	934,805	934,810	934,810	2,122,201

Forecasted Project Cost:

Funding Sources:	2023	2024	2025	2026	Total 2021-2026
Unrestricted Water Revenue	934,805	934,805	934,805	934,805	5,608,840
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	934,805	934,805	934,805	934,805	5,608,840
Capital Expenditures:					
Water Supply Purchase	934,805	934,805	934,805	934,805	5,608,840
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	934,805	934,805	934,805	934,805	5,608,840

City of Auburn Draft Capital Facilities Plan

WATER FUND (460)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Enterprise Funds

Project Title: **Academy Pump Station #1 Pump Replacement**
 Project No: **cp1916**
 Project Type: **Capacity**
 Project Manager: **Jeff Bender**

Description:

The pump station is reaching the end of its useful life. The project will construct a new pump station with 4 pumps to meet peak demands and fire flow requirements. Pump station #1 will be removed and pump station #2 will be used for storage after the pumps are removed. Preliminary design found it to be more cost effective to build a new pump station and decommission both existing pump stations. The backup power generator will be replaced.

Comprehensive Plan project PS-07.

Progress Summary:

In 2018, project costs were escalated at 3% per year from 2015 to year of construction. Design underway in 2020.

Future Impact on Operating Budget:

No significant impact.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	-	-	-	609,500	609,500
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	71,479	671,500	3,000,000	-	3,742,979
Other	-	-	-	-	-
Total Funding Sources:	71,479	671,500	3,000,000	609,500	4,352,479
Capital Expenditures:					
Design	71,479	671,500	-	-	742,979
Right of Way	-	-	-	-	-
Construction	-	-	3,000,000	609,500	3,609,500
Total Expenditures:	71,479	671,500	3,000,000	609,500	4,352,479

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	-	-	-	-	609,500
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	3,000,000
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	3,609,500
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	3,609,500
Total Expenditures:	-	-	-	-	3,609,500

City of Auburn Draft Capital Facilities Plan

WATER FUND (460)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Enterprise Funds

Project Title: **Coal Creek Springs Rehabilitation**
 Project No: **wabd07**
 Project Type: **Capacity**
 Project Manager: **TBD**

Description:

Rehabilitation of the Coal Creek Springs middle collector will improve capacity of the springs resulting in greater utilization of the water right.

Comprehensive Plan project S-09.

Progress Summary:

In 2018, project costs were escalated at 3% per year from 2015 to year of construction.

Future Impact on Operating Budget:

No significant impact.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	-	50,000	-	-	50,000
Grants (Fed, State, Local)	-	-	-	-	-
PWTFL	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Total Funding Sources:	-	50,000	-	-	50,000
Capital Expenditures:					
Design	-	50,000	-	-	50,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	50,000	-	-	50,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	-	-	-	1,125,509	1,125,509
Grants (Fed, State, Local)	-	-	-	-	-
PWTFL	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Total Funding Sources:	-	-	-	1,125,509	1,125,509
Capital Expenditures:					
Design	-	-	-	500,000	500,000
Right of Way	-	-	-	-	-
Construction	-	-	-	625,509	625,509
Total Expenditures:	-	-	-	1,125,509	1,125,509

City of Auburn Draft Capital Facilities Plan

WATER FUND (460)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Enterprise Funds

Project Title: **Algona Well 1 Decommissioning**
 Project No: **wabd08**
 Project Type: **Capacity**
 Project Manager: **TBD**

Description:

The Algona well has been temporarily abandoned and all related facilities removed. This project will have the well properly decommissioned by a State of Washington-licensed well driller, once the water rights have been transferred to an alternate source.

Comprehensive Plan project S-14.

Progress Summary:

Future Impact on Operating Budget:

No significant impact.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	-	50,000	-	-	50,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	50,000	-	-	50,000
Capital Expenditures:					
Design	-	50,000	-	-	50,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	50,000	-	-	50,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	50,000	-	-	-	50,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	50,000	-	-	-	50,000
Capital Expenditures:					
Design	50,000	-	-	-	50,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	50,000	-	-	-	50,000

City of Auburn Draft Capital Facilities Plan

WATER FUND (460)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Enterprise Funds

Project Title: **Annual Distribution System Improvements Program**
 Project No: **wabd09, cp1819, cp1904**
 Project Type: **Capacity**
 Project Manager: **TBD**

Description:

Program to fund capacity-related improvements to the water distribution system to address low pressures during peak hour demand and fire flows.

Comprehensive Plan project D-02.

Progress Summary:

Future Impact on Operating Budget:

No significant impact.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	300,000	-	-	-	300,000
Grants (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	300,000	-	-	-	300,000
Capital Expenditures:					
Design	300,000	-	-	-	300,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	300,000	-	-	-	300,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	300,000	1,000,000	300,000	1,000,000	2,600,000
Grants (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	300,000	1,000,000	300,000	1,000,000	2,600,000
Capital Expenditures:					
Design	300,000	-	300,000	-	600,000
Right of Way	-	-	-	-	-
Construction	-	1,000,000	-	1,000,000	2,000,000
Total Expenditures:	300,000	1,000,000	300,000	1,000,000	2,600,000

City of Auburn Draft Capital Facilities Plan

WATER FUND (460)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Enterprise Funds

Project Title: **Howard Road CCTF Expansion**
 Project No: **cpxxxx**
 Project Type: **Capacity**
 Project Manager: **TBD**

Description:

With the completion of the Coal Creek Springs Rehabilitation, the Howard Road Corrosion Control Treatment Facility will exceed its current capacity. This project will add one aeration tower and one blower pump to match the existing towers and blowers. **Comprehensive Plan project S-18.**

Progress Summary:

In 2018, project costs were escalated at 3% per year from 2015 to year of construction. Preliminary planning underway in 2020.

Future Impact on Operating Budget:

The annual maintenance cost is estimated to be approximately \$600.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	-	-	-	-	-
Grants (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	-	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	-	-	-	348,908	348,908
Grants (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	348,908	348,908
Capital Expenditures:					
Design	-	-	-	348,908	348,908
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	348,908	348,908

City of Auburn Draft Capital Facilities Plan

WATER FUND (460)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Enterprise Funds

Project Title: **Valley Service Area Reservoir No. 3**
 Project No: **wabd26**
 Project Type: **Capacity**
 Project Manager: **TBD**

Description:

A new 1 million gallon storage facility is needed to meet future storage requirements in the Valley Service Area.
Comprehensive Plan project R-04.

Progress Summary:

Project costs were escalated in 2018 at 3% per year from 2015 to year of construction. Reservoir siting study will be conducted in 2022, with property acquisition in 2026. Design of the project will be completed in 2028, with construction in 2028-2029.

Future Impact on Operating Budget:

No significant Impact

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	-	-	-	50,000	-
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	50,000	-
Capital Expenditures:					
Design	-	-	-	50,000	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	50,000	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	-	-	-	700,000	750,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	700,000	750,000
Capital Expenditures:					
Design	-	-	-	-	50,000
Property Acquisition	-	-	-	700,000	700,000
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	700,000	750,000

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WATER FUND (460)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Enterprise Funds

Project Title: **Well 5/5A Upgrades**
 Project No: **cpxxx**
 Project Type: **Capacity**
 Project Manager: **TBD**

Description:

This project was identified in the 2016 Facilities Evaluation Study. Well 5 is in need of a new building, backup generator, chlorination, pump, and hydrologic investigation to evaluate the well's production. Due to the small size of the existing site, the acquisition of an adjacent parcel may be required. The Facilities Evaluation Study also identified the need for a new pump and motor in Well 5A.

Comprehensive Plan project S-06.

Progress Summary:

In 2018, project costs were escalated at 3% per year from 2015 to year of construction. The hydrologic study and property acquisition are anticipated to begin in 2025.

Future Impact on Operating Budget:

No significant Impact

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	-	-	-	-	-
Grants (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	-	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	-	-	947,000	112,000	1,059,000
Grants (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	947,000	112,000	1,059,000
Capital Expenditures:					
Design	-	-	-	112,000	112,000
Right of Way	-	-	947,000	-	947,000
Construction	-	-	-	-	-
Total Expenditures:	-	-	947,000	112,000	1,059,000

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WATER FUND (460)

Capital Facilities Plan

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Enterprise Funds

Project Title: **Well Inspection and Redevelopment Program**
 Project No: **wabd11**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

Program for inspection and redevelopment of supply wells and springs necessary to ensure production at maximum capacity for efficient utilization.
Comprehensive Plan project S-07.

Progress Summary:

2020 funds are estimated carryforward from 2019 budget.

Future Impact on Operating Budget:

No significant impact.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	-	150,000	-	185,000	150,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	150,000	-	185,000	150,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	150,000	-	185,000	150,000
Total Expenditures:	-	150,000	-	185,000	150,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	-	-	200,000	-	385,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	200,000	-	385,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	200,000	-	385,000
Total Expenditures:	-	-	200,000	-	385,000

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WATER FUND (460)

Capital Facilities Plan

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Enterprise Funds

Project Title: **Water Repair & Replacements**
 Project No: **wabd02**
 Project Type: **Non-Capacity (R&R)**
 Project Manager: **Various**

Description:

Program to fund distribution system repair and replacement projects required for meeting peak demands and reducing system losses. Projects will be coordinated with the streets and other utility projects.

Comprehensive Plan project D-09.

Progress Summary:

Future Impact on Operating Budget:

No significant impact.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	-	-	-	-	-
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	170,000	-	100,000	170,000
Other	-	-	-	-	-
Total Funding Sources:	-	170,000	-	100,000	170,000
Capital Expenditures:					
Design	-	170,000	-	100,000	170,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	170,000	-	100,000	170,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	1,000,000	300,000	1,000,000	300,000	2,600,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	100,000
Other	-	-	-	-	-
Total Funding Sources:	1,000,000	300,000	1,000,000	300,000	2,700,000
Capital Expenditures:					
Design	-	300,000	-	300,000	700,000
Right of Way	-	-	-	-	-
Construction	1,000,000	-	1,000,000	-	2,000,000
Total Expenditures:	1,000,000	300,000	1,000,000	300,000	2,700,000

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Enterprise Funds

Project Title: **Street Utility Improvements**
 Project No: **wabd01**
 Project Type: **Non-Capacity**
 Project Manager: **Various**

Description:

Water main improvements in coordination with the Local Street Preservation Program and general arterial street improvements.

Comprehensive Plan project D-06.

Progress Summary:

CP1926 was funded under this program and will be completed in 2020.

Future Impact on Operating Budget:

No significant impact

Activity:

	(Previous 2 Years) Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	1,500,000	-	-	200,000	1,500,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	500,000	-	-	500,000
Other	-	-	-	-	-
Total Funding Sources:	1,500,000	500,000	-	200,000	2,000,000
Capital Expenditures:					
Design	100,000	-	-	-	100,000
Right of Way	-	-	-	-	-
Construction	1,400,000	500,000	-	200,000	1,900,000
Total Expenditures:	1,500,000	500,000	-	200,000	2,000,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	1,000,000	1,000,000	1,000,000	1,000,000	4,200,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	1,000,000	1,000,000	1,000,000	1,000,000	4,200,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	1,000,000	1,000,000	1,000,000	1,000,000	4,200,000
Total Expenditures:	1,000,000	1,000,000	1,000,000	1,000,000	4,200,000

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WATER FUND (460)

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Enterprise Funds

Project Title: **Reservoir Seismic Rehabilitation**
 Project No: **wabd16**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

Install seismic control valves on outlet piping of Reservoirs 4A, 4B, 8A, and 8B. This project will include a study to identify work to be completed at each site, and to further define project costs at each site. Costs for the remaining reservoirs will be updated based on the study. Seismic control valve for Reservoir 2 is a separate project.

Comprehensive Plan project R-06.

Progress Summary:

In 2018, project costs were escalated at 3% per year from 2015 to year of construction. The study to identify the work to be completed at each site is underway in 2020. Individual sites will be planned based on the study results. 2020 funds are estimated carryforward from 2019 budget.

Future Impact on Operating Budget:

No significant impact

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	-	86,000	-	-	86,000
Grants -Unsecured Federal	-	-	-	-	-
PWTFL	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Total Funding Sources:	-	86,000	-	-	86,000
Capital Expenditures:					
Design	-	86,000	-	-	86,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	86,000	-	-	86,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	-	262,000	-	298,000	560,000
Grants -Unsecured Federal	-	-	-	-	-
PWTFL	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Total Funding Sources:	-	262,000	-	298,000	560,000
Capital Expenditures:					
Design	-	65,000	-	88,000	153,000
Right of Way	-	-	-	-	-
Construction	-	197,000	-	210,000	407,000
Total Expenditures:	-	262,000	-	298,000	560,000

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WATER FUND (460)

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Capital Facilities Plan

Enterprise Funds

Project Title: **Intertie Booster Pump Station Improvements**
 Project No: **wabd05**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

Project will provide additional piping and modify the existing Intertie/ Lea Hill Booster pump station building to utilize the existing Intertie pumps for the Boosted zone. The project will also add pressure reducing valves and control valves at Lea Hill reservoirs, and system valves to provide efficient operation of the 132nd Ave Tacoma Intertie.

Comprehensive Plan projects D-06, and PS-04.

Progress Summary:

In 2018, project costs were escalated at 3% per year from 2015 to year of construction.

Future Impact on Operating Budget:

No significant impact

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	-	-	-	-	-
Grants (Fed, State, Local)	-	-	-	-	-
PWTFL	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	-	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	-	-	-	250,000	250,000
Grants (Fed, State, Local)	-	-	-	-	-
PWTFL	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Total Funding Sources:	-	-	-	250,000	250,000
Capital Expenditures:					
Design	-	-	-	250,000	250,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	250,000	250,000

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WATER FUND (460)

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Enterprise Funds

Project Title: **Reservoir Painting**
 Project No: **cpxxxx**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

Maintenance of reservoirs requires periodic painting to protect the steel and increase the useful life of the reservoir.
Comprehensive Plan project R-05.

Progress Summary:

In 2018, project costs were escalated at 3% per year from 2015 to year of construction.

Future Impact on Operating Budget:

No significant impact

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	-	-	-	-	-
Grants (Fed, State, Local)	-	-	-	-	-
PWTFL	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	-	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	-	-	-	1,747,026	1,747,026
Grants (Fed, State, Local)	-	-	-	-	-
PWTFL	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Total Funding Sources:	-	-	-	1,747,026	1,747,026
Capital Expenditures:					
Design	-	-	-	227,026	227,026
Right of Way	-	-	-	-	-
Construction	-	-	-	1,520,000	1,520,000
Total Expenditures:	-	-	-	1,747,026	1,747,026

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WATER FUND (460)

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Enterprise Funds

Project Title: **Coal Creek Springs Transmission Main Replacement**
 Project No: **cp1603**
 Project Type: **Non-Capacity**
 Project Manager: **Seth Wickstrom**

Description:

The facilities evaluation study conducted in 2013-2014 found a suspected leak on the 24" steel transmission main crossing the White River. This project will provide for full replacement of the river crossing via a pedestrian bridge. Parks Department will participate in the project by providing funding from grants for the trail connections to the bridge. This option eliminates the deep blow-off and allows more flexibility for expansion. A future project would rehabilitate the existing crossing for redundancy.

Comprehensive Plan project D-11.

Progress Summary:

Design underway in 2019 and 2020. A DWSRF loan was applied for in 2020 for construction in 2022.

Future Impact on Operating Budget:

No significant impact

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	164,922	244,945	10,000	-	419,867
Parks Grants (Fed, State, Local)	-	-	-	225,000	-
DWSRF Loan	81,575	135,079	-	2,200,000	216,654
Bond Proceeds	-	-	-	-	-
Total Funding Sources:	246,497	380,024	10,000	2,425,000	636,521
Capital Expenditures:					
Design	246,497	380,024	10,000	-	636,521
Right of Way	-	-	-	-	-
Construction	-	-	-	2,425,000	-
Total Expenditures:	246,497	380,024	10,000	2,425,000	636,521

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	-	-	-	-	10,000
Parks Grants (Fed, State, Local)	-	-	-	-	225,000
DWSRF Loan	-	-	-	-	2,200,000
Bond Proceeds	-	-	-	-	-
Total Funding Sources:	-	-	-	-	2,435,000
Capital Expenditures:					
Design	-	-	-	-	10,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	2,425,000
Total Expenditures:	-	-	-	-	2,435,000

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WATER FUND (460)

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Enterprise Funds

Project Title: **F Street SE Non-Motorized Improvements**
 Project No: **cp1416**
 Project Type: **Non-Capacity**
 Project Manager: **Seth Wickstrom**

Description:

Water main improvements constructed in conjunction with F Street SE street improvements.
Comprehensive Plan project D-06.

Progress Summary:

Construction underway in 2020.

Future Impact on Operating Budget:

No significant impact

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	15,172	55,708	10,000	-	80,880
Grants (Fed, State, Local)	-	-	-	-	-
PWTFL	-	-	-	-	-
Bond Proceeds	-	334,000	-	-	334,000
Total Funding Sources:	15,172	389,708	10,000	-	414,880
Capital Expenditures:					
Design	15,172	-	-	-	15,172
Right of Way	-	-	-	-	-
Construction	-	389,708	10,000	-	399,708
Total Expenditures:	15,172	389,708	10,000	-	414,880

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	-	-	-	-	10,000
Grants (Fed, State, Local)	-	-	-	-	-
PWTFL	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Total Funding Sources:	-	-	-	-	10,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	10,000
Total Expenditures:	-	-	-	-	10,000

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Enterprise Funds

Project Title: **Reservoir Repair and Replacements**
 Project No: **wabd12**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

General reservoir maintenance and minor improvements.

Comprehensive Plan project R-03.

Progress Summary:

In 2018, project costs were escalated at 3% per year from 2015 to year of construction.

Future Impact on Operating Budget:

No significant impact.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	50,000	50,000	50,000	62,000	150,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	50,000	50,000	50,000	62,000	150,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	50,000	50,000	50,000	62,000	150,000
Total Expenditures:	50,000	50,000	50,000	62,000	150,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	64,000	66,000	68,000	70,000	380,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	64,000	66,000	68,000	70,000	380,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	64,000	66,000	68,000	70,000	380,000
Total Expenditures:	64,000	66,000	68,000	70,000	380,000

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Enterprise Funds

Project Title: **Pipeline Asset Management Study**
 Project No: **cp1934**
 Project Type: **Non-Capacity**
 Project Manager: **Fenhaus**

Description:

Pipeline asset management study will identify the remaining useful life of water mains in the system, prioritize pipe replacements, and develop replacement costs to phase in the replacements. Transmission and distribution mains along Auburn Way South, C St SW, Lea Hill Road and West Hill Springs will be evaluated.

Comprehensive Plan project D-10.

Progress Summary:

In 2018, project costs were escalated at 3% per year from 2015 to year of completion. Assessment underway in 2020.

Future Impact on Operating Budget:

No significant impact.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	-	106,000	10,000	-	116,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	106,000	10,000	-	116,000
Capital Expenditures:					
Design	-	106,000	10,000	-	116,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	106,000	10,000	-	116,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	-	-	-	-	10,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	10,000
Capital Expenditures:					
Design	-	-	-	-	10,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	-	10,000

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Enterprise Funds

Project Title: **2021 Local Street Reconstruction**
 Project No: **cp2019**
 Project Type: **Non-Capacity**
 Project Manager: **Kim Troung**

Description:

This project will construct water main improvements on G Street SE between E. Main Street and 4th Street SE and in various streets in the Riverwalk neighborhood. The improvements are coordination with the 2021 Local Street Preservation project and include replacing 1,250 feet of 4" cast iron pipe with 8" ductile iron water main and 43 services on G ST SE. and replacement of 4,360 feet of 6" cast iron pipe and 730 feet of 4" cast iron with 8" ductile iron main and 110 services in the Riverwalk area.

Comprehensive Plan project D-06.

Progress Summary:

Project design underway in 2020.

Future Impact on Operating Budget:

No significant impact

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	-	-	-	-	-
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	100,000	2,520,000	-	2,620,000
Other	-	-	-	-	-
Total Funding Sources:	-	100,000	2,520,000	-	2,620,000
Capital Expenditures:					
Design	-	100,000	-	-	100,000
Right of Way	-	-	-	-	-
Construction	-	-	2,520,000	-	2,520,000
Total Expenditures:	-	100,000	2,520,000	-	2,620,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	-	-	-	-	-
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	2,520,000
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	2,520,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	2,520,000
Total Expenditures:	-	-	-	-	2,520,000

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Enterprise Funds

Project Title: **2022 Local Street Reconstruction**
 Project No: **wabd27**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

This project will construct water main improvements on I Street SE from E. Main Street to 4th Street SE as part of the 2022 Local Street Preservation project. Improvements include replacement of 1,250 feet of 4" cast iron pipe with 8" ductile iron water main and 40 services.

Comprehensive Plan project D-06.

Progress Summary:

Project scoping and preliminary design underway in 2020.

Future Impact on Operating Budget:

No significant impact

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	-	-	50,000	100,000	50,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	700,000	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	50,000	800,000	50,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	50,000	-	50,000
Construction	-	-	-	800,000	-
Total Expenditures:	-	-	50,000	800,000	50,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	-	-	-	-	150,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	700,000
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	850,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	50,000
Construction	-	-	-	-	800,000
Total Expenditures:	-	-	-	-	850,000

City of Auburn Draft Capital Facilities Plan

WATER FUND (460)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **M Street NE Widening**
 Project No: **wabd13**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

Water main improvements constructed in conjunction with streets project: M ST NE widening (E Main to 4th St NE). Work includes replacing 26 services, connecting to existing 12" ductile main, and abandoning 6" cast main in place.
Comprehensive Plan project D-06.

Progress Summary:

In 2018, project costs were escalated at 3% per year from 2015 to year of construction.

Future Impact on Operating Budget:

No significant Impact

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	-	-	-	37,000	-
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	37,000	-
Capital Expenditures:					
Design	-	-	-	37,000	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	37,000	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	-	320,000	-	-	357,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	320,000	-	-	357,000
Capital Expenditures:					
Design	-	-	-	-	37,000
Right of Way	-	-	-	-	-
Construction	-	320,000	-	-	320,000
Total Expenditures:	-	320,000	-	-	357,000

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WATER FUND (460)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **Auburn Way South - Hemlock Street SE to Poplar Street SE**
 Project No: **cp1622**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

Water main improvements constructed in conjunction with Auburn Way South street improvements. Project will replace approximately 2,300 feet of 10" cast iron line with 12" ductile Iron water main.

Comprehensive Plan project D-06.

Progress Summary:

In 2018, project costs were escalated at 3% per year from 2015 to year of construction. Design underway in 2020 in conjunction with Auburn School District's Chinook Middle School Replacement project.

Future Impact on Operating Budget:

No significant Impact

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	-	66,000	-	-	66,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	66,000	-	-	66,000
Capital Expenditures:					
Design	-	66,000	-	-	66,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	66,000	-	-	66,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	2,176,000	256,000	-	-	2,432,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	2,176,000	256,000	-	-	2,432,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	2,176,000	256,000	-	-	2,432,000
Total Expenditures:	2,176,000	256,000	-	-	2,432,000

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Enterprise Funds

Project Title: **Water Trench Patches Program**
 Project No: **wabdx**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

This program provides annual funding for roadway restoration of trench patches from water leak repair and water service installation that are beyond the scope of work done by maintenance staff.

Progress Summary:

Program was developed in 2020 to adhere to pavement restoration requirements in the City Engineering Design standards.

Future Impact on Operating Budget:

No significant impact

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	-	-	150,000	155,000	150,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	150,000	155,000	150,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	150,000	155,000	150,000
Total Expenditures:	-	-	150,000	155,000	150,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	160,000	165,000	170,000	175,000	975,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	160,000	165,000	170,000	175,000	975,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	160,000	165,000	170,000	175,000	975,000
Total Expenditures:	160,000	165,000	170,000	175,000	975,000

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WATER FUND (460)

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Enterprise Funds

Project Title: **Lea Hill Pump Station Replacement**
 Project No: **wabd18**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

Lea Hill pump station will be reconstructed to provide redundant pumped supply to the Lea Hill area. If the Green River Pump Station is out of service for maintenance, a redundant pump station would avoid the need to purchase more expensive regional surface water through the 132nd Interline. The pump station needs to be relocated from its current location on the shoulder of Lea Hill Road at the base of a steep hill for safety and reliability considerations. The project will also construct approximately 900 feet of 12" transmission main along Lea Hill Rd from Garden Avenue to the existing pump station site.

Comprehensive Plan project PS-10.

Progress Summary:

In 2018, project costs were escalated at 3% per year from 2015 to year of construction. Property acquisition underway in 2020 under Garden Ave Realignment project.

Future Impact on Operating Budget:

No significant Impact

Activity:

Funding Sources:	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Unrestricted Water Revenue	-	-	-	-	-
Grants (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	-	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	-	-	491,000	746,333	1,237,333
Grants (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	491,000	746,333	1,237,333
Capital Expenditures:					
Design	-	-	491,000	-	491,000
Right of Way	-	-	-	-	-
Construction	-	-	-	746,333	746,333
Total Expenditures:	-	-	491,000	746,333	1,237,333

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Enterprise Funds

Project Title: **Deduct Meter Replacement Program**
 Project No: **cp1917**
 Project Type: **Non-Capacity**
 Project Manager: **Jeff Bender**

Description:

Approximately 200 non-single family irrigation meters within the water system are connected to the customer's supply line on the customer side of the domestic meter, instead of being directly connected to the water main. Since sewer charges for non-single family customers are based on the domestic water meter reading and irrigation water does not use the sewer system, customers ask to have the irrigation use deducted from their overall domestic use for sewer billing purposes. Thus, irrigation meters installed after the domestic meter are referred to as "deduct meters". To improve the billing process, increase staff efficiencies and eliminate manual calculations in the billing process this project will re-install the irrigation meters to directly connect to the main. Deduct meters will be converted to irrigation meters to more equitably bill water usage.

Progress Summary:

Construction was planned and budgeted to be completed in 4 years. Recent bids indicate the original cost estimate was low. The budget was increased in 2021 and 2022, and the project will be completed in 3 years (2020-2022).

Future Impact on Operating Budget:

No significant impact.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	24,000	12,500	-	100,000	36,500
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	476,000	515,000	385,000	991,000
Other	-	-	-	-	-
Total Funding Sources:	24,000	488,500	515,000	485,000	1,027,500
Capital Expenditures:					
Design	24,000	12,500	15,000	-	51,500
Right of Way	-	-	-	-	-
Construction	-	476,000	500,000	485,000	976,000
Total Expenditures:	24,000	488,500	515,000	485,000	1,027,500

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	-	-	-	-	100,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	900,000
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	1,000,000
Capital Expenditures:					
Design	-	-	-	-	15,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	985,000
Total Expenditures:	-	-	-	-	1,000,000

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Enterprise Funds

Project Title: **Comprehensive Water Plan**
 Project No: **wabd25**
 Project Type: **Non-Capacity**
 Project Manager: **Susan Fenhaus**

Description:

Update the Comprehensive Water Plan as required by Washington Department of Health (DOH) by May 2022. DOH changed WAC to require a 10-year planning period which is an increase from the 6-year period. Our current plan was approved before the code change, but was written to include the 10-year period in anticipation of the revised code. We will provide letter to DOH requesting extension of approved plan by the end of 2021. The letter will include a report of the demand forecast compared to actual demand, and report of the capital improvement plan. If the extension is approved, our next complete plan will be due in 2025. However, the water plan will need to be updated in conjunction with the City's Comprehensive Plan due in 2024.

Progress Summary:

Request for current plan extension will be completed in 2021.

Future Impact on Operating Budget:

No significant impact.

Activity:

Funding Sources:	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
<i>Unrestricted Water Revenue</i>	-	122,000	-	263,000	122,000
<i>Grants (Fed, State, Local)</i>	-	-	-	-	-
<i>Bond Proceeds</i>	-	-	-	-	-
<i>Other</i>	-	-	-	-	-
Total Funding Sources:	-	122,000	-	263,000	122,000
Capital Expenditures:					
<i>Design</i>	-	122,000	-	263,000	122,000
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	-	-	-	-	-
Total Expenditures:	-	122,000	-	263,000	122,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
<i>Unrestricted Water Revenue</i>	251,000	20,000	-	-	534,000
<i>Grants (Fed, State, Local)</i>	-	-	-	-	-
<i>Bond Proceeds</i>	-	-	-	-	-
<i>Other</i>	-	-	-	-	-
Total Funding Sources:	251,000	20,000	-	-	534,000
Capital Expenditures:					
<i>Design</i>	251,000	20,000	-	-	534,000
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	-	-	-	-	-
Total Expenditures:	251,000	20,000	-	-	534,000

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WATER FUND (460)

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Enterprise Funds

Project Title: **Lea Hill AC Main Replacement**
 Project No: **cp1929**
 Project Type: **Non-Capacity**
 Project Manager: **Jai Carter**

Description:

Distribution system repair and replacement project required for meeting peak demands and reducing system losses. Project will replace asbestos cement (AC) water main in the Lea Hill service area.

Progress Summary:

Construction underway in 2020.

Future Impact on Operating Budget:

No significant Impact

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	-	440,000	10,000	-	450,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	31,450	2,466,550	-	-	2,498,000
Other	-	-	-	-	-
Total Funding Sources:	31,450	2,906,550	10,000	-	2,948,000
Capital Expenditures:					
Design	31,450	240,000	-	-	271,450
Right of Way	-	-	-	-	-
Construction	-	2,666,550	10,000	-	2,676,550
Total Expenditures:	31,450	2,906,550	10,000	-	2,948,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	-	-	-	-	10,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	10,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	10,000
Total Expenditures:	-	-	-	-	10,000

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Enterprise Funds

Project Title: **Reservoir 2 Valves**
 Project No: **wabd29**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

This project will replace the existing 20" supply valve with a seismic control valve, and replace the 12" drain valve at Reservoir 2. Both valves will be installed in a vault. This project was identified as a maintenance issue due to limited access to the valves. The addition of a seismic control will improve the resiliency of the distribution system.

Progress Summary:

Future Impact on Operating Budget:

No significant impact

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	-	-	-	240,000	-
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	240,000	-
Capital Expenditures:					
Design	-	-	-	240,000	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	240,000	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	760,000	-	-	-	1,000,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	760,000	-	-	-	1,000,000
Capital Expenditures:					
Design	-	-	-	-	240,000
Right of Way	-	-	-	-	-
Construction	760,000	-	-	-	760,000
Total Expenditures:	760,000	-	-	-	1,000,000

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WATER FUND (460)

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Enterprise Funds

Project Title: **104th Park Development (104th to 102nd Water Main Loop)**
 Project No: **cp1619**
 Project Type: **Non-Capacity**
 Project Manager: **Jamie Kelly**

Description:

This project will construct a water main between 102nd Avenue SE and 104 Avenue SE is part of a Parks Department project that is developing a new City park. The new water main will eliminate convert the existing dead-end system to a looped system, as recommended by the Comprehensive Plan.

Progress Summary:

Project design underway in 2020.

Future Impact on Operating Budget:

No significant impact

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	-	50,000	250,000	-	300,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	50,000	250,000	-	300,000
Capital Expenditures:					
Design	-	50,000	-	-	50,000
Right of Way	-	-	-	-	-
Construction	-	-	250,000	-	250,000
Total Expenditures:	-	50,000	250,000	-	300,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	-	-	-	-	250,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	250,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	250,000
Total Expenditures:	-	-	-	-	250,000

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Enterprise Funds

Project Title: **Garden Avenue Realignment**
 Project No: **cp2022**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

This project will construct water improvements as part of the Garden Avenue Realignment transportation project. The improvements include installation of 1,000 feet of 12" transmission main from the 20" existing main in 8th St NE along Garden Avenue to the location of a future new booster pump station site on property to be purchased on 102nd Ave SE, and then back to 8th St NE.

Progress Summary:

Property acquisition underway in 2020 to support Lea Hill pump station project.

Future Impact on Operating Budget:

No significant impact

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	-	400,000	55,000	440,000	455,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	400,000	55,000	440,000	455,000
Capital Expenditures:					
Design	-	-	55,000	-	55,000
Right of Way	-	400,000	-	-	400,000
Construction	-	-	-	440,000	-
Total Expenditures:	-	400,000	55,000	440,000	455,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	-	-	-	-	495,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	495,000
Capital Expenditures:					
Design	-	-	-	-	55,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	440,000
Total Expenditures:	-	-	-	-	495,000

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Enterprise Funds

Project Title: **Lead Service Line Replacement**
 Project No: **cp1922**
 Project Type: **Non-Capacity**
 Project Manager: **Jai Carter**

Description:

The City has approximately 1,000 service lines with a lead goose-neck connection at the main. State and Federal agencies are planning a 15 year period for utilities to remove all lead service lines. This project will remove lead service lines and construct associated roadway restoration throughout the City. Any additional lead service lines that are not removed and replaced with this project will be replaced as part of future rehabilitation and replacement projects.

Progress Summary:

City received a Drinking Water State Revolving Fund (DWSRF) loan for replacement of the lead service lines. Design underway in 2020.

Future Impact on Operating Budget:

No significant Impact

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	-	-	-	405,000	-
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	205,000	1,195,000	205,000
DWSRF	12,532	292,468	2,695,000		3,000,000
Total Funding Sources:	12,532	292,468	2,900,000	1,600,000	3,205,000
Capital Expenditures:					
Design	12,532	292,468	-	-	305,000
Right of Way	-	-	-	-	-
Construction	-	-	2,900,000	1,600,000	2,900,000
Total Expenditures:	12,532	292,468	2,900,000	1,600,000	3,205,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	-	-	-	-	405,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	1,400,000
DWSRF	-	-	-	-	2,695,000
Total Funding Sources:	-	-	-	-	4,500,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	4,500,000
Total Expenditures:	-	-	-	-	4,500,000

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Enterprise Funds

Project Title: **Well 4 Pump Improvements**
 Project No: **wabd22**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

This project was identified in the Facilities Evaluation Study. The project will include a comprehensive investigation and evaluation of the well operation. Findings from the evaluation will likely result in replacing the generator with a larger unit, possibly replacing the motor soft starter with a variable frequency drive (VFD), and replacing aging control valves, gate valves, and air relief system.

Comprehensive Plan project S-22.

Progress Summary:

In 2018, project costs were escalated at 3% per year from 2015 to year of construction. Design underway in 2020.

Future Impact on Operating Budget:

No significant Impact

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	-	-	147,000	830,000	147,000
Grants (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	147,000	830,000	147,000
Capital Expenditures:					
Design	-	-	147,000	-	147,000
Right of Way	-	-	-	-	-
Construction	-	-	-	830,000	-
Total Expenditures:	-	-	147,000	830,000	147,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	-	-	-	-	977,000
Grants (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	977,000
Capital Expenditures:					
Design	-	-	-	-	147,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	830,000
Total Expenditures:	-	-	-	-	977,000

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Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **Water Resources Protection Program (Wellhead Protection)**
 Project No: **wabd23**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

Annual funding for implementing strategies identified in the Wellhead Protection Plan. Although some tasks will be performed as part of the water operations budget, other tasks will require consultants with expertise in review and investigation of contaminant sites and other environmental databases, development of spill response plans, and leaking underground storage tanks.

Comprehensive Plan project S-08.

Progress Summary:

In 2018, project costs were escalated at 3% per year from 2015 to year of completion.

Future Impact on Operating Budget:

No significant Impact

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	25,300	26,100	26,800	27,700	78,200
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	25,300	26,100	26,800	27,700	78,200
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	25,300	26,100	26,800	27,700	78,200
Total Expenditures:	25,300	26,100	26,800	27,700	78,200

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	28,500	29,400	30,200	31,200	173,800
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	28,500	29,400	30,200	31,200	173,800
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	28,500	29,400	30,200	31,200	173,800
Total Expenditures:	28,500	29,400	30,200	31,200	173,800

City of Auburn Draft Capital Facilities Plan

WATER FUND (460)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **Game Farm Park Pump Station/Distribution System Improvements**
 Project No: **cpxxxx**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

The pumps at Game Farm Wilderness Park are in need of replacement, and the building need repairs. This project was identified in the 2015 Comprehensive Plan as occurring in the short to mid term, or by 2025. Installation of new water main crossing the White River to eliminate the pump station was identified as being completed by 2035. The Coal Creek Springs Transmission Main project will add a pipe crossing the White River to be used for installation of a water main for Game Farm Wilderness Park. Completion of the river crossing will enable the water main project to be completed sooner and eliminate the need for pump station improvements. This project will install new main within the Game Farm Park from the existing 8" near the amphitheater to the river crossing, and from the river crossing to the existing pump station in the Wilderness area. The project will also decommission the existing pump station.

Comprehensive Plan project D16.

Progress Summary:

In 2018, project costs were escalated at 3% per year from 2015 to year of completion.

Future Impact on Operating Budget:

No significant Impact

Activity:

Funding Sources:	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Unrestricted Water Revenue	-	-	-	-	-
Grants (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	-	-

Forecasted Project Cost:

Funding Sources:	2023	2024	2025	2026	Total 2021-2026
Unrestricted Water Revenue	-	-	-	69,782	69,782
Grants (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	69,782	69,782
Capital Expenditures:					
Design	-	-	-	69,782	69,782
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	69,782	69,782

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WATER FUND (460)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **Meter Vault Replacement**
 Project No: **cp1807**
 Project Type: **Non-Capacity**
 Project Manager: **Seth Wickstrom**

Description:

Large meter vaults at Washington Elementary School, Cascade Middle School (2 vaults), Forest Ridge Townhomes, Green River Estates, and Neely Station have lids that are unsafe and vaults that are in need of repair. Project will replace the vaults and upgrade piping as needed.

Progress Summary:

Construction underway in 2020.

Future Impact on Operating Budget:

No significant Impact

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue		326,400	10,000	-	336,400
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	120,101	779,899	-	-	900,000
Other	-	-	-	-	-
Total Funding Sources:	120,101	1,106,299	10,000	-	1,236,400
Capital Expenditures:					
Design	120,101	-	-	-	120,101
Right of Way	-	-	-	-	-
Construction	-	1,106,299	10,000	-	1,116,299
Total Expenditures:	120,101	1,106,299	10,000	-	1,236,400

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	-	-	-	-	10,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	10,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	10,000
Total Expenditures:	-	-	-	-	10,000

City of Auburn Draft Capital Facilities Plan

WATER FUND (460)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **West Hill Springs Water Quality Improvements**
 Project No: **cpxxx**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

The aging chlorination building at West Hill Springs will be replaced and a new liquid chlorination system will be installed. Additionally, aeration to adjust pH will be required.
Comprehensive Plan project S-12.

Progress Summary:

In 2018, project costs were escalated at 3% per year from 2015 to year of completion. Additional cost refinement will be needed due to the need for additional improvements not originally identified in the Comprehensive Plan.

Future Impact on Operating Budget:

No significant Impact

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	-	-	-	-	-
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	-	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	-	100,000	480,000	-	580,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	100,000	480,000	-	580,000
Capital Expenditures:					
Design	-	100,000	-	-	100,000
Right of Way	-	-	-	-	-
Construction	-	-	480,000	-	480,000
Total Expenditures:	-	100,000	480,000	-	580,000

City of Auburn Draft Capital Facilities Plan

TABLE W-3

**Impact on Future Operating Budgets
WATER**

Project:		2022	2023	2024	2025	2026	2027	Total
1	<i>Howard Road Corrosion Control Treatment Facility Expansion</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 600	\$ 600
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 600	\$ 600

SANITARY SEWER

Current Facilities

The City's sanitary sewer service area encompasses approximately 28-square miles that are primarily within the City limits, but includes a total of approximately ½ square mile within Auburn's Proposed Annexation area (PAA). The City contracts with King County for sewage treatment and disposal. The City's Sanitary Sewer Utility is responsible for the collection and transmission of wastewater to the King County trunk lines.

The City's current inventory of approximately 215 miles of sewer lines serves the City's sewer service area. Table S-1, Facilities Inventory, lists the sewage collection and transmission facilities along with their capacities and locations.

Level of Service (LOS)

The Comprehensive Sewerage Plan for the Sewerage Collection System summarizes the level of service (LOS), or design criteria, for the City's sewage collection system. These standards represent the average quantities of sewage that the system is designated to accommodate for residential, industrial, and commercial development.

Capital Facilities Projects and Financing

Investments in the City's sewage collection facilities include primarily non-capacity improvements and replacement projects. Anticipated projects include replacement of aging sewer pipes and manholes in conjunction with arterial and local street improvements, replacement of pipe identified through the sewer program's condition assessment process, replacement of the Rainier Ridge Pump station, and updating the Comprehensive Sewer Plan. Additionally the City will continue to monitor flow rates, primarily within the Valley Basin area to help identify specific areas of the City that show high levels of inflow and infiltration. The City of Auburn's sewer system anticipates costs for thirteen non-capacity projects totaling \$15,936,000. Table S-2 shows the proposed financing plan followed by individual worksheets showing the project detail.

Impact on Future Operating Budgets

There are no operating budget impacts forecasted for sanitary sewer facilities during the six years 2022 – 2027.

City of Auburn Draft Capital Facilities Plan

TABLE S-1

Facilities Inventory
Sewage Facilities

FACILITY	<u>CAPACITY</u> (MGD)	LOCATION
<u>Pump Stations:</u>		
8th Street	0.26	900 8th Street NE
22nd Street	0.79	1950 22nd Street NE
Area 19	0.47	800 71st Street SE
Auburn 40	0.63	4159 O Place NE
Dogwood	0.43	1423 Dogwood Street SE
Ellingson	2.20	100 41st Street SE
F Street	0.86	1700 F Street SE
Hudson	0.76	6408 S 287th Street
North Tapps	0.73	2610 Lake Tapps Pkwy SE
Peasley Ridge	0.36	5225 South 320th Street
Promenade	0.25	12900 SE 312th Street
R Street	0.14	600 R Street NE
Rainier Ridge	0.29	31809 125th Place SE
Riverside	0.58	13900 104th Avenue SE
Terrace View	0.94	104 60th Street SE
Valley Meadows	0.18	2022 4th Street SE
Verdana	2.88	11807 SE 296th Place (Kent, WA)
FACILITY	Pipe Size	LOCATION
<u>River Crossings:</u>		
Inverted Syphon	8 & 12 Inch	Green River & 26th Street NE
8th Street Bridge	14 Inch	Green River & 8th Street NE

City of Auburn Draft Capital Facilities Plan

TABLE S-2

CAPITAL FACILITIES PLAN PROJECTS AND FINANCING
SANITARY SEWER DIVISION

	2021	2022	2023	2024	2025	2026	Total
Page	<u>Non-Capacity Projects:</u>						
129	Sanitary Sewer Repair & Replacement Program						
	Capital Costs	-	300,000	1,500,000	300,000	1,500,000	3,900,000
	Funding Sources:						
	Sewer Fund	-	300,000	1,500,000	300,000	1,500,000	3,900,000
	Bond Proceeds	-	-	-	-	-	-
130	Street Utility Improvements						
	Capital Costs	200,000	200,000	200,000	200,000	200,000	1,200,000
	Funding Sources:						
	Sewer Fund	200,000	200,000	200,000	200,000	200,000	1,200,000
	Bond Proceeds	-	-	-	-	-	-
131	Vector Decant Facility						
	Capital Costs	180,000	-	-	-	-	180,000
	Funding Sources:						
	Sewer Fund	180,000	-	-	-	-	180,000
	Bond Proceeds	-	-	-	-	-	-
132	Manhole Ring and Cover Replacement						
	Capital Costs	80,000	80,000	80,000	80,000	80,000	480,000
	Funding Sources:						
	Sewer Fund	80,000	80,000	80,000	80,000	80,000	480,000
	Bond Proceeds	-	-	-	-	-	-
133	Sewer Pump Station Replacement/Improvement Program						
	Capital Costs	-	-	255,000	525,000	2,900,000	3,680,000
	Funding Sources:						
	Sewer Fund	-	-	255,000	525,000	2,900,000	3,680,000
	Bond Proceeds	-	-	-	-	-	-
134	Pump Station Electrical Improvements						
	Capital Costs	10,000	-	-	-	-	10,000
	Funding Sources:						
	Sewer Fund	10,000	-	-	-	-	10,000
	Bond Proceeds	-	-	-	-	-	-
135	Inflow and Infiltration Study						
	Capital Costs	163,000	167,000	172,000	-	-	502,000
	Funding Sources:						
	Sewer Fund	163,000	167,000	172,000	-	-	502,000
	Bond Proceeds	-	-	-	-	-	-
136	Comprehensive Sewer Plan Update						
	Capital Costs	40,000	140,000	50,000	20,000	-	250,000
	Funding Sources:						
	Sewer Fund	40,000	140,000	50,000	20,000	-	250,000
	Bond Proceeds	-	-	-	-	-	-

City of Auburn Draft Capital Facilities Plan

TABLE S-2 (continued)

		2021	2022	2023	2024	2025	2026	Total
Page	Non-Capacity Projects:							
137	F Street SE Non-Motorized Improvements							
	Capital Costs	10,000	-	-	-	-	-	10,000
	Funding Sources:							
	Sewer Fund	10,000	-	-	-	-	-	10,000
	Bond Proceeds	-	-	-	-	-	-	-
138	M Street NE Widening							
	Capital Costs	-	12,000	-	112,000	-	-	124,000
	Funding Sources:							
	Sewer Fund	-	12,000	-	112,000	-	-	124,000
	Bond Proceeds	-	-	-	-	-	-	-
139	Rainier Ridge Pump Station Rehabilitation/Replacement							
	Capital Costs	450,000	2,900,000	-	-	-	-	3,350,000
	Funding Sources:							
	Sewer Fund	450,000	2,900,000	-	-	-	-	3,350,000
	Bond Proceeds	-	-	-	-	-	-	-
140	2nd Street SE Preservation							
	Capital Costs	150,000	-	-	-	-	-	150,000
	Funding Sources:							
	Sewer Fund	150,000	-	-	-	-	-	150,000
	Bond Proceeds	-	-	-	-	-	-	-
141	2021 Sewer Repair and Replacement							
	Capital Costs	2,100,000	-	-	-	-	-	2,100,000
	Funding Sources:							
	Sewer Fund	2,100,000	-	-	-	-	-	2,100,000
	Bond Proceeds	-	-	-	-	-	-	-
	Subtotal, Non-Capacity Projects:							
	Capital Costs	3,383,000	3,799,000	2,257,000	1,237,000	4,680,000	580,000	15,936,000
SUMMARY:								
CAPITAL COSTS								
	Capacity Projects	-	-	-	-	-	-	-
	Non-Capacity Projects	3,383,000	3,799,000	2,257,000	1,237,000	4,680,000	580,000	15,936,000
	Total Costs	3,383,000	3,799,000	2,257,000	1,237,000	4,680,000	580,000	15,936,000
FUNDING SOURCES:								
	Utility Funds (Sewer)	3,383,000	3,799,000	2,257,000	1,237,000	4,680,000	580,000	15,936,000
	Bond Proceeds	-	-	-	-	-	-	-
	Total Funding	3,383,000	3,799,000	2,257,000	1,237,000	4,680,000	580,000	15,936,000

City of Auburn Draft Capital Facilities Plan

SEWER FUND (461)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **Sanitary Sewer Repair & Replacement/System Improvements Program**
 Project No: **sebd01**
 Project Type: **Non-Capacity (Repair and Replacement)**
 Project Manager: **Bob Elwell**

Description:

Repair and replace (R&R) broken sewer mains and other facilities. These lines will be identified through television inspection and routine cleaning. This program includes funding for R&R projects which have not been identified as a separate R&R project or are not associated transportation projects. Anticipated projects include bi-annual, stand-alone, repair and replacement projects for sewer lines which are broken, misaligned, "bellied" or otherwise require an inordinate amount of maintenance effort or present a risk of backup or trench failure, and facilities which generate consistent odor complaints. Additionally, system improvements which enhance the ability to maintain service are included here.

Comprehensive Plan Project #1.

Progress Summary:

21 Sites were identified 2017. Funds from this program were transferred to CP1805 - 2019 Sewer Repair and Replacement project which used those funds to complete four of the sites using cured in place pipe (CIPP) lining. 2020 and 2021 funds will be used to complete the remaining sites as part of project CP2010.

Future Impact on Operating Budget:

This should slightly decrease the operating budget by correcting the problems that require operation staff's attention.

Activity:

	(Previous 2 Yrs.)	2020 YE			2021 Year End
	Prior to 2020	Estimate	2021 Budget	2022 Budget	Project Total
Funding Sources:					
Unrestricted Sewer Revenue			-	300,000	-
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	300,000	-
Capital Expenditures:					
Design	-	-	-	250,000	-
Right of Way	-	-	-	20,000	-
Construction	-	-	-	30,000	-
Total Expenditures:	-	-	-	300,000	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Sewer Revenue	1,500,000	300,000	1,500,000	300,000	3,900,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	1,500,000	300,000	1,500,000	300,000	3,900,000
Capital Expenditures:					
Design	150,000	250,000	150,000	250,000	1,050,000
Right of Way	-	20,000	-	20,000	60,000
Construction	1,350,000	30,000	1,350,000	30,000	2,790,000
Total Expenditures:	1,500,000	300,000	1,500,000	300,000	3,900,000

City of Auburn Draft Capital Facilities Plan

SEWER FUND (461)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Enterprise Funds

Project Title: **Street Utility Improvements**
 Project No: **sebd02**
 Project Type: **Non Capacity (Repair and Replacement)**
 Project Manager: **Bob Elwell**

Description:

Sewer system repair and replacements in coordination with transportation projects.
Comprehensive Plan Project #2.

Progress Summary:

Ongoing

Future Impact on Operating Budget:

No significant Impact

Activity:

	(Previous 2 Yrs.) Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Sewer Revenue	-	-	200,000	200,000	200,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	200,000	200,000	200,000
Capital Expenditures:					
Design			30,000	30,000	30,000
Right of Way			-	-	-
Construction			170,000	170,000	170,000
Total Expenditures:	-	-	200,000	200,000	200,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Sewer Revenue	200,000	200,000	200,000	200,000	1,200,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	200,000	200,000	200,000	200,000	1,200,000
Capital Expenditures:					
Design	30,000	30,000	30,000	30,000	180,000
Right of Way	-	-	-	-	-
Construction	170,000	170,000	170,000	170,000	1,020,000
Total Expenditures:	200,000	200,000	200,000	200,000	1,200,000

City of Auburn Draft Capital Facilities Plan

SEWER FUND (461)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **Sewer Vactor Decant Facility**
 Project No: **sebd03**
 Project Type: **Non-Capacity (Improvements)**
 Project Manager: **TBD**

Description:

Currently the City hauls vactored sewage waste to the County landfill on a biweekly basis. The sewage sludge is considerably wet, thus Utility funds are paying for the disposal of water. This project consists of a study/analysis to assess the City's vactor disposal method and identify a cost-effective alternative to the status quo. Possible recommendations may include maintaining current operations, constructing a gravity decant facility, incorporating special equipment into the vactor truck to increase decanting ability, purchasing specialized dewatering machinery, or collaborating with neighboring utilities for the shared use of facilities and equipment.

Comprehensive Plan Project #3.

Progress Summary:

Future Impact on Operating Budget:

This project could decrease the future operating budget by reducing the expenses associated with hauling saturated waste to the County landfill.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Sewer Revenue	-	-	180,000	-	180,000
Grants (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	180,000	-	180,000
Capital Expenditures:					
Design	-	-	180,000	-	180,000
Right of Way/Property Acquisition	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	180,000	-	180,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Sewer Revenue	-	-	-	-	180,000
Grants (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	180,000
Capital Expenditures:					
Design	-	-	-	-	180,000
Right of Way/Property Acquisition	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	-	180,000

City of Auburn Draft Capital Facilities Plan

SEWER FUND (461)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **Manhole Ring and Cover Replacement**
 Project No: **sebd04**
 Project Type: **Non-Capacity (Repair and Replacement)**
 Project Manager: **Bob Elwell**

Description:

As manholes and roads age and their condition deteriorates, access covers and the rings in which they sit can become loose and/or misaligned, and can become a road hazard requiring maintenance staff attention and increasing the City's liability. This annual project will replace approximately 50 sewer manhole rings and covers to maintain access to the sewer system and to decrease the likelihood of the manholes becoming road hazards. In some years, this replacement will be as a stand-alone project, and in some years many of these replacements will be in conjunction with other City capital projects. **Comprehensive Plan Project #7.**

Progress Summary:

Ongoing

Future Impact on Operating Budget:

This project could decrease the future operating budget by reducing the need for staff to respond to loose manholes or lids.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Sewer Revenue	-	-	80,000	80,000	80,000
Grants (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	80,000	80,000	80,000
Capital Expenditures:					
Design	-	-	8,000	8,000	8,000
Right of Way/Property Acquisition	-	-	-	-	-
Construction	-	-	72,000	72,000	72,000
Total Expenditures:	-	-	80,000	80,000	80,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Sewer Revenue	80,000	80,000	80,000	80,000	480,000
Grants (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	80,000	80,000	80,000	80,000	480,000
Capital Expenditures:					
Design	8,000	8,000	8,000	8,000	48,000
Right of Way/Property Acquisition	-	-	-	-	-
Construction	72,000	72,000	72,000	72,000	432,000
Total Expenditures:	80,000	80,000	80,000	80,000	480,000

City of Auburn Draft Capital Facilities Plan

SEWER FUND (461)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **Sewer Pump Station Replacement/Improvement Program**
 Project No: **sebd05**
 Project Type: **Non-Capacity (Repair and Replacement/Improvements)**
 Project Manager: **Bob Elwell**

Description:

The Sewer Utility's infrastructure currently consists of 17 public sewer pump stations that range in age from 1 to over 50 years old. As those stations age, and utility operations change, considerations such as station condition, component condition, capacity, reliability, and safety suggest that stations be upgraded, rehabilitated, and replaced. This program fund will provide funding to meet those needs over the next six years.

Comprehensive Plan Project #4.

Progress Summary:

Following the results of the systematic pump station evaluation study, the 2017-2022 funds for this program were divided into the Pump Station Electrical Improvements project (for common improvements at many stations) and the Pump Station Replacement project (for Rainier Ridge). As future considerations of reliability, capacity, and condition are evaluated, and specific projects are developed, these funds will be designated for those projects. In 2018, the program cost was adjusted to reflect escalation of 3% per year from 2017.

Future Impact on Operating Budget:

This project will not have a significant effect on operating budget.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Sewer Revenue	-	-	-	-	-
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way/Property Acquisition	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	-	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Sewer Revenue	255,000	525,000	2,900,000	-	3,680,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	255,000	525,000	2,900,000	-	3,680,000
Capital Expenditures:					
Design	255,000	525,000	230,000	-	1,010,000
Right of Way/Property Acquisition	-	-	-	-	-
Construction	-	-	2,670,000	-	2,670,000
Total Expenditures:	255,000	525,000	2,900,000	-	3,680,000

City of Auburn Draft Capital Facilities Plan

SEWER FUND (461)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Enterprise Funds

Project Title: **Pump Station Electrical Improvements**
 Project No: **cp1812**
 Project Type: **Non-capacity**
 Project Manager: **Jeff Bender**

Description:

This project will design and construction improvements to the City's sewer pump stations' electrical systems that were identified by the 2016 Pump Station Condition Assessment Project. The additions and modifications are intended to increase employee safety as well as operational efficiency. They include adding dry well control panel disconnects, bringing intrinsically safe wiring up to code, organizing, labelling, and dressing out control panel boxes, adding dry well HMI computer screens, creating uniform as-built wiring diagrams for each station, as well as several other modifications identified for specific stations. Funding for this project was derived from the Sewer Pump Station Replacement/Improvement program (sebd05).

Progress Summary:

For reasons of efficiency in design and constructions, some elements of the design applicable to all the stations and the specific design and construction of improvements for the 22nd Street and 'R' Street Pump Stations were completed as part of CP1719. Specific design for the remainder of the project will begin in 2019, and the project will be complete in 2021. In 2018, the program cost was adjusted to reflect escalation of 3% per year from 2017.

Future Impact on Operating Budget:

This project will not have a significant effect on operating budget.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Sewer Revenue	29,429	1,133,055	10,000	-	1,172,484
Grants (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	29,429	1,133,055	10,000	-	1,172,484
Capital Expenditures:					
Design	6,692	226,656	2,000	-	235,348
Right of Way	-	-	-	-	-
Construction	-	906,399	8,000	-	914,399
Total Expenditures:	6,692	1,133,055	10,000	-	1,149,747

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Sewer Revenue	-	-	-	-	10,000
Grants (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	10,000
Capital Expenditures:					
Design	-	-	-	-	2,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	8,000
Total Expenditures:	-	-	-	-	10,000

City of Auburn Draft Capital Facilities Plan

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Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **Inflow and Infiltration Study**
 Project No: **sebd11**
 Project Type: **Non-Capacity (Improvement)**
 Project Manager: **TBD**

Description:

This project will assess portions of the City Sewer Service Area for infiltration/inflow (I/I) values. Excessive localized I/I can be an indicator of poor sewer main and side sewer conditions and could contribute to capacity issues in the future. This project will monitor flow in the collection system over several years. This data will then be used to help identify repair and replacement needs, modeling purposes, and for I/I assessment in future updates to the Comprehensive Sewer Plan.

Comprehensive Plan Project #9.

Progress Summary:

In 2018, the program cost was adjusted to reflect escalation of 3% per year from 2014. Initial flow monitors were installed in May, 2020 with additional monitors to be added in September/October, 2020. Monitoring locations in future years will be determined based on the results of the initial phase of monitoring. The next two years of data collection coincides with King County's flow monitoring program which will allow the data to be shared and correlated.

Future Impact on Operating Budget:

This project will not have a significant effect on operating budget.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Sewer Revenue	-	312,000	163,000	167,000	475,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	312,000	163,000	167,000	475,000
Capital Expenditures:					
Design/Analysis	-	312,000	163,000	167,000	475,000
Right of Way/Property Acquisition	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	312,000	163,000	167,000	475,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Sewer Revenue	172,000	-	-	-	502,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	172,000	-	-	-	502,000
Capital Expenditures:					
Design/Analysis	172,000	-	-	-	502,000
Right of Way/Property Acquisition	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	172,000	-	-	-	502,000

City of Auburn Draft Capital Facilities Plan

SEWER FUND (461)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **Comprehensive Sewer Plan Update**
 Project No: **sebd12**
 Project Type: **Non-Capacity (Repair and Replacement/Improvement)**
 Project Manager: **Bob Elwell**

Description:

This project will prepare an update to the City's Sewer Comprehensive Plan to be adopted by City Council as part of the City's overall Comprehensive Plan to be completed by June 2024. City staff will prepare portions of the plan and will engage consultants to complete some of the tasks including hydraulic modeling, financial analysis, and cost estimation.
Comprehensive Plan Project #10.

Progress Summary:

The deadline for completion of the City's Comprehensive Plan has been extended from June 2023 to June 2024. Preliminary project planning underway in 2020.

Future Impact on Operating Budget:

This project will not have a significant effect on operating budget.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Sewer Revenue	-	-	40,000	140,000	40,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	40,000	140,000	40,000
Capital Expenditures:					
Design	-	-	40,000	140,000	40,000
Right of Way/Property Acquisition	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	40,000	140,000	40,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Sewer Revenue	50,000	20,000	-	-	250,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	50,000	20,000	-	-	250,000
Capital Expenditures:					
Design	50,000	20,000	-	-	250,000
Right of Way/Property Acquisition	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	50,000	20,000	-	-	250,000

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SEWER FUND (461)

Capital Facilities Plan

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Enterprise Funds

Project Title: **F Street SE Non-Motorized Improvements**
 Project No: **cp1416**
 Project Type: **Non-Capacity (Repair and Replacement)**
 Project Manager: **Seth Wickstrom**

Description:

Replace approximately 420 LF of 15"-18" diameter clay pipe as part of the City's transportation project: F Street SE Non-Motorized Improvements project. Constructing this project in association with a road improvement project reduces costs and avoids damage to the new roadway that would occur if the pipe was not replaced and experienced a failure or blockage.

Progress Summary:

Project construction underway in 2020. Funds shown in 2021 are a placeholder for a potential 2020 project budget carryforward.

Future Impact on Operating Budget:

This project saves money and avoids damage to the new roadway that could occur if the pipe was not replaced and experienced a failure of blockage.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Sewer Revenue	14,463	163,200	10,000	-	187,663
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	14,463	163,200	10,000	-	187,663
Capital Expenditures:					
Design	14,463	5,000	8,000	-	27,463
Right of Way/Property Acquisition	-	-	-	-	-
Construction	-	158,200	2,000	-	160,200
Total Expenditures:	14,463	163,200	10,000	-	187,663

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Sewer Revenue	-	-	-	-	10,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	10,000
Capital Expenditures:					
Design	-	-	-	-	8,000
Right of Way/Property Acquisition	-	-	-	-	-
Construction	-	-	-	-	2,000
Total Expenditures:	-	-	-	-	10,000

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SEWER FUND (461)

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Capital Facilities Plan

Enterprise Funds

Project Title: **M Street NE Widening**
 Project No: **sebd08**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

Replace approximately 170 LF of 12" and 20 LF of 8" vitrified clay sewer line in M St NE between Main Street and 1st St NE and replace approximately 100 LF of 8" PVC between 2nd and 3rd Street NE to repair a belly at the downstream end of the pipe in conjunction with street improvements.

Progress Summary:

Future Impact on Operating Budget:

No significant Impact

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Sewer Revenue	-	-	-	12,000	-
Grants (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	12,000	-
Capital Expenditures:					
Design	-	-	-	12,000	12,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	12,000	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Sewer Revenue	-	112,000	-	-	124,000
Grants (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	112,000	-	-	124,000
Capital Expenditures:					
Design	-	12,000	-	-	24,000
Right of Way	-	-	-	-	-
Construction	-	100,000	-	-	100,000
Total Expenditures:	-	112,000	-	-	124,000

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SEWER FUND (461)

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Capital Facilities Plan

Enterprise Funds

Project Title: **Rainier Ridge Pump Station Rehabilitation/Replacement**
 Project No: **cp2009**
 Project Type: **Non-capacity**
 Project Manager: **Jai Carter**

Description:

The Rainer Ridge Pump Station was constructed in 1980. Most of the property within its tributary basin has been fully developed, and the station has very little excess capacity. As such, there is a very short response time in the event of a pump failure, especially during peak use. Additionally, the PVC force main has had several breaks, and should be replaced. The initial phase of this project will examine the alternatives of rehabilitating the station, replacing major components, or replacing the entire station. The proposed funding assumes a complete replacement, and will be adjusted pending the alternatives analysis. Funding for this project was derived from the Sewer Pump Station Replacement/Improvement program (sebd05).

Progress Summary:

The 2016 Pump Station Evaluation project identified both the 22nd Street and Rainier Ridge Pump Stations to be rehabilitated or replaced. While 22nd Street was initially considered the more critical of the two, several improvements have been made to that station which has increased its useful life, so rehabilitation/replacement of Rainier Ridge became the more critical task. In 2018, the program cost was adjusted to reflect escalation of 3% per year from 2017.

Future Impact on Operating Budget:

This project will not have a significant effect on operating budget.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Sewer Revenue	-	65,000	450,000	2,900,000	515,000
Grants (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	65,000	450,000	2,900,000	515,000
Capital Expenditures:					
Design	-	65,000	450,000	220,000	515,000
Right of Way	-	-	-	-	-
Construction	-	-	-	2,680,000	-
Total Expenditures:	-	65,000	450,000	2,900,000	515,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Sewer Revenue	-	-	-	-	3,350,000
Grants (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	3,350,000
Capital Expenditures:					
Design	-	-	-	-	670,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	2,680,000
Total Expenditures:	-	-	-	-	3,350,000

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SEWER FUND (461)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **2nd Street SE Preservation**
 Project No: **CP2003**
 Project Type: **Non-capacity**
 Project Manager: **Jai Carter**

Description:

This project replaces approximately 450 LF of 8" concrete sewer line with 8" PVC and replaces 2 manholes as part of a street reconstruction project for 2nd Street SE between A Street SE and Auburn Way South.

Progress Summary:

City was awarded transportation grant funding in 2019 and the project design began in 2020. Sewer funds for this project will be transferred from sebd02 (2020), with a \$30,000 in-fund transfer, and \$150,000 "rebudgeting" in 2021.

Future Impact on Operating Budget:

No significant impact

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Sewer Revenue	-	30,000	150,000	-	180,000
Grants (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	30,000	150,000	-	180,000
Capital Expenditures:					
Design	-	30,000	10,000	-	40,000
Right of Way	-	-	-	-	-
Construction	-	-	140,000	-	140,000
Total Expenditures:	-	30,000	150,000	-	180,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Sewer Revenue	-	-	-	-	150,000
Grants (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	150,000
Capital Expenditures:					
Design	-	-	-	-	10,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	140,000
Total Expenditures:	-	-	-	-	150,000

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SEWER FUND (461)

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Capital Facilities Plan

Enterprise Funds

Project Title: **2021 Sewer Repair and Replacement**
 Project No: **CP2010**
 Project Type: **Non-capacity**
 Project Manager: **Jai Carter**

Description:

This project is a continuation of the 2019 Sewer R&R project (CP1805), and proposes to complete the design and construction of the repairs not completed during the construction phase of that project and to add three new sites. This project plans to replace a total of approximately 2585 LF of 8"-10" diameter sewer line at 9 separate sites, and to complete 10 spot repairs.

Progress Summary:

Project design began in 2020. The 2021 budget for project has been increased by \$600,000 over the previously programmed \$1,500,000 based on unspent funds budgeted in 2020 for project CP1805.

Future Impact on Operating Budget:

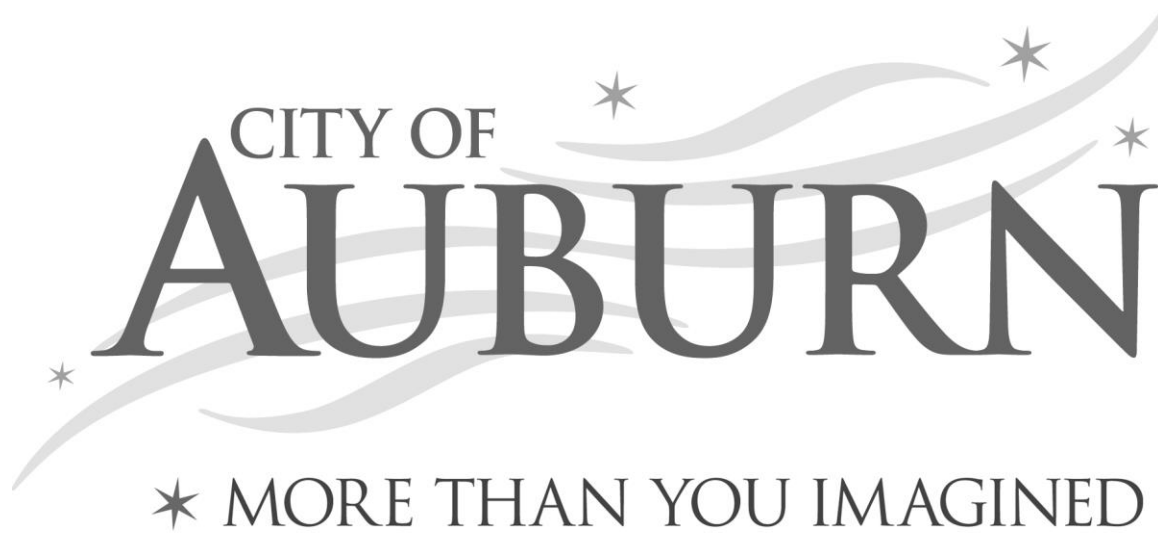
This project should slightly decrease the operating budget by correcting the problems that require operation staff's attention.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Sewer Revenue	-	300,000	2,100,000	-	2,400,000
Grants (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	300,000	2,100,000	-	2,400,000
Capital Expenditures:					
Design	-	300,000	100,000	-	400,000
Right of Way	-	-	-	-	-
Construction	-	-	2,000,000	-	2,000,000
Total Expenditures:	-	300,000	2,100,000	-	2,400,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Sewer Revenue	-	-	-	-	2,100,000
Grants (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	2,100,000
Capital Expenditures:					
Design	-	-	-	-	100,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	2,000,000
Total Expenditures:	-	-	-	-	2,100,000



STORM DRAINAGE

Current Facilities

The City's storm drainage service area encompasses the municipal boundaries of the City. For management purposes, the service area is divided into 59 drainage sub-basins. The City's drainage system consists of a combination of closed conveyance pipes and open ditch conveyance facilities, with seven pumping stations. Table SD-1 Facilities Inventory lists the facilities along with their current capacities and location.

Level of Service (LOS)

The City's Comprehensive Drainage Plan summarizes the level of service (LOS), or design criteria, for the City's storm drainage system. Generally, these standards represent a 25-year/24-hour design storm capacity within the 59 drainage sub-basins.

Capital Facilities Projects and Financing

The City's storm drainage facilities anticipate one capacity project in the amount of \$208,100 and twenty non-capacity projects totaling \$21,097,000 for a six-year planning expectation total of \$21,305,100. Table SD-2 shows the proposed financing plan followed by individual worksheets showing the project detail.

Impact on Future Operating Budgets

There are no operating budget impacts forecasted for storm drainage facilities during the six years 2022 – 2027.

City of Auburn Draft Capital Facilities Plan

TABLE SD-1

Facilities Inventory
Storm Drainage Facilities

FACILITY	CAPACITY			LOCATION
	Acres	Feet of Pipeline	Feet of Open Channels	
<i>Drainage Basins:</i>				
A	562	38,226	1,440	<i>See City of Auburn's Comprehensive Drainage Plan, Dec. 2015</i>
AA	410	17,179	3,479	
AAA	296	3,031	5,187	
AZ	779	70,921	18,314	
B	865	104,655	0	
BB	15	1,626	0	
BBB	73	0	0	
C	836	91,901	5,842	
CC	242	2,595	0	
CCC	986	72,192	18,492	
D	168	20,973	177	
DD	231	30	0	
DDD	63	4,047	0	
E	726	59,724	8,478	
EE	563	3,611	0	
F	83	9,731	0	
FF	361	2,719	1358	
G	134	20,090	0	
GG	226	4,923	413	
H	561	43,362	614	
HH	392	0	0	
I	238	28,161	3,081	
II	305	0	0	
J	255	5,096	1,571	
JJ	1,185	36,581	3,177	
K	268	14,715	22	
KK	391	0	0	
L	87	14,483	3,747	
LL	198	117	2,586	
LS	1,138	78,592	13,392	
M	547	39,958	6,796	
MM	332	1,949	184	
N	128	10,582	0	
NN	562	11,913	6,058	
NNN	175	2,717	705	
O	176	19,431	2,368	
OO	1,397	51,884	17,648	
P	189	8,161	1,368	
PP	110	1,459	0	
PPP	161	3,863	2,091	
QQ	334	13,313	3,777	

City of Auburn Draft Capital Facilities Plan

TABLE SD-1 (continued)

Facilities Inventory
Storm Drainage Facilities

FACILITY	CAPACITY			LOCATION
	Acres	Feet of Pipeline	Feet of Open Channels	
R	55	7,221	0	
RR	249	12,038	673	
S	287	17,121	2,227	
SS	333	20,929	2,140	
T	698	94,609	4,026	
TT	137	2,076	1,254	
U	365	10,934	0	
UU	456	20,304	3,430	
V	662	38,491	7,182	
W	289	37,158	5,041	
WC	101	10,099	0	
WW	71	1,176	1,708	
X	40	3,616	0	
YY	326	20,244	3,756	
YYY	105	155	639	
Z	70	9,678	0	
ZZ	935	59,355	19,262	
ZZZ	238	0	0	
Total	22,165	1,279,715	183,703	

FACILITY	(GPM)	LOCATION
<u>Pump Stations:</u>		
Brannan Park Pump Station #4	20,200	Brannan Park
White River Pump Station	17,700	5000 block A Street SE
Emerald Corp. Park Pump Station	6,500	C Street NE near 42nd Street
M St SE Grade Separation	1,500	328 M St SE
A Street SE Pump Station	1,380	A Street SE near SR-18 and BNRR overpass
West Main Street Pump Station	1,200	1420 West Main Street
Auburn Way S Pump Station #3	1,000	Auburn Way S near SR-18 and BNRR overpass

City of Auburn Draft Capital Facilities Plan

TABLE SD-2

**CAPITAL FACILITIES PLAN PROJECTS AND FINANCING
STORM DRAINAGE DIVISION**

		2021	2022	2023	2024	2025	2026	Total
Page	<u>Capacity Projects:</u>							
149	37th St. NW Storm Improvement							
	Capital Costs	208,100	-	-	-	-	-	208,100
	Funding Sources:							
	Storm Fund	26,130	-	-	-	-	-	26,130
	King Co. Opportunity Fund	181,970	-	-	-	-	-	181,970
	<u>Subtotal, Capacity Projects:</u>							
	Capital Costs	208,100	-	-	-	-	-	208,100
	<u>Non-Capacity Projects:</u>							
150	Pipeline Repair & Replacement Program							
	Capital Costs	324,000	125,000	1,250,000	125,000	1,250,000	125,000	3,199,000
	Funding Sources:							
	Storm Fund	324,000	125,000	1,250,000	125,000	1,250,000	125,000	3,199,000
	Bond Proceeds	-	-	-	-	-	-	-
151	2021 Storm Renewal & Replacement Project							
	Capital Costs	1,000,000	-	-	-	-	-	1,000,000
	Funding Sources:							
	Storm Fund	926,000	-	-	-	-	-	926,000
	Pierce Co. Opportunity Fund	74,000	-	-	-	-	-	74,000
	Bond Proceeds	-	-	-	-	-	-	-
152	30th Street NE Area Flooding, Phase 3							
	Capital Costs	-	-	-	-	673,000	2,244,000	2,917,000
	Funding Sources:							
	Storm Fund	-	-	-	-	673,000	2,244,000	2,917,000
	Bond Proceeds	-	-	-	-	-	-	-
153	Street Utility Improvements							
	Capital Costs	250,000	250,000	250,000	250,000	250,000	250,000	1,500,000
	Funding Sources:							
	Storm Fund	250,000	250,000	250,000	250,000	250,000	250,000	1,500,000
	Bond Proceeds	-	-	-	-	-	-	-
154	2021 Local Street Preservation - G Street SE and Riverwalk/Forest Ridge							
	Capital Costs	440,000	-	-	-	-	-	440,000
	Funding Sources:							
	Storm Fund	440,000	-	-	-	-	-	440,000
	Bond Proceeds	-	-	-	-	-	-	-
155	AWN Preservation Project Phase 3							
	Capital Costs	10,000	-	-	-	-	-	10,000
	Funding Sources:							
	Storm Fund	10,000	-	-	-	-	-	10,000
	Bond Proceeds	-	-	-	-	-	-	-

City of Auburn Draft Capital Facilities Plan

TABLE SD-2 (continued)

		2021	2022	2023	2024	2025	2026	Total
Page	<u>Non-Capacity Projects:</u>							
156	Comprehensive Storm Drainage Plan Update							
	Capital Costs	40,000	140,000	50,000	20,000	-	-	250,000
	Funding Sources:							
	Storm Fund	40,000	140,000	50,000	20,000	-	-	250,000
	Bond Proceeds	-	-	-	-	-	-	-
157	Vegetation Sorting Facility							
	Capital Costs	902,000	-	-	-	-	-	902,000
	Funding Sources:							
	Storm Fund	902,000	-	-	-	-	-	902,000
	Bond Proceeds	-	-	-	-	-	-	-
158	Auburn Municipal Airport Runway Enhancements							
	Capital Costs	10,000	-	-	-	-	-	10,000
	Funding Sources:							
	Storm Fund	10,000	-	-	-	-	-	10,000
	Bond Proceeds	-	-	-	-	-	-	-
159	North Airport Area Improvements							
	Capital Costs	175,000	1,100,000	-	-	-	-	1,275,000
	Funding Sources:							
	Storm Fund	175,000	1,100,000	-	-	-	-	1,275,000
	Bond Proceeds	-	-	-	-	-	-	-
160	D St. SE Storm Improvement							
	Capital Costs	508,000	1,742,000	-	-	-	-	2,250,000
	Funding Sources:							
	Storm Fund	508,000	1,742,000	-	-	-	-	2,250,000
	Bond Proceeds	-	-	-	-	-	-	-
161	S. 330th St. & 46th Pl. S. Storm Improvement							
	Capital Costs	294,000	-	-	-	-	-	294,000
	Funding Sources:							
	Storm Fund	294,000	-	-	-	-	-	294,000
	Bond Proceeds	-	-	-	-	-	-	-
162	23rd Street SE Storm Improvement							
	Capital Costs	174,000	596,000	-	-	-	-	770,000
	Funding Sources:							
	Storm Fund	174,000	596,000	-	-	-	-	770,000
	Bond Proceeds	-	-	-	-	-	-	-
163	Riverwalk Drive SE Non-Motorized Improvements							
	Capital Costs	68,000	454,000	-	-	-	-	522,000
	Funding Sources:							
	Storm Fund	68,000	454,000	-	-	-	-	522,000
	Bond Proceeds	-	-	-	-	-	-	-
164	S. 314th St. & 54th Ave S. Storm Improvement Ph. 1							
	Capital Costs	-	102,000	416,000	-	-	-	518,000
	Funding Sources:							
	Storm Fund	-	102,000	416,000	-	-	-	518,000
	Bond Proceeds	-	-	-	-	-	-	-

City of Auburn Draft Capital Facilities Plan

TABLE SD-2 (continued)

	2021	2022	2023	2024	2025	2026	Total
Page	Non-Capacity Projects:						
165	S. 314th St. & 54th Ave S. Storm Improvement Ph. 2						
	Capital Costs	-	-	115,000	281,000	-	396,000
	Funding Sources:						
	Storm Fund	-	-	115,000	281,000	-	396,000
	Bond Proceeds	-	-	-	-	-	-
166	M Street NE Widening						
	Capital Costs	-	50,000	-	350,000	-	400,000
	Funding Sources:						
	Storm Fund	-	50,000	-	350,000	-	400,000
	Bond Proceeds	-	-	-	-	-	-
167	West Main Street Pump Station Upgrade						
	Capital Costs	-	-	850,000	2,914,000	-	3,764,000
	Funding Sources:						
	Storm Fund	-	-	850,000	2,514,000	-	3,364,000
	King Co. Opportunity Fund	-	-	-	400,000	-	400,000
168	Manhole & Catchbasin Frame and Grate Replacement						
	Capital Costs	80,000	80,000	80,000	80,000	80,000	480,000
	Funding Sources:						
	Storm Fund	80,000	80,000	80,000	80,000	80,000	480,000
	Bond Proceeds	-	-	-	-	-	-
169	Auburn Way North and 1st St NE Signal Replacement						
	Capital Costs	200,000	-	-	-	-	200,000
	Funding Sources:						
	Storm Fund	200,000	-	-	-	-	200,000
	Bond Proceeds	-	-	-	-	-	-
	Subtotal, Non-Capacity Projects:						
	Capital Costs	4,475,000	4,639,000	3,011,000	4,020,000	2,253,000	21,097,000

	2020	2021	2022	2023	2024	2025	Total
SUMMARY:							
CAPITAL COSTS							
Capacity Projects	208,100	-	-	-	-	-	208,100
Non-Capacity Projects	4,475,000	4,639,000	3,011,000	4,020,000	2,253,000	2,699,000	21,097,000
Total Costs	4,683,100	4,639,000	3,011,000	4,020,000	2,253,000	2,699,000	21,305,100
FUNDING SOURCES:							
Storm Fund	4,427,130	4,639,000	3,011,000	3,620,000	2,253,000	2,699,000	20,649,130
King Co. Opportunity Fund	181,970	-	-	400,000	-	-	581,970
Pierce Co. Opportunity Fund	74,000	-	-	-	-	-	74,000
Bond Proceeds	-	-	-	-	-	-	-
Total Funding	4,683,100	4,639,000	3,011,000	4,020,000	2,253,000	2,699,000	21,305,100

City of Auburn Draft Capital Facilities Plan

STORM DRAINAGE FUND (462)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Enterprise Funds

Project Title: **37th St. NW Storm Improvement**
 Project No: **cp1724**
 Project Type: **Capacity**
 Project Manager: **Luis Barba**

Description:

This project will replace the damaged and eroded existing pipes spanning the PSE substation access driveway in vicinity of 37th ST. NE near I St NW. During periods of prolonged heavy flows, this side channel to Mill Creek exceeds the capacity of the combined culverts and backs up onto 37th St. NW and also impacts the Interurban Trail.

Comprehensive Plan Project #2

Progress Summary:

The city has been awarded a \$210,000 King County Opportunity Grant. Hydraulic modeling and preliminary culvert design and initial meetings with the permitting agencies have been completed. Coordination with PSE is ongoing to establish the available location of the culvert spanning the substation driveway.

Future Impact on Operating Budget:

None

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Storm Revenue	7,845	30,000	26,130	-	63,975
Grants- Secured (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
King County Opportunity Grant	28,035	-	181,970	-	210,005
Total Funding Sources:	35,880	30,000	208,100	-	273,980
Capital Expenditures:					
Design	35,880	30,000	-	-	65,880
Right of Way	-	-	-	-	-
Construction	-	-	208,100	-	208,100
Total Expenditures:	35,880	30,000	208,100	-	273,980

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Storm Revenue	-	-	-	-	26,130
Grants- Secured (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
King County Opportunity Grant	-	-	-	-	181,970
Total Funding Sources:	-	-	-	-	208,100
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	208,100
Total Expenditures:	-	-	-	-	208,100

Grants / Other Sources: King County Opportunity Grant

City of Auburn Draft Capital Facilities Plan

STORM DRAINAGE FUND (462)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **Pipeline Repair & Replacement Program**
 Project No: **sdbd03**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

This program provides funding for projects involving replacement of existing infrastructure. These projects support street repairs and other utility replacement programs, requiring coordination. This program recently funded the 2018 Storm Repair & Replacement Project (cp1823).

Comprehensive Plan Project #1.

Progress Summary:

Construction of project CP1823 underway in 2020.

Future Impact on Operating Budget:

Repair and replacement of aging infrastructure should reduce operating costs.

Activity:

	(Previous 2 Years) Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Storm Revenue	942,092	-	324,000	125,000	1,266,092
Grants- Secured (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	942,092	-	324,000	125,000	1,266,092
Capital Expenditures:					
Design	187,891	-	-	125,000	187,891
Right of Way	-	-	-	-	-
Construction	754,201	-	324,000	-	1,078,201
Total Expenditures:	942,092	-	324,000	125,000	1,266,092

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Storm Revenue	1,250,000	125,000	1,250,000	125,000	3,199,000
Grants- Secured (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	1,250,000	125,000	1,250,000	125,000	3,199,000
Capital Expenditures:					
Design	-	125,000	-	125,000	375,000
Right of Way	-	-	-	-	-
Construction	1,250,000	-	1,250,000	-	2,824,000
Total Expenditures:	1,250,000	125,000	1,250,000	125,000	3,199,000

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STORM DRAINAGE FUND (462)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **2021 Storm Renewal & Replacement Project**
 Project No: **cp2017**
 Project Type: **Non-Capacity**
 Project Manager: **Luis Barba**

Description:

This project will provide improvements to the existing storm drainage system to eliminate known drainage issues and reduce maintenance at six sites: Eastpoint Storm Pond, Mountain View Cemetery, SE 304th Street at 108th Ave SE, A St NE near 7th St NE, S 316th Street near 55th Ave S, and south side of Mill Pond Drive near Oravetz Rd.

Progress Summary:

Project design underway in 2020.

Future Impact on Operating Budget:

Lower maintenance costs due to reducing stormwater runoff onto roadways and sidewalks.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Storm Revenue	-	100,000	926,000	-	1,026,000
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Pierce County FCZD Opportunity Fund	-	-	74,000	-	74,000
Total Funding Sources:	-	100,000	1,000,000	-	1,100,000
Capital Expenditures:					
Design	-	100,000	-	-	100,000
Right of Way	-	-	-	-	-
Construction	-	-	1,000,000	-	1,000,000
Total Expenditures:	-	100,000	1,000,000	-	1,100,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Storm Revenue	-	-	-	-	926,000
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Pierce County FCZD Opportunity Fund	-	-	-	-	74,000
Total Funding Sources:	-	-	-	-	1,000,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	1,000,000
Total Expenditures:	-	-	-	-	1,000,000

City of Auburn Draft Capital Facilities Plan

STORM DRAINAGE FUND (462)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **30th Street NE Area Flooding, Phase 3**
 Project No: **cpxxxx**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

This project will reduce potential flooding in C St. NE by redirecting wet weather high flows southward to the 42-inch diameter (Phase 1) storm drain in 30th St. NE. By redirecting the C St. NE drainage into the Brannan Park system, these flows would no longer be affected by high water levels in Mill Creek. To avoid deepening the Phase 1 gravity line (and extensive retrofits to the Brannan Park pump station), this project would include a wet weather pump station and force main connection to 30th St. NE. The upgraded 42-inch diameter pipe in 30th St. NE would have sufficient capacity for these additional flows. Key components of Phase 3 include: Wet weather pump station (estimated capacity of 4.5 to 7 cfs), 1,730 feet of 15-inch diameter force main; Diversion structure in C St. NE for pump station.

Comprehensive Plan Project #4B.

Progress Summary:

This project was moved from 2023-2024 to 2024-2025 to balance storm funding requirements throughout the capital facilities plan. In 2020, the program cost was adjusted to reflect escalation of 3% per year from 2015.

Future Impact on Operating Budget:

Impacts are expected to increase due to high level of maintenance required for pump stations.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Storm Revenue	-	-	-	-	-
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	-	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Storm Revenue	-	-	673,000	2,244,000	2,917,000
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	673,000	2,244,000	2,917,000
Capital Expenditures:					
Design	-	-	673,000	-	673,000
Right of Way	-	-	-	-	-
Construction	-	-	-	2,244,000	2,244,000
Total Expenditures:	-	-	673,000	2,244,000	2,917,000

City of Auburn Draft Capital Facilities Plan

STORM DRAINAGE FUND (462)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **Street Utility Improvements**
 Project No: **sdbd04**
 Project Type: **Non Capacity**
 Project Manager: **TBD**

Description:

Storm system repair and replacements in coordination with transportation projects.
Comprehensive Plan Project #12.

Progress Summary:

In 2020, this program is funding the Awn Preservation Project Phase 3 (cp1904).

Future Impact on Operating Budget:

No significant Impact.

Activity:

	Previous 2 years Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Storm Revenue	200,000	20,000	250,000	250,000	470,000
Grants- Secured (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	200,000	20,000	250,000	250,000	470,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	200,000	20,000	250,000	250,000	470,000
Total Expenditures:	200,000	20,000	250,000	250,000	470,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Storm Revenue	250,000	250,000	250,000	250,000	1,500,000
Grants- Secured (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	250,000	250,000	250,000	250,000	1,500,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	250,000	250,000	250,000	250,000	1,500,000
Total Expenditures:	250,000	250,000	250,000	250,000	1,500,000

City of Auburn Draft Capital Facilities Plan

STORM DRAINAGE FUND (462)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **2021 Local Street Preservation - G Street SE and Riverwalk/Forest Ridge**
 Project No: **cp2019**
 Project Type: **Non-Capacity**
 Project Manager: **Troung**

Description:

This improvement will replace undersized and deteriorated storm line with the street project. Approximately 1150 feet of 12" storm line with catchbasins and manholes will be constructed.

Progress Summary:

Conceptual level design underway in 2020.

Future Impact on Operating Budget:

Repair and replacement of aging infrastructure should reduce operating costs.

Activity:

	(Previous 2 Years)	2020 YE			2021 Year End
	Prior to 2020	Estimate	2021 Budget	2022 Budget	Project Total
Funding Sources:					
Unrestricted Storm Revenue	-	60,000	440,000	-	500,000
Grants- Secured (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	60,000	440,000	-	500,000
Capital Expenditures:					
Design	-	60,000	-	-	60,000
Right of Way	-	-	-	-	-
Construction	-	-	440,000	-	440,000
Total Expenditures:	-	60,000	440,000	-	500,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Storm Revenue	-	-	-	-	440,000
Grants- Secured (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	440,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	440,000
Total Expenditures:	-	-	-	-	440,000

City of Auburn Draft Capital Facilities Plan

STORM DRAINAGE FUND (462)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **AWN Preservation Project Phase 3**
 Project No: **cp1904**
 Project Type: **Non Capacity**
 Project Manager: **TBD**

Description:

This improvement will construct storm improvements with transportation project CP1904 - AWN Preservation Project Phase 3, including eliminating cross connection(s) and installing new pipe and manhole(s).

Progress Summary:

Funding from Street Utility Improvements Program sdbd04 (\$90,000) and from Drainage Assessment Program sdbd07 (\$100,000). Project construction underway in 2020.

Future Impact on Operating Budget:

No significant Impact.

Activity:

	Previous 2 years Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Storm Revenue	-	190,000	10,000	-	200,000
Grants- Secured (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	190,000	10,000	-	200,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	190,000	10,000	-	200,000
Total Expenditures:	-	190,000	10,000	-	200,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Storm Revenue	-	-	-	-	10,000
Grants- Secured (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	10,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	10,000
Total Expenditures:	-	-	-	-	10,000

City of Auburn Draft Capital Facilities Plan

STORM DRAINAGE FUND (462)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Enterprise Funds

Project Title: **Comprehensive Storm Drainage Plan Update**
 Project No: **sdbd16**
 Project Type: **Non-Capacity**
 Project Manager: **Tim Carlaw**

Description:

This project will prepare an update to the City's Storm Drainage Comprehensive Plan to be adopted by City Council as part of the City's overall Comprehensive Plan to be completed by June 2024. City staff will prepare portions of the plan and will engage consultants to complete some of the tasks including hydraulic modeling, financial analysis, and cost estimation.

Comprehensive Plan Project #9.

Progress Summary:

In 2018, the project costs were escalated an average of 3% per year from 2015 to the year of completion. The deadline for completion of the City's Comprehensive Plan has been extended from June 2023 to June 2024. Preliminary project planning underway in 2020.

Future Impact on Operating Budget:

None

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Storm Revenue	-	-	40,000	140,000	40,000
Grants- Secured (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	40,000	140,000	40,000
Capital Expenditures:					
Design	-	-	40,000	140,000	40,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	40,000	140,000	40,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Storm Revenue	50,000	20,000	-	-	250,000
Grants- Secured (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	50,000	20,000	-	-	250,000
Capital Expenditures:					
Design	50,000	20,000	-	-	250,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	50,000	20,000	-	-	250,000

City of Auburn Draft Capital Facilities Plan

STORM DRAINAGE FUND (462)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Enterprise Funds

Project Title: **Vegetation Sorting Facility**
 Project No: **sdbd12**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

This project will prepare an evaluation of the benefits and costs of acquiring property to use as a vegetation sorting facility prior to disposal or reuse of materials from storm drainage maintenance activities (e.g., pond and ditch cleaning). The evaluation will identify potential use of a sorting facility by other City departments and by neighboring jurisdictions as a regional facility. If evaluation shows a reasonable benefit/cost ratio, the project implementation proceed with property acquisition and site improvements to construct the vegetation sorting facility. Cost includes bin barriers and sorting equipment to facilitate materials handling and separation.

Comprehensive Plan Project #10.

Progress Summary:

In 2018, the project costs were escalated an average of 3% per year from 2015 to the year of completion. Preliminary project scoping underway in 2020.

Future Impact on Operating Budget:

Overall operating costs should decrease as a result of improved efficiency from the sorting facility.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Storm Revenue	-	64,000	902,000	-	966,000
Grants- Secured (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	64,000	902,000	-	966,000
Capital Expenditures:					
Design	-	64,000	64,000	-	128,000
Right of Way	-	-	750,000	-	750,000
Construction/Equipment	-	-	88,000	-	88,000
Total Expenditures:	-	64,000	902,000	-	966,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Storm Revenue	-	-	-	-	902,000
Grants- Secured (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	902,000
Capital Expenditures:					
Design	-	-	-	-	64,000
Right of Way	-	-	-	-	750,000
Construction/Equipment	-	-	-	-	88,000
Total Expenditures:	-	-	-	-	902,000

City of Auburn Draft Capital Facilities Plan

STORM DRAINAGE FUND (462)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **Auburn Municipal Airport Runway Enhancements**
 Project No: **cp1516**
 Project Type: **Non-Capacity**
 Project Manager: **Wickstrom**

Description:

Comprehensive Plan Project #6 includes excavating additional storage capacity in Pond I, replacing the existing inlet pipe to Pond I at a lower elevation to direct additional flow into Pond I, and installing a backflow preventer at the outlet from the pond. Subsequent storm modeling has indicated that excess storage exists within the 4 open ponds at the airport but requires a larger inlet pipe to deliver greater flows into the ponds to maximize the storage. The scope of the project has been revised to include installation of 150 feet of 30" storm pipe to improve the inlet into Pond I, and 390 feet of 15" storm pipe to direct flows from the north hanger area into Pond I. The new underground stormwater detention system is being constructed as part of, and funded by, the runway extension.

Progress Summary:

Project construction underway in 2020 as a change order for with project CP1516 - Airport Runway Enhancements.

Future Impact on Operating Budget:

None

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Storm Revenue	-	127,500	10,000	-	137,500
Grants- Secured (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	127,500	10,000	-	137,500
Capital Expenditures:					
Design	-	12,500	-	-	12,500
Right of Way	-	-	-	-	-
Construction	-	115,000	10,000	-	125,000
Total Expenditures:	-	127,500	10,000	-	137,500

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Storm Revenue	-	-	-	-	10,000
Grants- Secured (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	10,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	10,000
Total Expenditures:	-	-	-	-	10,000

City of Auburn Draft Capital Facilities Plan

STORM DRAINAGE FUND (462)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Enterprise Funds

Project Title: **North Airport Area Improvements**
 Project No: **sdbd10**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

This project will eliminate Pond F and underground Pond G within subsurface chambers. Storm modeling for the north auburn airport area has determined that overall storage capacity is sufficient and will eliminate the existing bird netting and vegetation management for these two ponds.

Progress Summary:

The scope of this project has been revised to include the undergrounding of a portion of the open detention storage ponds at the Airport. The original project which included replacing the existing inlet pipe to Pond I at a lower elevation to capture additional flow is being constructed with a change order for CP1516 and will be completed in 2020. This will reduce the potential for flooding occurrence in this area.

Future Impact on Operating Budget:

Eliminating Pond F and undergrounding Pond G will significantly reduce the costs to maintain the bird netting and vegetation management within the ponds.

Activity:

Funding Sources:	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Unrestricted Storm Revenue	-	-	175,000	1,100,000	175,000
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	175,000	1,100,000	175,000
Capital Expenditures:					
Design	-	-	175,000	-	175,000
Right of Way	-	-	-	-	-
Construction	-	-	-	1,100,000	-
Total Expenditures:	-	-	175,000	1,100,000	175,000

Forecasted Project Cost:

Funding Sources:	2023	2024	2025	2026	Total 2021-2026
Unrestricted Storm Revenue	-	-	-	-	1,275,000
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	1,275,000
Capital Expenditures:					
Design	-	-	-	-	175,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	1,100,000
Total Expenditures:	-	-	-	-	1,275,000

City of Auburn Draft Capital Facilities Plan

STORM DRAINAGE FUND (462)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Enterprise Funds

Project Title: **D St. SE Storm Improvement**
 Project No: **sdbd18**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

This project will install approximately 990 L.F. 30-inch, 630 L.F. 24-inch and 1230 L.F. 12-inch of new gravity storm drain pipe to convey the 25-year flow along D Street SE from a flooding area that caused by failing dry wells located near the intersection of D Street SE and 25th Street SE. Additionally, the project will install approximately 380 LF 12-inch gravity storm drain pipe in F Street SE from 27th to 26th Street SE to complete a missing line connection. Both of these systems direct flows to the existing 21st Street storm pond.

Comprehensive Plan Project #7.

Progress Summary:

in 2018, project costs were escalated at 3% per year from 2015 to the year of construction.

Future Impact on Operating Budget:

Operating expenses are expected to decrease with the elimination of existing drywells.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Storm Revenue	-	-	508,000	1,742,000	508,000
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	508,000	1,742,000	508,000
Capital Expenditures:					
Design	-	-	508,000	-	508,000
Right of Way	-	-	-	-	-
Construction	-	-	-	1,742,000	-
Total Expenditures:	-	-	508,000	1,742,000	508,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Storm Revenue	-	-	-	-	2,250,000
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	2,250,000
Capital Expenditures:					
Design	-	-	-	-	508,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	1,742,000
Total Expenditures:	-	-	-	-	2,250,000

City of Auburn Draft Capital Facilities Plan

STORM DRAINAGE FUND (462)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Enterprise Funds

Project Title: **S. 330th St. & 46th Pl. S. Storm Improvement**
 Project No: **cp2018**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

As part of the City's efforts to improve the drainage system in the West Hill annexation area, this project construct improvements near S. 330th Street and 46th Place S. where public storm drainage currently discharges within a large open ditch. The improvement will re-route the drainage within the right-of-way to the existing outfall.

Comprehensive Plan Project #5A

Progress Summary:

In 2018, project costs were escalated at 3% per year from 2015 to the year of construction. Project design underway in 2020.

Future Impact on Operating Budget:

None

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Storm Revenue	-	85,000	294,000	-	379,000
Grants- Secured (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	85,000	294,000	-	379,000
Capital Expenditures:					
Design	-	70,000	-	-	70,000
Easement	-	15,000	-	-	15,000
Construction	-	-	294,000	-	294,000
Total Expenditures:	-	85,000	294,000	-	379,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Storm Revenue	-	-	-	-	294,000
Grants- Secured (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	294,000
Capital Expenditures:					
Design	-	-	-	-	-
Easement	-	-	-	-	-
Construction	-	-	-	-	294,000
Total Expenditures:	-	-	-	-	294,000

City of Auburn Draft Capital Facilities Plan

STORM DRAINAGE FUND (462)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Enterprise Funds

Project Title: **23rd Street SE Storm Improvement**
 Project No: **sdbd17**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

This project will improve existing drainage conditions in vicinity of 23rd St. SE & K St. SE. Phase 1 includes installation of 600 LF of 15-inch line along K St. SE from 23rd St. SE to 21st St. SE to alleviate flooding associated with the pedestrian entrance to Pioneer Elementary School. Phase 2 includes installation of 560 LF of 18-inch line along 23rd St. SE from F St. SE to K St. SE. to convey flows to the F St. SE trunkline for discharge into the 21st St. SE regional infiltration facility. Phases 1 and 2 will be constructed simultaneously.

Comprehensive Plan Project #8 (Phase 1+2).

Progress Summary:

In 2020, the project costs were escalated at 3% per year from 2015 to the year of construction. In 2020, the project implementation has been moved from 2020 to 2021 to coordinate with the redevelopment of Pioneer Elementary School.

Future Impact on Operating Budget:

None

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Storm Revenue	-	-	174,000	596,000	174,000
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	174,000	596,000	174,000
Capital Expenditures:					
Design	-	-	174,000	-	174,000
Right of Way	-	-	-	-	-
Construction	-	-	-	596,000	-
Total Expenditures:	-	-	174,000	596,000	174,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Storm Revenue	-	-	-	-	770,000
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	770,000
Capital Expenditures:					
Design	-	-	-	-	174,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	596,000
Total Expenditures:	-	-	-	-	770,000

City of Auburn Draft Capital Facilities Plan

STORM DRAINAGE FUND (462)

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Capital Facilities Plan

Enterprise Funds

Project Title: **Riverwalk Drive SE Non-Motorized Improvements**
 Project No: **sdbd14**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

This project will construct large diameter storm piping to replace the existing roadside ditch, and expand the Riverwalk ponds to accommodate increased capacity due to the lost infiltration of the upstream ditch along Riverwalk Drive. The project will be implemented as part of the transportation project that will construct sidewalks along the east side of Riverwalk Drive SE from Howard Road and Auburn Way South.

Progress Summary:

In 2020, the City applied Grant funding for the transportation portion of the project (sidewalks) and the City continues working with the Muckleshoot Indian Tribe to establish partnership and potential funding.

Future Impact on Operating Budget:

Maintenance costs should decrease as a result of the project.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Storm Revenue	-	-	68,000	454,000	68,000
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	68,000	454,000	68,000
Capital Expenditures:					
Design	-	-	68,000	-	68,000
Right of Way	-	-	-	-	-
Construction	-	-	-	454,000	-
Total Expenditures:	-	-	68,000	454,000	68,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Storm Revenue	-	-	-	-	522,000
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	522,000
Capital Expenditures:					
Design	-	-	-	-	68,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	454,000
Total Expenditures:	-	-	-	-	522,000

City of Auburn Draft Capital Facilities Plan

STORM DRAINAGE FUND (462)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Enterprise Funds

Project Title: **S. 314th St. & 54th Ave S. Storm Improvement Ph. 1**
 Project No: **sdbd19**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

As part of the City's efforts to improve the drainage system in the West Hill annexation area, this project will construct improvements near S. 314th Street. and 54th Avenue S. to redirect flows and implement Low Impact Development (LIID) techniques.

Comprehensive Project #5B Phase 1.

Progress Summary:

In 2018, project costs were escalated at 3% per year from 2015 to the year of construction.

Future Impact on Operating Budget:

None

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Storm Revenue	-	-	-	102,000	-
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	102,000	-
Capital Expenditures:					
Design	-	-	-	102,000	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	102,000	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Storm Revenue	416,000	-	-	-	518,000
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	416,000	-	-	-	518,000
Capital Expenditures:					
Design	-	-	-	-	102,000
Right of Way	-	-	-	-	-
Construction	416,000	-	-	-	416,000
Total Expenditures:	416,000	-	-	-	518,000

City of Auburn Draft Capital Facilities Plan

STORM DRAINAGE FUND (462)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **S. 314th St. & 54th Ave S. Storm Improvement Ph. 2**
 Project No: **cpXXXX**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

As part of the City's efforts to improve the drainage system in the West Hill annexation area, this project will construct near S 314th Street and 54th Avenue S. to route the public storm drainage through a new easement and pipe to the downstream system. **Comprehensive Drainage Plan Project #5B Phase 2.**

Progress Summary:

In 2018, project costs were escalated at 3% per year from 2015 to the year of construction.

Future Impact on Operating Budget:

None

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Storm Revenue	-	-	-	-	-
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	-	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Storm Revenue	115,000	281,000	-	-	396,000
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	115,000	281,000	-	-	396,000
Capital Expenditures:					
Design	89,000	-	-	-	89,000
Right of Way	26,000	-	-	-	26,000
Construction	-	281,000	-	-	281,000
Total Expenditures:	115,000	281,000	-	-	396,000

City of Auburn Draft Capital Facilities Plan

STORM DRAINAGE FUND (462)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **M Street NE Widening**
 Project No: **sdbd20**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

This project will construction replace approximately 450 L.F. of undersized and deteriorated storm drain pipe and install approximatey 300 feet of new storm drain pipe with catch basins and manholes storm line. The project will be implemented as part of the transportation project: M Street NE Widening from E. Main Street to 4th Street NE.

Progress Summary:

Project scope developed in 2020.

Future Impact on Operating Budget:

None

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Storm Revenue	-	-	-	50,000	-
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	50,000	-
Capital Expenditures:					
Design	-	-	-	50,000	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	50,000	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Storm Revenue	-	350,000	-	-	400,000
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	350,000	-	-	400,000
Capital Expenditures:					
Design	-	-	-	-	50,000
Right of Way	-	-	-	-	-
Construction	-	350,000	-	-	350,000
Total Expenditures:	-	350,000	-	-	400,000

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STORM DRAINAGE FUND (462)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **West Main Street Pump Station Upgrade**
 Project No: **sdbd11**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

This project will upgrade the existing pump station by providing a redundant pump, force main, and outlet to meet level of service goals.

Comprehensive Plan Project #1.

Progress Summary:

In 2018, project costs were escalated at 3% per year from 2015 to the year of construction. In 2020, project implementation was moved from 2022-2023 to 2023-2024 for balance funding in the capital facilities plan period.

Future Impact on Operating Budget:

None

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2020 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Storm Revenue	-	-	-	-	-
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	-	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Storm Revenue	850,000	2,514,000	-	-	3,364,000
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
King County Opportunity Fund	-	400,000	-	-	400,000
Total Funding Sources:	850,000	2,914,000	-	-	3,764,000
Capital Expenditures:					
Design	850,000	-	-	-	850,000
Right of Way	-	-	-	-	-
Construction	-	2,914,000	-	-	2,914,000
Total Expenditures:	850,000	2,914,000	-	-	3,764,000

City of Auburn Draft Capital Facilities Plan

STORM DRAINAGE FUND (462)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **Manhole & Catchbasin Frame and Grate Replacement**
 Project No: **sdbd21**
 Project Type: **Non-Capacity (Repair and Replacement)**
 Project Manager: **TBD**

Description:

As manholes & catchbasins age and their condition deteriorates, frame and grates can become loose and/or misoriented, or due to age are not meeting standards. This annual project will replace approximately 50 storm manhole and catchbasin frame and grates to maintain access to the storm system and to decrease the likelihood of the manholes becoming road hazards. In some years, this replacement will be as a stand-alone project, and in some years many of these replacements will be in conjunction with other City capital projects.

Progress Summary:

New program

Future Impact on Operating Budget:

Reduced risk of road hazard claims.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Storm Revenue	-		80,000	80,000	80,000
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	80,000	80,000	80,000
Capital Expenditures:					
Design	-		8,000	8,000	8,000
Right of Way	-		-	-	-
Construction	-		72,000	72,000	72,000
Total Expenditures:	-	-	80,000	80,000	80,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Storm Revenue	80,000	80,000	80,000	80,000	480,000
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	80,000	80,000	80,000	80,000	480,000
Capital Expenditures:					
Design	8,000	8,000	8,000	8,000	48,000
Right of Way	-	-	-	-	-
Construction	72,000	72,000	72,000	72,000	432,000
Total Expenditures:	80,000	80,000	80,000	80,000	480,000

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STORM DRAINAGE FUND (462)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **Auburn Way North and 1st St NE Signal Replacement**
 Project No: **cp1927**
 Project Type: **Non-Capacity**
 Project Manager: **Koshman**

Description:

This project addresses an existing storm-to-sanitary sewer cross connection(s) at the intersection of Auburn Way North and 1st Street SE with installation of new 12" storm pipes and manholes. The project is being implement with the transportation project that is replacing the traffic signal and curb ramps at the intersection.

Progress Summary:

Project design underway in 2020.

Future Impact on Operating Budget:

None

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Storm Revenue	-		200,000	-	200,000
Grants- Secured (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	200,000	-	200,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-		200,000	-	200,000
Total Expenditures:	-	-	200,000	-	200,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Storm Revenue	-	-	-	-	200,000
Grants- Secured (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	200,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	200,000
Total Expenditures:	-	-	-	-	200,000



PARKS, ARTS AND RECREATION

Current Facilities

The City of Auburn's park system consists of a total of 953.39 acres of neighborhood and community parks, special use areas, open space and linear parks (trails).

Table PR – 1 "Facilities Inventory" lists all park and recreation land in the City's park system along with their current capacity and location.

Level of Service (LOS)

The current LOS provided by the City's park system represents the existing inventory of City-owned park acres divided by the 2021 projected City population of 83,005. This equates to 0.78 acres per 1,000 population for neighborhood parks, 2.83 acres per 1,000 population for community parks, 0.20 acres for linear parks, 4.61 acres for open space, and 3.06 acres for special use areas.

The proposed LOS provided by the City's park system represents the planned 2026 inventory of City-owned park acres divided by the 2026 projected City population of 87,239. This equates to 0.85 acres per 1,000 population for neighborhood parks, 3.20 acres per 1,000 population for community parks, 0.23 acres per 1,000 population for linear parks, 4.44 acres per 1,000 population for open space, and 2.92 acres per 1,000 population for special use areas.

Capital Facilities Projects and Financing

Parks and Recreation facilities include eleven capacity projects at a cost of \$12,843,850 and five non-capacity projects totaling \$740,000 for a 6-year planning total of \$13,583,850. Table PR – 2 shows the proposed financing plan followed by individual worksheets showing the project detail.

Impact on Future Operating Budgets

As Table PR – 3 shows, operating budget impacts of \$103,000 are forecasted for parks and recreation facilities during the six years 2022 – 2027.

City of Auburn Draft Capital Facilities Plan

TABLE PR-1

Facilities Inventory

Parks, Arts and Recreation, Land

FACILITY	<u>CAPACITY</u> (Acres)	LOCATION
Neighborhood Parks:		
<u>Existing Inventory:</u>		
21st Street Playground	0.17	405 21st St. SE
Auburndale Park	9.74	31802 108th Ave. SE
Ballard Park	0.68	1612 37th Way SE
Cameron Park	3.85	3727 Lemon Tree Lane
Cedar Lane Park	8.36	1002 25th St. SE
Dorothy Bothell Park	4.35	1087 Evergreen Way SE
Dykstra Park	1.67	1487 22nd St. NE
Forest Villa mini-park	0.21	1647 Fir St. SE
Gaines Park	1.33	1008 Pike St. NW
Indian Tom Park	0.42	1316 6th St. NE
Jornada Park	1.89	1433 U Ct. NW
Kersey 3 Park A	2.73	5480 Charlotte Ave. SE
Kersey 3 Park B	0.79	5530 Udall Ave. SE
Lakeland Hills Park	5.06	1401 Evergreen Way SE
Lea Hill Courts	1.18	32121 105th Pl. SE
Lewis Lake Nature Park	9.25	32054 58th Ave. S
Riversands Park	1.76	5014 Pike St NE
Rotary Park	3.89	2635 Alpine St. NE
Scottie Brown Park	1.68	1403 Henry Rd. NE
Shaughnessy Park	3.46	3302 21st St. SE
Terminal Park	1.22	1292 C St. SE
Village Square	1.10	12111 SE 310th St.
Total Neighborhood Parks	64.79	
<u>Proposed Capacity Projects:</u>		
Auburndale II Park	9.35	29700 118th Street SE
Total Proposed Capacity Projects	9.35	
2026 Projected Inventory Total		
- Neighborhood Parks -	74.14	
Community Parks:		
<u>Existing Inventory:</u>		
Brannan Park	21.68	1019 28th St. NE
Fulmer Field	5.04	1101 5th St. NE
Game Farm Park	57.20	3030 R St. SE
Game Farm Wilderness Park	48.50	2407 Stuck River Dr. SE
GSA Park	5.31	413 15th St. SW
Isaac Evans Park	19.87	29627 Green River Road NE
Lea Hill Park	5.26	31693 124th Ave. SE
Les Gove Park	26.07	910 9th St. SE
Mill Pond	4.20	4582 Mill Pond Dr, SE
Roegner Park	19.22	601 Oravetz Road
Sunset Park	15.15	1420 69th St SE
Veteran's Memorial Park	7.67	405 E St. NE
Total Community Parks	235.17	
<u>Proposed Capacity Projects:</u>		
104th Avenue SE	14.73	31495 104th Ave. SE
Jacobson Tree Farm	29.30	29387 132nd Ave SE
Total Proposed Capacity Projects	44.03	
2026 Projected Inventory Total		
- Community Parks -	279.20	

City of Auburn Draft Capital Facilities Plan

TABLE PR-1 (continued)

Linear Parks:		
<u>Existing Inventory:</u>		
Interurban Trail	9.14	804 West Main St.
Lake Tapps Parkway Trail	2.36	1420 69th St SE
Lakeland Hills Trail	1.66	1087 Evergreen Way SE
Reddington Levee Trail	2.50	1019 28th St NE
White River Trail	0.93	601 Oravetz St. NE
Total Linear Parks	16.59	
<u>Proposed Capacity Projects:</u>		
Green River Trail	0.83	277th to Reddington Levee Trail
Jacobsen Tree Farm to Green River Trail	2.75	
White River Trail Extension	0.05	
Total Proposed Capacity Projects	3.63	
2026 Projected Inventory Total		
- Linear Parks -	20.22	
Special Use Areas:		
<u>Existing Inventory:</u>		
Auburn Environmental Park	16.84	413 Western Ave NW
B Street Plaza	0.10	148 East Main St.
Bicentennial Park	1.07	502 Auburn Way S.
Centennial Viewpoint Park	0.70	402 Mountain View Dr.
City Hall Plaza	1.10	25 West Main St.
Clark Plaza	0.25	1420 Auburn Way N.
Community Garden A	1.04	1030 8th St. NE
Fenster/Green River Access	12.58	10502 Auburn Black Diamond Road
Golf Course	139.71	29630 Green River Road SE
Mountain View Cemetery	60.00	2020 Mountain View Dr.
Olson Canyon Farmstead	20.00	28728 Green River Road
Pioneer Cemetery	0.76	802 Auburn Way N,
Plaza Park	0.19	2 West Main St.
Slaughter Memorial	0.02	2988 Auburn Way N.
Total Special Use Areas	254.36	
<u>Proposed Capacity Projects:</u>		
None	-	
Total Proposed Capacity Projects	-	
2026 Projected Inventory Total		
- Special Use Areas -	254.36	
Open Space Areas:		
<u>Existing Inventory:</u>		
Auburn Environmental Park Open Space	190.91	413 Western Ave. NW
Clark Property	26.68	TBD
Game Farm Open Space	26.00	3030 R St. SE
Golf Course Open Space	40.98	29630 Green River Road SE
Lakeland Hills Nature Area	46.07	500 182nd Ave. S
Olson Canyon Open Space	47.00	28728 Green River Road
Qares Property	0.99	TBD
Riverpoint Open Space	3.85	1450 32nd St. NE
Total Open Space Areas	382.48	
<u>Proposed Capacity Projects:</u>		
West Hill Park Open Space	5.00	TBD
Total Proposed Capacity Projects	5.00	
2026 Projected Inventory Total		
- Open Space Areas -	387.48	

City of Auburn Draft Capital Facilities Plan

TABLE PR-2

CAPITAL FACILITIES PLAN PROJECTS AND FINANCING

**PARKS, ARTS and RECREATION
(Municipal Parks Construction Fund)**

	2021	2022	2023	2024	2025	2026	Total
Page	<u>Capacity Projects:</u>						
177	Park Acquisitions/Development						
	Capital Costs	30,000	30,000	50,000	125,000	125,000	485,000
	Funding Sources:						
	Fund Balance	-	-	-	-	-	-
	Grants (Fed,State,Local)	-	-	-	-	-	-
	Bond Proceeds	-	-	-	-	-	-
	KC Prop 2	30,000	30,000	50,000	125,000	125,000	485,000
178	Jacobsen Tree Farm Development						
	Capital Costs	-	3,415,050	-	-	5,000,000	8,415,050
	Funding Sources:						
	Fund Balance	-	-	-	-	-	-
	Grants (Fed,State,Local)	-	500,000	-	-	1,000,000	1,500,000
	KC Prop 2	-	333,500	-	-	-	333,500
	Other (TBD)	-	-	-	2,000,000	-	2,000,000
	Park Impact Fees	-	2,581,550	-	2,000,000	-	4,581,550
179	West Hill Park Acquisition						
	Capital Costs	800,000	-	-	-	-	800,000
	Funding Sources:						
	Fund Balance	-	-	-	-	-	-
	Grants (Fed,State,Local)	400,000	-	-	-	-	400,000
	Park Impact Fees	400,000	-	-	-	-	400,000
180	Game Farm Park Improvements						
	Capital Costs	1,000,000	-	-	-	-	1,000,000
	Funding Sources:						
	Park Mitigation Fees	-	-	-	-	-	-
	Grants (Fed,State,Local)	-	-	-	-	-	-
	REET 1	1,000,000	-	-	-	-	1,000,000
	Park Impact Fees	-	-	-	-	-	-
181	Auburndale Park						
	Capital Costs	100,000	-	-	-	-	100,000
	Funding Sources:						
	Fund Balance	-	-	-	-	-	-
	KC Prop 2	-	-	-	-	-	-
	Park Impact Fees	100,000	-	-	-	-	100,000
182	Auburndale Park II						
	Capital Costs	-	-	575,000	-	-	575,000
	Funding Sources:						
	Fund Balance	-	-	-	-	-	-
	Grants (Fed,State,Local)	-	-	-	-	-	-
	Other	-	-	575,000	-	-	575,000
183	Sunset Park Improvements						
	Capital Costs	177,800	-	-	-	-	177,800
	Funding Sources:						
	Fund Balance	-	-	-	-	-	-
	Park Impact Fees	177,800	-	-	-	-	177,800
	Other (Contributions)	-	-	-	-	-	-
184	Cedar Lanes Bike Park						
	Capital Costs	341,000	-	-	-	-	341,000
	Funding Sources:						
	Fund Balance	-	-	-	-	-	-
	Grants (Fed,State,Local)	118,000	-	-	-	-	118,000
	Park Impact Fees	223,000	-	-	-	-	223,000

City of Auburn Draft Capital Facilities Plan

TABLE PR-2 (continued)

		2021	2022	2023	2024	2025	2026	Total
Page	<u>Capacity Projects:</u>							
185	BPA Trail on Lea Hill							
	Capital Costs	-	-	150,000	-	-	-	150,000
	Funding Sources:							
	Fund Balance	-	-	-	-	-	-	-
	Grants (Fed,State,Local)	-	-	150,000	-	-	-	150,000
	KC Prop 2	-	-	-	-	-	-	-
186	Lakeland Hills Nature Area							
	Capital Costs	-	-	25,000	-	75,000	100,000	200,000
	Funding Sources:							
	Fund Balance	-	-	-	-	-	-	-
	Park Mitigation Fees	-	-	-	-	-	-	-
	Park Impact Fees	-	-	25,000	-	75,000	100,000	200,000
187	Miscellaneous Parks Improvements							
	Capital Costs	100,000	100,000	100,000	100,000	100,000	100,000	600,000
	Funding Sources:							
	Fund Balance	50,000	50,000	50,000	50,000	50,000	50,000	300,000
	Grants (Fed,State,Local)	-	-	-	-	-	-	-
	REET 2	-	-	-	-	-	-	-
	Park Impact Fees	50,000	50,000	50,000	50,000	50,000	50,000	300,000
	Subtotal, Capacity Projects:							
	Capital Costs	2,548,800	3,545,050	900,000	225,000	5,300,000	325,000	12,843,850
Page	<u>Non-Capacity Projects:</u>							
188	Cameron Park							
	Capital Costs	-	-	55,000	-	55,000	-	110,000
	Funding Sources:							
	Fund Balance	-	-	-	-	-	-	-
	Grants (Fed,State,Local)	-	-	55,000	-	55,000	-	110,000
	Other	-	-	-	-	-	-	-
189	Fulmer Park Playground Replacement							
	Capital Costs	-	150,000	-	-	-	-	150,000
	Funding Sources:							
	Fund Balance	-	-	-	-	-	-	-
	Grants (Private)	-	50,000	-	-	-	-	50,000
	KC Prop 2	-	100,000	-	-	-	-	100,000
190	Lea Hill Mini Soccer Field Turf Replacement							
	Capital Costs	50,000	-	-	-	-	-	50,000
	Funding Sources:							
	Fund Balance	-	-	-	-	-	-	-
	Grants (Fed,State,Local)	50,000	-	-	-	-	-	50,000
	Other	-	-	-	-	-	-	-

City of Auburn Draft Capital Facilities Plan

TABLE PR-2 (continued)

	2021	2022	2023	2024	2025	2026	Total
Page	Non-Capacity Projects:						
191	Fairway Drainage Improvement						
	Capital Costs	30,000	30,000	30,000	30,000	30,000	180,000
	Funding Sources:						
	Fund Balance	-	-	-	-	-	-
	Grants (Fed,State,Local)	-	-	-	-	-	-
	REET 2	30,000	30,000	30,000	30,000	30,000	180,000
192	Community Center Parking Lot Improvements						
	Capital Costs	250,000	-	-	-	-	250,000
	Funding Sources:						
	Fund Balance	-	-	-	-	-	-
	Grants (Fed,State,Local)	-	-	-	-	-	-
	REET 1	250,000	-	-	-	-	250,000
Subtotal, Non-Capacity Projects:							
	Capital Costs	330,000	180,000	85,000	30,000	85,000	740,000
SUMMARY:							
CAPITAL COSTS							
	Capacity Projects	2,548,800	3,545,050	900,000	225,000	5,300,000	12,843,850
	Non-Capacity Projects	330,000	180,000	85,000	30,000	85,000	740,000
	Total Costs	2,878,800	3,725,050	985,000	255,000	5,385,000	13,583,850
FUNDING SOURCES:							
	Fund Balance	50,000	50,000	50,000	50,000	50,000	300,000
	Grants (Fed,State,Local)	568,000	500,000	205,000	-	1,055,000	2,328,000
	Grants -Private	-	50,000	-	-	-	50,000
	KC Prop 2	30,000	463,500	50,000	125,000	125,000	918,500
	Parks Impact	950,800	2,631,550	75,000	50,000	2,125,000	5,982,350
	Parks Mitigation	-	-	-	-	-	-
	REET 1	1,250,000	-	-	-	-	1,250,000
	REET 2	30,000	30,000	30,000	30,000	30,000	180,000
	Other	-	-	575,000	-	2,000,000	2,575,000
	Total Funding	2,878,800	3,725,050	985,000	255,000	5,385,000	13,583,850

City of Auburn Draft Capital Facilities Plan

MUNICIPAL PARKS CONSTRUCTION FUND (321)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Capital Projects Fund

Project Title: **Park Acquisitions/Development**
 Project No: **gpbd04**
 Project Type: **Capacity**
 Project Manager: **Daryl Faber**

Description:

Land and other property acquisitions to occur based on demand and deficiencies including parks, open space, trails, corridors and recreational facilities.

Progress Summary:

The City purchased the Auburn Avenue Theater in 2020

Future Impact on Operating Budget:

None

Activity:

	(Previous 2 Yrs.) Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
<i>Fund 321 -Unrestricted Fund Balance</i>	-	-	-	-	-
<i>Grants- Secured (Fed,State,Local)</i>	-	-	-	-	-
<i>Bond Proceeds</i>	-	-	-	-	-
<i>REET1</i>	-	656,790	-	-	656,790
<i>KC Prop 2</i>	-	65,516	30,000	30,000	95,516
Total Funding Sources:	-	722,306	30,000	30,000	752,306
Capital Expenditures:					
<i>Design</i>	-	-	-	-	-
<i>Acquisition</i>	-	722,306	30,000	30,000	752,306
<i>Construction</i>	-	-	-	-	-
Total Expenditures:	-	722,306	30,000	30,000	752,306

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
<i>Fund 321 -Unrestricted Fund Balance</i>	-	-	-	-	-
<i>Grants- Secured (Fed,State,Local)</i>	-	-	-	-	-
<i>Bond Proceeds</i>	-	-	-	-	-
<i>REET1</i>	-	-	-	-	-
<i>KC Prop 2</i>	50,000	125,000	125,000	125,000	485,000
Total Funding Sources:	50,000	125,000	125,000	125,000	485,000
Capital Expenditures:					
<i>Design</i>	-	-	-	-	-
<i>Acquisition</i>	50,000	125,000	125,000	125,000	485,000
<i>Construction</i>	-	-	-	-	-
Total Expenditures:	50,000	125,000	125,000	125,000	485,000

City of Auburn Draft Capital Facilities Plan

MUNICIPAL PARKS CONSTRUCTION FUND (321)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Capital Projects Fund

Project Title: **Jacobsen Tree Farm Development**
 Project No: **cp0609, cp2020**
 Project Type: **Capacity**
 Project Manager: **Daryl Faber**

Description:

Develop the 29.3 acre site into a Community Park. A Master Plan for the park was completed in 2009 and will serve as a roadmap for development of the site. The newly annexed Lea Hill area of the City is deficient in park acreage.

Progress Summary:

Future Impact on Operating Budget:

No significant impact due to master plan. Future park development will result in maintenance and utility expenses undeterminable at this time.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
<i>Fund 321 -Unrestricted Fund Balance</i>	25,321	-	-	-	25,321
<i>Grants- Unsecured State</i>	-	-	-	500,000	-
<i>King County Prop 2</i>	-	14,000	-	333,500	14,000
<i>Park Impact Fees</i>	-	-	-	2,581,550	-
<i>Other (TBD)</i>	-	-	-	-	-
Total Funding Sources:	25,321	14,000	-	3,415,050	39,321
Capital Expenditures:					
<i>Design</i>	25,321	14,000	-	300,000	39,321
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	-	-	-	3,115,050	-
Total Expenditures:	25,321	14,000	-	3,415,050	39,321

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
<i>Fund 321 -Unrestricted Fund Balance</i>	-	-	-	-	-
<i>Grants- Unsecured State</i>	-	-	1,000,000	-	1,500,000
<i>King County Prop 2</i>	-	-	-	-	333,500
<i>Park Impact Fees</i>	-	-	2,000,000	-	4,581,550
<i>Other (TBD)</i>	-	-	2,000,000	-	2,000,000
Total Funding Sources:	-	-	5,000,000	-	8,415,050
Capital Expenditures:					
<i>Design</i>	-	-	500,000	-	800,000
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	-	-	4,500,000	-	7,615,050
Total Expenditures:	-	-	5,000,000	-	8,415,050

City of Auburn Draft Capital Facilities Plan

MUNICIPAL PARKS CONSTRUCTION FUND (321)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Capital Projects Fund

Project Title: **West Hill Park Acquisition**
 Project No: **gpbd27**
 Project Type: **Capacity**
 Project Manager: **Jamie Kelly**

Description:

Acquire property on the West Hill for future park development.

Progress Summary:

Grant funding will be from the King County Conservation Futures Grant.

Future Impact on Operating Budget:

None

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
<i>Municipal Parks Construction Fund</i>	-	-	-	-	-
<i>KCCF Grant (Unsecured)</i>	-	-	400,000	-	400,000
<i>Bond Proceeds</i>	-	-	-	-	-
<i>REET</i>	-	-	-	-	-
<i>Park Impact Fees</i>	-	-	400,000	-	400,000
Total Funding Sources:	-	-	800,000	-	800,000
Capital Expenditures:					
<i>Design</i>	-	-	-	-	-
<i>Right of Way</i>	-	-	-	-	-
<i>Acquisition</i>	-	-	800,000	-	800,000
Total Expenditures:	-	-	800,000	-	800,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
<i>Municipal Parks Construction Fund</i>	-	-	-	-	-
<i>KCCF Grant (Unsecured)</i>	-	-	-	-	400,000
<i>Bond Proceeds</i>	-	-	-	-	-
<i>REET</i>	-	-	-	-	-
<i>Park Impact Fees</i>	-	-	-	-	400,000
Total Funding Sources:	-	-	-	-	800,000
Capital Expenditures:					
<i>Design</i>	-	-	-	-	-
<i>Right of Way</i>	-	-	-	-	-
<i>Acquisition</i>	-	-	-	-	800,000
Total Expenditures:	-	-	-	-	800,000

City of Auburn Draft Capital Facilities Plan

MUNICIPAL PARKS CONSTRUCTION FUND (321)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Capital Projects Fund

Project Title: **Game Farm Park Improvements**
 Project No: **gpbd08, cp1720, cp1924**
 Project Type: **Capacity**
 Project Manager: **Daryl Faber**

Description:

Improve interior lighting and pathways and provide access from the newly acquired property on southwest corner of the park. The project will also replace synthetic turf on two full sized soccer fields.

Progress Summary:

Future Impact on Operating Budget:

None

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
<i>Fund 321 -Unrestricted Fund Balance</i>	13,431	-	-	-	13,431
<i>Grants- Unsecured State</i>	-	-	-	-	-
<i>Grants- Secured Local -KCYSF</i>	-	150,000	-	-	150,000
<i>REET</i>	-	-	1,000,000	-	1,000,000
<i>Other (Park Mitigation Fee)</i>	-	-	-	-	-
<i>Other (Park Impact Fee)</i>	40,000	294,010	-	-	334,010
Total Funding Sources:	53,431	444,010	1,000,000	-	1,497,441
Capital Expenditures:					
<i>Design</i>	-	-	40,000	-	40,000
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	53,431	444,010	960,000	-	1,457,441
Total Expenditures:	53,431	444,010	1,000,000	-	1,497,441

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
<i>Fund 321 -Unrestricted Fund Balance</i>	-	-	-	-	-
<i>Grants- Unsecured State</i>	-	-	-	-	-
<i>Grants- Secured Local -KCYSF</i>	-	-	-	-	-
<i>REET</i>	-	-	-	-	1,000,000
<i>Other (Park Mitigation Fee)</i>	-	-	-	-	-
<i>Other (Park Impact Fee)</i>	-	-	-	-	-
Total Funding Sources:	-	-	-	-	1,000,000
Capital Expenditures:					
<i>Design</i>	-	-	-	-	40,000
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	-	-	-	-	960,000
Total Expenditures:	-	-	-	-	1,000,000

Grants / Other Sources: King County Youth Sports Facilities Grant

City of Auburn Draft Capital Facilities Plan

MUNICIPAL PARKS CONSTRUCTION FUND (321)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Capital Projects Fund

Project Title: **Auburndale Park**
 Project No: **gpbd01**
 Project Type: **Capacity**
 Project Manager: **Daryl Faber**

Description:

Develop a Master Plan for the Park, install an irrigation system, new play structure and improve signage. Create an entrance to the park from the east via 110th Ave SE to allow access from the adjacent neighborhoods. Construct new section of trail in the western portion of the park.

Progress Summary:

Future Impact on Operating Budget:

Utilities would increase by \$5,000

Progress Summary:

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
<i>Fund 321 -Unrestricted Fund Balance</i>	-	-	-	-	-
<i>Grants- Secured (Fed,State,Local)</i>	-	-	-	-	-
<i>Bond Proceeds</i>	-	-	-	-	-
<i>Other (Park Impact Fee)</i>	-	-	100,000	-	100,000
<i>Other (KC Prop 2)</i>	-	-	-	-	-
Total Funding Sources:		-	100,000	-	100,000
Capital Expenditures:					
<i>Design</i>	-	-	5,000	-	5,000
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	-	-	95,000	-	95,000
Total Expenditures:	-	-	100,000	-	100,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
<i>Fund 321 -Unrestricted Fund Balance</i>	-	-	-	-	-
<i>Grants- Secured (Fed,State,Local)</i>	-	-	-	-	-
<i>Bond Proceeds</i>	-	-	-	-	-
<i>Other (Park Impact Fee)</i>	-	-	-	-	100,000
<i>Other (KC Prop 2)</i>	-	-	-	-	-
Total Funding Sources:	-	-	-	-	100,000
Capital Expenditures:					
<i>Design</i>	-	-	-	-	5,000
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	-	-	-	-	95,000
Total Expenditures:	-	-	-	-	100,000

City of Auburn Draft Capital Facilities Plan

MUNICIPAL PARKS CONSTRUCTION FUND (321)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Capital Projects Fund

Project Title: **Auburndale Park II**
 Project No: **gpbd05**
 Project Type: **Capacity**
 Project Manager: **Daryl Faber**

Description:

Develop a Master Plan, improve the existing trail system and install signage and play structure.

Progress Summary:

Future Impact on Operating Budget:

Increased utility costs of \$2,000

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
<i>Fund 321 -Unrestricted Fund Balance</i>	-	-	-	-	-
<i>Grants- Secured (Fed,State,Local)</i>	-	-	-	-	-
<i>Bond Proceeds</i>	-	-	-	-	-
<i>REET</i>	-	-	-	-	-
<i>Other TBD</i>	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-
Capital Expenditures:					
<i>Design</i>	-	-	-	-	-
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	-	-	-	-	-
Total Expenditures:	-	-	-	-	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
<i>Fund 321 -Unrestricted Fund Balance</i>	-	-	-	-	-
<i>Grants- Secured (Fed,State,Local)</i>	-	-	-	-	-
<i>Bond Proceeds</i>	-	-	-	-	-
<i>REET</i>	-	-	-	-	-
<i>Other TBD</i>	575,000	-	-	-	575,000
Total Funding Sources:	575,000	-	-	-	575,000
Capital Expenditures:					
<i>Design</i>	75,000	-	-	-	75,000
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	500,000	-	-	-	500,000
Total Expenditures:	575,000	-	-	-	575,000

City of Auburn Draft Capital Facilities Plan

MUNICIPAL PARKS CONSTRUCTION FUND (321)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Capital Projects Fund

Project Title: **Sunset Park Improvements**
 Project No: **cp1921**
 Project Type: **Capacity**
 Project Manager: **Daryl Faber**

Description:

Expand playground area to include spray park and additional play activities. Coordinate improvements with service club and Lakeland Hills Homeowners Association.

Progress Summary:

Future Impact on Operating Budget:

Increase in Utilities of \$10,000 per year

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
<i>Fund 321 -Unrestricted Fund Balance</i>	-	-	-	-	-
<i>Grants- Secured (Fed,State,Local)</i>	-	-	-	-	-
<i>Bond Proceeds</i>	-	-	-	-	-
<i>Park Impact Fees</i>	22,235	-	177,800	-	200,035
<i>Other -Contributions & Donations</i>	-	-	-	-	-
Total Funding Sources:	22,235	-	177,800	-	200,035
Capital Expenditures:					
<i>Design</i>	-	-	15,000	-	15,000
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	22,235	-	162,800	-	185,035
Total Expenditures:	22,235	-	177,800	-	200,035

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
<i>Fund 321 -Unrestricted Fund Balance</i>	-	-	-	-	-
<i>Grants- Secured (Fed,State,Local)</i>	-	-	-	-	-
<i>Bond Proceeds</i>	-	-	-	-	-
<i>Park Impact Fees</i>	-	-	-	-	177,800
<i>Other -Contributions & Donations</i>	-	-	-	-	-
Total Funding Sources:	-	-	-	-	177,800
Capital Expenditures:					
<i>Design</i>	-	-	-	-	15,000
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	-	-	-	-	162,800
Total Expenditures:	-	-	-	-	177,800

City of Auburn Draft Capital Facilities Plan

MUNICIPAL PARKS CONSTRUCTION FUND (321)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Capital Projects Fund

Project Title: **Cedar Lanes Bike Park**
 Project No: **gpbd28**
 Project Type: **Capacity**
 Project Manager: **Jamie Kelly**

Description:

Construct a bike park and restroom at Cedar Lanes Park. Bike park to include an asphalt pump track and skills course. Pedestrian trails in the park will also be improved

Progress Summary:

Future Impact on Operating Budget:

None

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
<i>Municipal Parks Construction Fund</i>	-	-	-	-	-
<i>KC Youth Sports Grant (Secured)</i>	-	-	118,000	-	118,000
<i>Bond Proceeds</i>	-	-	-	-	-
<i>REET</i>	-	-	-	-	-
<i>Park Impact Fees</i>	-	-	223,000	-	223,000
Total Funding Sources:	-	-	341,000	-	341,000
Capital Expenditures:					
<i>Design</i>	-	-	15,000	-	15,000
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	-	-	326,000	-	326,000
Total Expenditures:	-	-	341,000	-	341,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
<i>Municipal Parks Construction Fund</i>	-	-	-	-	-
<i>KC Youth Sports Grant (Secured)</i>	-	-	-	-	118,000
<i>Bond Proceeds</i>	-	-	-	-	-
<i>REET</i>	-	-	-	-	-
<i>Park Impact Fees</i>	-	-	-	-	223,000
Total Funding Sources:	-	-	-	-	341,000
Capital Expenditures:					
<i>Design</i>	-	-	-	-	15,000
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	-	-	-	-	326,000
Total Expenditures:	-	-	-	-	341,000

City of Auburn Draft Capital Facilities Plan

MUNICIPAL PARKS CONSTRUCTION FUND (321)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Capital Projects Fund

Project Title: **BPA Trail on Lea Hill**
 Project No: **gpbd23**
 Project Type: **Capacity**
 Project Manager: **Daryl Faber**

Description:

Develop a feasibility study related to constructability of a pedestrian trail linking the Jacobsen Tree Farm site to the west end of Lea Hill. This trail would follow the alignment of the Bonneville Power Administration (BPA) transmission lines from 132nd to 108th Avenue SE. Construction would be in phases based on constructability.

Progress Summary:

Future Impact on Operating Budget:

None

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
<i>Fund 321 -Unrestricted Fund Balance</i>	-	-	-	-	-
<i>Grants- Unsecured (State RCO)</i>	-	-	-	-	-
<i>Bond Proceeds</i>	-	-	-	-	-
<i>REET</i>	-	-	-	-	-
<i>Other (KC Prop. 2)*</i>	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-
Capital Expenditures:					
<i>Predesign</i>	-	-	-	-	-
<i>Design</i>	-	-	-	-	-
<i>Construction</i>	-	-	-	-	-
Total Expenditures:	-	-	-	-	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
<i>Fund 321 -Unrestricted Fund Balance</i>	-	-	-	-	-
<i>Grants- Unsecured (State RCO)</i>	150,000	-	-	-	150,000
<i>Bond Proceeds</i>	-	-	-	-	-
<i>REET</i>	-	-	-	-	-
<i>Other (KC Prop. 2)*</i>	-	-	-	-	-
Total Funding Sources:	150,000	-	-	-	150,000
Capital Expenditures:					
<i>Predesign</i>	25,000	-	-	-	25,000
<i>Design</i>	125,000	-	-	-	125,000
<i>Construction</i>	-	-	-	-	-
Total Expenditures:	150,000	-	-	-	150,000

City of Auburn Draft Capital Facilities Plan

MUNICIPAL PARKS CONSTRUCTION FUND (321)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Capital Projects Fund

Project Title: **Lakeland Hills Nature Area**
 Project No: **gpbd11**
 Project Type: **Capacity**
 Project Manager: **Daryl Faber**

Description:

Complete Master Plan to include the development and construction of an environmental community park. Trails, fencing, parking and visitor amenities are included in the project.

Progress Summary:

Future Impact on Operating Budget:

Increased maintenance costs of \$5,000

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
<i>Fund 321 -Unrestricted Fund Balance</i>	-	-	-	-	-
<i>Grants- Secured (Fed,State,Local)</i>	-	-	-	-	-
<i>Bond Proceeds</i>	-	-	-	-	-
<i>Park Impact Fees</i>	-	-	-	-	-
<i>Park Mitigation Fees</i>	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-
Capital Expenditures:					
<i>Design</i>	-	-	-	-	-
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	-	-	-	-	-
Total Expenditures:	-	-	-	-	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
<i>Fund 321 -Unrestricted Fund Balance</i>	-	-	-	-	-
<i>Grants- Secured (Fed,State,Local)</i>	-	-	-	-	-
<i>Bond Proceeds</i>	-	-	-	-	-
<i>Park Impact Fees</i>	25,000	-	75,000	100,000	200,000
<i>Park Mitigation Fees</i>	-	-	-	-	-
Total Funding Sources:	25,000	-	75,000	100,000	200,000
Capital Expenditures:					
<i>Design</i>	25,000	-	-	-	25,000
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	-	-	75,000	100,000	175,000
Total Expenditures:	25,000	-	75,000	100,000	200,000

City of Auburn Draft Capital Facilities Plan

MUNICIPAL PARKS CONSTRUCTION FUND (321)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Capital Projects Fund

Project Title: **Miscellaneous Parks Improvements**
 Project No: **gpbd03**
 Project Type: **Capacity/Non-Capacity**
 Project Manager: **Daryl Faber**

Description:

Minor park improvements including shelters, roofs, playgrounds, irrigation and restrooms.

Progress Summary:

Project funding includes the Mill Pond Dock Improvement (cp1915) in 2019 and the Brannan Park Kompan Soccer Field improvements (cp1706) in 2018

Future Impact on Operating Budget:

None

Activity:

	(Previous 2 Yrs.) Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
<i>Fund 321 -Unrestricted Fund Balance</i>	30,715	80,000	50,000	50,000	160,715
<i>Grants- Unsecured State</i>	-	-	-	-	-
<i>Local Grant</i>	-	-	-	-	-
<i>REET 2</i>	-	-	-	-	-
<i>Other (Park Impact Fee)</i>	-	63,869	50,000	50,000	113,869
Total Funding Sources:	30,715	143,869	100,000	100,000	274,584
Capital Expenditures:					
<i>Professional Services</i>	-	-	-	-	-
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	30,715	143,869	100,000	100,000	274,584
Total Expenditures:	30,715	143,869	100,000	100,000	274,584

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
<i>Fund 321 -Unrestricted Fund Balance</i>	50,000	50,000	50,000	50,000	300,000
<i>Grants- Unsecured State</i>	-	-	-	-	-
<i>Local Grant</i>	-	-	-	-	-
<i>REET 2</i>	-	-	-	-	-
<i>Other (Park Impact Fee)*</i>	50,000	50,000	50,000	50,000	300,000
Total Funding Sources:	100,000	100,000	100,000	100,000	600,000
Capital Expenditures:					
<i>Professional Services</i>	-	-	-	-	-
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	100,000	100,000	100,000	100,000	600,000
Total Expenditures:	100,000	100,000	100,000	100,000	600,000

City of Auburn Draft Capital Facilities Plan

MUNICIPAL PARKS CONSTRUCTION FUND (321)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Capital Projects Fund

Project Title: **Cameron Park**
 Project No: **gpbd24**
 Project Type: **Non-Capacity**
 Project Manager: **Daryl Faber**

Description:

This project will improve the pedestrian trail and add landscape and fencing to serve as buffer to the neighborhood and play structure. This project is identified in the Parks Improvement Plan.

Progress Summary:

Future Impact on Operating Budget:

None

Activity:

Funding Sources:	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
<i>Fund 321 -Unrestricted Fund Balance</i>	-	-	-	-	-
<i>Grants- Unsecured Local</i>	-	-	-	-	-
<i>Bond Proceeds</i>	-	-	-	-	-
<i>REET</i>	-	-	-	-	-
<i>Other</i>	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-
Capital Expenditures:					
<i>Design</i>	-	-	-	-	-
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	-	-	-	-	-
Total Expenditures:	-	-	-	-	-

Forecasted Project Cost:

Funding Sources:	2023	2024	2025	2026	Total 2021-2026
<i>Fund 321 -Unrestricted Fund Balance</i>	-	-	-	-	-
<i>Grants- Unsecured Local</i>	55,000	-	55,000	-	110,000
<i>Bond Proceeds</i>	-	-	-	-	-
<i>REET</i>	-	-	-	-	-
<i>Other</i>	-	-	-	-	-
Total Funding Sources:	55,000	-	55,000	-	110,000
Capital Expenditures:					
<i>Design</i>	5,000	-	5,000	-	10,000
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	50,000	-	50,000	-	100,000
Total Expenditures:	55,000	-	55,000	-	110,000

City of Auburn Draft Capital Facilities Plan

MUNICIPAL PARKS CONSTRUCTION FUND (321)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Capital Projects Fund

Project Title: **Fulmer Park Playground Replacement**
 Project No: **gpbd25**
 Project Type: **Non-Capacity**
 Project Manager: **Jamie Kelly**

Description:

Replace aging playground.

Progress Summary:

Future Impact on Operating Budget:

None

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
<i>Municipal Parks Construction Fund</i>	-	-	-	-	-
<i>Grants- Kaboom</i>	-	-	-	50,000	-
<i>Bond Proceeds</i>	-	-	-	-	-
<i>REET</i>	-	-	-	-	-
<i>KC Prop 2</i>	-	-	-	100,000	-
Total Funding Sources:	-	-	-	150,000	-
Capital Expenditures:					
<i>Design</i>	-	-	-	7,500	-
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	-	-	-	142,500	-
Total Expenditures:	-	-	-	150,000	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
<i>Municipal Parks Construction Fund</i>	-	-	-	-	-
<i>Grants- Kaboom</i>	-	-	-	-	50,000
<i>Bond Proceeds</i>	-	-	-	-	-
<i>REET</i>	-	-	-	-	-
<i>KC Prop 2</i>	-	-	-	-	100,000
Total Funding Sources:	-	-	-	-	150,000
Capital Expenditures:					
<i>Design</i>	-	-	-	-	7,500
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	-	-	-	-	142,500
Total Expenditures:	-	-	-	-	150,000

City of Auburn Draft Capital Facilities Plan

MUNICIPAL PARKS CONSTRUCTION FUND (321)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Capital Projects Fund

Project Title: **Lea Hill Mini Soccer Field Turf Replacement**
 Project No: **gpbd26**
 Project Type: **Non-Capacity**
 Project Manager: **Daryl Faber**

Description:

Replace synthetic turf in the Kompan mini soccer field. Based on heavy use of this facility surface replacement is expected to be needed at approximate 5 year intervals.

Progress Summary:

Future Impact on Operating Budget:

None

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Municipal Parks Construction Fund	-	-	-	-	-
Grants- Unsecured (Interlocal KCYSFG)	-	-	50,000	-	50,000
REET	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	50,000	-	50,000
Capital Expenditures:					
Design	-	-	2,500	-	2,500
Right of Way	-	-	-	-	-
Construction	-	-	47,500	-	47,500
Total Expenditures:	-	-	50,000	-	50,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Municipal Parks Construction Fund	-	-	-	-	-
Grants- Unsecured (Interlocal KCYSFG)	-	-	-	-	50,000
REET	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	50,000
Capital Expenditures:					
Design	-	-	-	-	2,500
Right of Way	-	-	-	-	-
Construction	-	-	-	-	47,500
Total Expenditures:	-	-	-	-	50,000

City of Auburn Draft Capital Facilities Plan

MUNICIPAL PARKS CONSTRUCTION FUND (321)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Capital Projects Fund

Project Title: **Fairway Drainage Improvement**
 Project No: **gpbd19, cp1911, cp2002**
 Project Type: **Non-capacity**
 Project Manager: **Daryl Faber**

Description:

Apply top dressing sand to the first five fairways in order to firm up these landing areas so that the holes are playable year round. Sand will be applied with a three yard topdressing machine. Sand will be applied bi/weekly at a tenth of an inch of sand throughout the fairways. Fairways will start to show improvements once four inches of sand are applied.

Progress Summary:

Future Impact on Operating Budget:

None

Activity:

	(Previous 2 Yrs.) Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Municipal Parks Construction Fund	1,623	-	-	-	1,623
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
REET	59,958	30,000	30,000	30,000	119,958
Other	-	-	-	-	-
Total Funding Sources:	61,581	30,000	30,000	30,000	121,581
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	61,581	30,000	30,000	30,000	121,581
Total Expenditures:	61,581	30,000	30,000	30,000	121,581

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Municipal Parks Construction Fund	-	-	-	-	-
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
REET	30,000	30,000	30,000	30,000	180,000
Other	-	-	-	-	-
Total Funding Sources:	30,000	30,000	30,000	30,000	180,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	30,000	30,000	30,000	30,000	180,000
Total Expenditures:	30,000	30,000	30,000	30,000	180,000

City of Auburn Draft Capital Facilities Plan

MUNICIPAL PARKS CONSTRUCTION FUND (321)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Capital Projects Fund

Project Title: **Community Center Parking Lot Improvements**
 Project No: **gpbd29**
 Project Type: **Non-Capacity**
 Project Manager: **Jamie Kelly**

Description:

Resurface the main drive that serves the Community and Event Center at Les Gove Park. The existing pervious concrete surface is deteriorated from weather and heavy use. Parks staff will work with Public Works and industry professionals to determine appropriate surfacing.

Progress Summary:

Future Impact on Operating Budget:

None

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Municipal Parks Construction Fund	-	-	-	-	-
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
REET	-	-	250,000	-	250,000
Other	-	-	-	-	-
Total Funding Sources:	-	-	250,000	-	250,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	250,000	-	250,000
Total Expenditures:	-	-	250,000	-	250,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Municipal Parks Construction Fund	-	-	-	-	-
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
REET	-	-	-	-	250,000
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	250,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	250,000
Total Expenditures:	-	-	-	-	250,000

City of Auburn Draft Capital Facilities Plan

TABLE PR-3

Impact on Future Operating Budgets
PARKS, ARTS & RECREATION - MUNICIPAL PARKS CONSTRUCTION

Project:	2022	2023	2024	2025	2026	2027	Total
1 <i>Auburndale Park</i>	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 30,000
2 <i>Auburndale Park II</i>	-	-	2,000	2,000	2,000	2,000	8,000
3 <i>Sunset Park</i>	10,000	10,000	10,000	10,000	10,000	10,000	60,000
4 <i>Lakeland Hills Nature Area</i>	-	-	-	-	-	5,000	5,000
Total	\$ 15,000	\$ 15,000	\$ 17,000	\$ 17,000	\$ 17,000	\$ 22,000	\$ 103,000

City of Auburn Draft Capital Facilities Plan

SENIOR CENTER

Current Facilities

The City of Auburn currently has one Senior Center. Table PR-5 Facilities Inventory lists the facility along with its current capacity and location.

Level of Service (LOS)

The current LOS of 146.98 square feet per 1,000 population is based on the existing inventory divided by the 2021 citywide population of 83,005. The proposed LOS of 139.85 square feet per 1,000 population is based on the projected inventory divided by the 2026-projected citywide population of 87,239.

Capital Facilities Projects and Financing

The CFP does not include any senior center capital facilities projects during 2021-2026

Impact on Future Operating Budgets

There are no operating budget impacts forecasted for the senior center facility during the six years 2022 – 2027.

TABLE PR-5

Facilities Inventory

Senior Center

FACILITY	<u>CAPACITY</u> (Square Feet)	LOCATION
<i>Existing Inventory:</i>		
<i>Senior Center</i>	12,200	808 9th Street SE
<i>Total Existing Inventory</i>	12,200	
<i>Proposed Capacity Projects:</i>		
<i>None</i>	-	
<i>Total Proposed Capacity Projects</i>	-	
2026 Projected Inventory Total	12,200	

GENERAL MUNICIPAL BUILDINGS

Current Facilities

The current inventory of City government administration and operations facilities include 207,629 square feet for general government operations, 66,469 square feet for police services, and 38,646 square feet for fire protection, for a total of 312,744 square feet. Table GM – 1 “Facilities Inventory” lists the facilities along with their current capacity and location.

Level of Service (LOS)

The current LOS of 3,767.77 square feet per 1,000 population is based on the existing inventory divided by the 2021 citywide population of 83,005. The proposed LOS of 3,630.76 square feet per 1,000 population is based on the projected inventory divided by the 2026-projected citywide population of 87,239.

Capital Facilities Projects and Financing

The City’s General Municipal Building facilities include six capital projects at a cost of \$3,719,820 and debt service at a cost of \$3,941,500 for a total of \$7,661,320. The major projects include (1) \$1,440,000 for the Auburn Arts & Culture Center Renovation, (2) \$470,000 for Equipment Rental Vehicle Maintenance Bay (3) \$320,000 for M&O Fuel Tank and \$3,941,500 for City Hall Annex debt service costs. Table GM – 2 shows the proposed financing plan followed by individual worksheets showing the project detail.

Impact on Future Operating Budgets

As Table GM-3 shows, operating budget impacts of \$570,000 are forecasted for General Municipal buildings facilities during the six years 2022 - 2027.

City of Auburn Draft Capital Facilities Plan

TABLE GM-1

Facilities Inventory General Municipal Buildings

FACILITY	<u>CAPACITY</u> (Square Feet)	LOCATION
<i>Existing Inventory:</i>		
<i>General Government:</i>		
City Hall	61,721	25 W Main Street
City Hall Annex	45,034	1 W Main Street
City Maintenance & Operations Facility	17,940	1305 C Street SW
Community Center	13,973	910 9th Street SE
Municipal Court (Justice Center-Leased to King County)	12,200	340 E Main Street
Activity Center	10,074	910 9th Street SE
Auburn Arts & Culture Center	8,744	100 Auburn Avenue
Auburn Avenue Theater	7,560	10 Auburn Avenue
Youth Center	7,132	910 9th Street SE
Auburn Valley Humane Society -(Leased to AVHS)	5,900	4910 A Street
GSA Building	5,580	2905 C Street SW #815
R Street Building	4,977	2840 Riverwalk Drive
Les Gove Storage Building	4,044	910 9th Street SE
Street Waste Handling Facility	2,750	1305 C Street SW
Total	207,629	
<i>Police:</i>		
Gun range	32,880	1600 Block 15th St NW
Headquarters (Justice Center)	24,800	340 E Main Street
R Street Building (Leased to Puget Sound Theft Task Force)	4,789	2840 Riverwalk Drive
Seized vehicle parking stalls	3,000	2905 C Street SW
GSA Building	1,000	2905 C Street SW #815
Total	66,469	
<i>Fire:</i>		
<i>Stations:</i>		
GSA Station #35	16,526	2905 C Street SW
North Station #31	12,220	1101 D Street NE
South Station #32	5,200	1951 R Street SE
<i>Other Facilities:</i>		
North Station Maint. Facility	4,700	1101 D Street NE
Total	38,646	
Total Existing Inventory	312,744	
<i>Proposed Capacity Projects:</i>		
Maintenance & Operations New Maintenance Bay	4,000	
Total Proposed Capacity Projects	4,000	
2026 Projected Inventory Total	316,744	

City of Auburn Draft Capital Facilities Plan

TABLE GM-2

CAPITAL FACILITIES PLAN PROJECTS AND FINANCING
GENERAL MUNICIPAL BUILDINGS

	2021	2022	2023	2024	2025	2026	Total
Page <u>Capacity Projects:</u>							
199 Auburn Arts & Culture Center Renovation							
Capital Costs	440,000	-	1,000,000	-	-	-	1,440,000
Funding Sources:							
Fund Balance	-	-	-	-	-	-	-
Grants	90,000	-	500,000	-	-	-	590,000
Other (Cumulative Reserve F122)	-	-	-	-	-	-	-
Other Park Impact Fees	350,000	-	500,000	-	-	-	850,000
Subtotal, Capacity Projects:							
Capital Costs	440,000	-	1,000,000	-	-	-	1,440,000
Non-Capacity Projects:							
200 M & O Vehicle Storage Bay Improvements							
Capital Costs	200,000	-	-	-	-	-	200,000
Funding Sources:							
Equipment Rental Fund	55,000	-	-	-	-	-	55,000
Operating Transfer -Water	48,334	-	-	-	-	-	48,334
Operating Transfer -Sewer	48,333	-	-	-	-	-	48,333
Operating Transfer -Storm	48,333	-	-	-	-	-	48,333
201 Equipment Rental Vehicle Maintenance Bay							
Capital Costs	470,000	-	-	-	-	-	470,000
Funding Sources:							
Equipment Rental Fund	123,000	-	-	-	-	-	123,000
Operating Transfer -Water	115,666	-	-	-	-	-	115,666
Operating Transfer -Sewer	115,667	-	-	-	-	-	115,667
Operating Transfer -Storm	115,667	-	-	-	-	-	115,667
202 M&O Fuel Tank Replacement							
Capital Costs	320,000	-	-	-	-	-	320,000
Funding Sources:							
Equipment Rental Fund	80,000	-	-	-	-	-	80,000
Operating Transfer -Water	80,000	-	-	-	-	-	80,000
Operating Transfer -Sewer	80,000	-	-	-	-	-	80,000
Operating Transfer -Storm	80,000	-	-	-	-	-	80,000
203 M&O Lunchroom Expansion							
Capital Costs	150,000	-	-	-	-	-	150,000
Funding Sources:							
Equipment Rental Fund	40,000	-	-	-	-	-	40,000
Operating Transfer -Water	36,666	-	-	-	-	-	36,666
Operating Transfer -Sewer	36,667	-	-	-	-	-	36,667
Operating Transfer -Storm	36,667	-	-	-	-	-	36,667
204 HVAC Equipment Replacement							
Capital Costs	1,102,310	37,510	-	-	-	-	1,139,820
Funding Sources:							
Operating Transfer -Facilities	371,470	37,510	-	-	-	-	408,980
REET 1	730,840	-	-	-	-	-	730,840

City of Auburn Draft Capital Facilities Plan

TABLE GM-2 (continued)

	2021	2022	2023	2024	2025	2026	Total
Page <u>Non-Capacity Projects:</u>							
205 City Hall Annex							
Long-Term Debt	656,600	658,000	656,400	656,900	657,000	656,600	3,941,500
Funding Sources:							
REET 1	656,600	658,000	656,400	656,900	657,000	656,600	3,941,500
Subtotal, Non-Capacity Projects:							
Capital Costs	2,242,310	37,510	-	-	-	-	2,279,820
SUMMARY:							
CAPITAL COSTS							
Capacity Projects	440,000	-	1,000,000	-	-	-	1,440,000
Non-Capacity Projects	2,242,310	37,510	-	-	-	-	2,279,820
Long-Term Debt	656,600	658,000	656,400	656,900	657,000	656,600	3,941,500
Total Costs	3,338,910	695,510	1,656,400	656,900	657,000	656,600	7,661,320
FUNDING SOURCES:							
Equipment Rental Fund	298,000	-	-	-	-	-	298,000
Operating Transfer -Water	280,666	-	-	-	-	-	280,666
Operating Transfer -Sewer	280,667	-	-	-	-	-	280,667
Operating Transfer -Storm	280,667	-	-	-	-	-	280,667
Operating Transfer -Facilities	371,470	37,510	-	-	-	-	408,980
Grants	90,000	-	500,000	-	-	-	590,000
Cumulative Reserve Fund 122	-	-	-	-	-	-	-
Park Impact Fees	350,000	-	500,000	-	-	-	850,000
REET 1	1,387,440	658,000	656,400	656,900	657,000	656,600	4,672,340
Total Funding	3,338,910	695,510	1,656,400	656,900	657,000	656,600	7,661,320

City of Auburn Draft Capital Facilities Plan

CAPITAL IMPROVEMENT FUND (328)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Capital Projects Fund

Project Title: **Auburn Arts & Culture Center Renovation**
 Project No: **cp1612**
 Project Type: **Capacity**
 Project Manager: **Daryl Faber**

Description:

Renovation to the property and building located at 20 Auburn Avenue (100 Auburn Avenue) Building for the creation of an Arts & Culture Center in downtown Auburn. The renovation of this building will allow increased access to the arts for all of Auburn residents and visitors. Having a dedicated Art Center alongside the Auburn Avenue Theater performing arts series has the potential to transform Auburn into an arts tourism destination within the South Puget Sound. This project is a high priority for the City of Auburn and the purchase of this important building was completed in 2016.

Progress Summary:

The City has secured \$898,000 in grant funding. The historic window restoration was completed in 2018, interior demolition started in 2019, and final renovation designs completed in 2020. It is anticipated that Phase 1 renovation of the main floor will begin in 2020 and continue through 2021. As a landmark building, exterior renovations must maintain the historic character of the building. Phase 2 renovations for the basement are expected to begin in 2023 at which time the City intends to apply for additional grant funds.

Future Impact on Operating Budget:

The annual operating budget fiscal impact is estimated to be \$95,000.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Fund Balance	-	-	-	-	-
Grants- Secured (State)	-	400,000	90,000	-	490,000
Grants- Secured (Local)	264,042	143,808	-	-	407,850
Grants - Local Unsecured	-	-	-	-	-
Other -(Cumulative Reserve)	-	42,200	-	-	42,200
REET	-	-	-	-	-
Other (Park Impact Fee)	5,418	494,582	350,000	-	850,000
Total Funding Sources:	269,460	1,080,590	440,000	-	1,790,050
Capital Expenditures:					
Design	66,021	55,000	-	-	121,021
Right of Way	-	-	-	-	-
Construction	203,439	1,025,590	440,000	-	1,669,029
Total Expenditures:	269,460	1,080,590	440,000	-	1,790,050

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Fund Balance	-	-	-	-	-
Grants- Secured (State)	-	-	-	-	90,000
Grants- Secured (Local)	-	-	-	-	-
Grants - Local Unsecured	500,000	-	-	-	500,000
Other -(Cumulative Reserve)	-	-	-	-	-
REET	-	-	-	-	-
Other (Park Impact Fee)	500,000	-	-	-	850,000
Total Funding Sources:	1,000,000	-	-	-	1,440,000
Capital Expenditures:					
Design	75,000	-	-	-	75,000
Right of Way	-	-	-	-	-
Construction	925,000	-	-	-	1,365,000
Total Expenditures:	1,000,000	-	-	-	1,440,000

City of Auburn Draft Capital Facilities Plan

EQUIPMENT RENTAL FUND (560)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **M&O Vehicle Storage Bay Improvements**
 Project No: **cp0711**
 Project Type: **Non-Capacity**
 Project Manager: **Tyler Thompson**

Description:

Enclose the 8 existing bays to provide necessary weather protection for street sweepers, vactors, sanding, and snow plow equipment. Construct storage shed to facilitate removal of portable containers, improving space utilization and traffic flow throughout M&O.

Progress Summary:

Future Impact on Operating Budget:

None

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Equip. Rental Revenue	5,451	-	55,000	-	60,451
REET 1	-	-	-	-	-
Other (Water, Sewer, Storm)	-	-	145,000	-	145,000
Total Funding Sources:	5,451	-	200,000	-	205,451
Capital Expenditures:					
Design	-	-	10,000	-	10,000
Right of Way	-	-	-	-	-
Construction	5,451	-	190,000	-	195,451
Total Expenditures:	5,451	-	200,000	-	205,451

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Equip. Rental Revenue	-	-	-	-	55,000
REET 1	-	-	-	-	-
Other (Water, Sewer, Storm)	-	-	-	-	145,000
Total Funding Sources:	-	-	-	-	200,000
Capital Expenditures:					
Design	-	-	-	-	10,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	190,000
Total Expenditures:	-	-	-	-	200,000

City of Auburn Draft Capital Facilities Plan

EQUIPMENT RENTAL FUND (560)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **Equipment Rental Vehicle Maintenance Bay**
 Project No: **cp1223**
 Project Type: **Non-Capacity**
 Project Manager: **Tyler Thompson**

Description:

Build additional vehicle bay at Equipment Rental shop for heavy equipment and large vehicles to improve efficiency and remove choke points. Adding a large vehicle bay with a large vehicle lift will enable us to perform inspections and maintenance on more than one large vehicle at a time, this becomes extremely important during emergency operations such as snow and ice events. The City currently has 2.5 maintenance bays, this project will add one more maintenance bay for a total of 3.5 bays.

Progress Summary:

Future Impact on Operating Budget:

None

Activity:

Funding Sources:	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
<i>Unrestricted Equip. Rental Revenue</i>	29,276	-	123,000	-	152,276
<i>REET 1</i>	-	-	-	-	-
<i>Other (Water, Sewer, Storm)</i>	-	-	347,000	-	347,000
Total Funding Sources:	29,276	-	470,000	-	499,276
Capital Expenditures:					
<i>Design</i>	-	-	22,000	-	22,000
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	29,276	-	448,000	-	477,276
Total Expenditures:	29,276	-	470,000	-	499,276

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
<i>Unrestricted Equip. Rental Revenue</i>	-	-	-	-	123,000
<i>REET 1</i>	-	-	-	-	-
<i>Other (Water, Sewer, Storm)</i>	-	-	-	-	347,000
Total Funding Sources:	-	-	-	-	470,000
Capital Expenditures:					
<i>Design</i>	-	-	-	-	22,000
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	-	-	-	-	448,000
Total Expenditures:	-	-	-	-	470,000

City of Auburn Draft Capital Facilities Plan

EQUIPMENT RENTAL FUND (560)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **M&O Fuel Tank Replacement**
 Project No: **erbd01**
 Project Type: **Non-Capacity**
 Project Manager: **Tyler Thompson**

Description:

Replace three 10,000 gallon underground tanks with new above ground tanks. The existing tanks were installed in 1989 and are single wall fiberglass tanks. It will be a benefit to the City to have the tanks above ground in the future due to the reduced maintenance and inspection cost.

Progress Summary:

Future Impact on Operating Budget:

This project should reduce the operating budget due to lower maintenance and inspection costs.

Activity:

Funding Sources:	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Unrestricted Equip. Rental Revenue	-	-	80,000	-	80,000
REET 1	-	-	-	-	-
Other (Water, Sewer, Storm)	-	-	240,000	-	240,000
Total Funding Sources:	-	-	320,000	-	320,000
Capital Expenditures:					
Design	-	-	25,000	-	25,000
Right of Way	-	-	-	-	-
Construction	-	-	295,000	-	295,000
Total Expenditures:	-	-	320,000	-	320,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Equip. Rental Revenue	-	-	-	-	80,000
REET 1	-	-	-	-	-
Other (Water, Sewer, Storm)	-	-	-	-	240,000
Total Funding Sources:	-	-	-	-	320,000
Capital Expenditures:					
Design	-	-	-	-	25,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	295,000
Total Expenditures:	-	-	-	-	320,000

City of Auburn Draft Capital Facilities Plan

EQUIPMENT RENTAL FUND (560)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **M&O Lunchroom Expansion**
 Project No: **erbd02**
 Project Type: **Non-Capacity**
 Project Manager: **Tyler Thompson**

Description:

Expansion of the current lunchroom by redesigning the area to accommodate All-Staff meetings, provide for a training facility, lunch room and also serve as the Department Operations Center (DOC) during an emergency event. In addition, the design will include sliding doors which will allow the area to serve two purposes at once, for example, one half of the room being used as a DOC and the other half open to employees to use as a lunch/break room.

Progress Summary:

Future Impact on Operating Budget:

None

Activity:

Funding Sources:	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Unrestricted Equip. Rental Revenue	-	-	40,000	-	40,000
REET 1	-	-	-	-	-
Other (Water, Sewer, Storm)	-	-	110,000	-	110,000
Total Funding Sources:	-	-	150,000	-	150,000
Capital Expenditures:					
Design	-	-	10,000	-	10,000
Right of Way	-	-	-	-	-
Construction	-	-	140,000	-	140,000
Total Expenditures:	-	-	150,000	-	150,000

Forecasted Project Cost:

Funding Sources:	2023	2024	2025	2026	Total 2021-2026
Unrestricted Equip. Rental Revenue	-	-	-	-	40,000
REET 1	-	-	-	-	-
Other (Water, Sewer, Storm)	-	-	-	-	110,000
Total Funding Sources:	-	-	-	-	150,000
Capital Expenditures:					
Design	-	-	-	-	10,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	140,000
Total Expenditures:	-	-	-	-	150,000

City of Auburn Draft Capital Facilities Plan

CAPITAL IMPROVEMENT FUND (328)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Capital Projects Fund

Project Title: **HVAC Equipment Replacement**
 Project No: **gcbd17**
 Project Type: **Non-Capacity**
 Project Manager: **Lisa Moore**

Description:

Replace HVAC Equipment at City Hall, Auburn Senior Center, Mountain View Cemetery, Arts & Culture Center building, Maintenance and Operations building and the Auburn Avenue Theater.

Progress Summary:

Future Impact on Operating Budget:

This project will reduce operating costs through energy conservation and reduced maintenance and repair.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Fund Balance	-	-	-	-	-
Grants - Unsecured State	-	-	-	-	-
Grants - Local Unsecured	-	-	-	-	-
REET 1	-	-	730,840	-	730,840
Facilities Fund-Transfer In	-	-	371,470	37,510	371,470
Total Funding Sources:	-	-	1,102,310	37,510	1,102,310
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	1,102,310	37,510	1,102,310
Total Expenditures:	-	-	1,102,310	37,510	1,102,310

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Fund Balance	-	-	-	-	-
Grants - Unsecured State	-	-	-	-	-
Grants - Local Unsecured	-	-	-	-	-
REET 1	-	-	-	-	730,840
Facilities Fund-Transfer In	-	-	-	-	408,980
Total Funding Sources:	-	-	-	-	1,139,820
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	1,139,820
Total Expenditures:	-	-	-	-	1,139,820

City of Auburn Draft Capital Facilities Plan

CAPITAL IMPROVEMENT FUND (328)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Capital Projects Fund

Project Title: **City Hall Annex**

Project No:

Project Type:

Project Manager:

Description:

To pay scheduled debt service costs on 2010 General Obligation bonds issued for the City Hall Annex.

Progress Summary:

Future Impact on Operating Budget:

N/A

Activity:

	(Previous 2 Yrs.) Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Fund Balance	-	-	-	-	-
Grants - Secured (Fed, State, Local)	-	-	-	-	-
REET 1	1,315,311	658,700	656,600	658,000	2,630,611
Total Funding Sources:	1,315,311	658,700	656,600	658,000	2,630,611
Capital Expenditures:					
Design	-	-	-	-	-
Construction	-	-	-	-	-
Long-Term Debt Service	1,315,311	658,700	656,600	658,000	2,630,611
Total Expenditures:	1,315,311	658,700	656,600	658,000	2,630,611

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Fund Balance	-	-	-	-	-
Grants - Secured (Fed, State, Local)	-	-	-	-	-
REET 1	656,400	656,900	657,000	656,600	3,941,500
Total Funding Sources:	656,400	656,900	657,000	656,600	3,941,500
Capital Expenditures:					
Design	-	-	-	-	-
Construction	-	-	-	-	-
Long-Term Debt Service	656,400	656,900	657,000	656,600	3,941,500
Total Expenditures:	656,400	656,900	657,000	656,600	3,941,500

City of Auburn Draft Capital Facilities Plan

TABLE GM-3

**Impact on Future Operating Budgets
GENERAL MUNICIPAL BUILDINGS**

Project:	2022	2023	2024	2025	2026	2027	Total
1 Auburn Arts & Culture Ctr. Renovation	\$ 95,000	\$95,000	\$ 95,000	\$ 95,000	\$ 95,000	\$ 95,000	\$ 570,000
Total	\$ 95,000	\$95,000	\$ 95,000	\$ 95,000	\$ 95,000	\$ 95,000	\$ 570,000

COMMUNITY IMPROVEMENTS

Current Facilities

Community Improvements include sidewalk and traffic signal improvements, neighborhood traffic calming program, Main Street urban design improvements, public art and phase two of the Auburn Environmental Park Boardwalk project.

Level of Service (LOS)

No Level of Service for community improvement projects have been identified at this time.

Capital Facilities Projects and Financing

The City's proposed Community Improvements include thirteen capital projects at a cost of \$7,134,310 and debt service at a cost of 1,332,000 for a total of \$8,466,310. Table CI-2 shows the proposed financing plan followed by individual work sheets showing the project detail.

Impact on Future Operating Budgets

As Table CI-3 shows, because of the City Street light LED retrofit program the operating budget will save approximately \$807,500 for community improvement facilities during the six years 2022-2027.

City of Auburn Draft Capital Facilities Plan

TABLE CI-2

CAPITAL FACILITIES PLAN PROJECTS AND FINANCING

COMMUNITY IMPROVEMENTS

	2021	2022	2023	2024	2025	2026	Total
Page Capacity Projects:							
210 Auburn Way South (SR-164) - Southside Sidewalk Improvements							
Capital Costs	-	95,000	750,000	-	-	-	845,000
Funding Sources:							
Capital Improvement Fund	-	-	-	-	-	-	-
Grants	-	80,000	600,000	-	-	-	680,000
REET 2	-	15,000	150,000	-	-	-	165,000
211 104th Ave. Park Development							
Capital Costs	1,030,500	-	-	-	-	-	1,030,500
Funding Sources:							
Capital Improvement Fund	-	-	-	-	-	-	-
Grants	565,000	-	-	-	-	-	565,000
Other Park Impact Fees	465,500	-	-	-	-	-	465,500
212 Downtown Plaza Park							
Capital Costs	377,700	-	-	-	-	-	377,700
Funding Sources:							
Capital Improvement Fund	-	-	-	-	-	-	-
Other Park Impact Fees	145,230	-	-	-	-	-	145,230
Other -Developer Fees	232,470	-	-	-	-	-	232,470
Subtotal, Capacity Projects:							
Capital Costs	1,408,200	95,000	750,000	-	-	-	2,253,200
Non-Capacity Projects:							
213 Public Art							
Capital Costs	30,000	30,000	30,000	30,000	30,000	30,000	180,000
Funding Sources:							
Capital Improvement Fund	-	-	-	-	-	-	-
REET 2	30,000	30,000	30,000	30,000	30,000	30,000	180,000
214 Citywide ADA & Sidewalk Improvements							
Capital Costs	185,000	-	200,000	200,000	200,000	200,000	985,000
Funding Sources:							
Capital Improvement Fund	-	-	-	-	-	-	-
REET 2	185,000	-	200,000	200,000	200,000	200,000	985,000
215 Lea Hill Safe Routes to Schools							
Capital Costs	70,000	950,000	-	-	-	-	1,020,000
Funding Sources:							
Grants	55,000	700,000	-	-	-	-	755,000
REET2	15,000	200,000	-	-	-	-	215,000
Other -Auburn School Dist.	-	50,000	-	-	-	-	50,000
216 Annual Traffic Signal Replacement & Improvements							
Capital Costs	200,000	100,000	200,000	100,000	200,000	200,000	1,000,000
Funding Sources:							
Capital Improvement Fund	-	-	-	-	-	-	-
REET 2	200,000	100,000	200,000	100,000	200,000	200,000	1,000,000
217 Citywide Street Lighting Improvements							
Capital Costs	50,000	50,000	50,000	50,000	50,000	50,000	300,000
Funding Sources:							
Capital Improvement Fund	-	-	-	-	-	-	-
REET 2	50,000	50,000	50,000	50,000	50,000	50,000	300,000

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TABLE CI-2 (continued)

	2021	2022	2023	2024	2025	2026	Total
Page	Non-Capacity Projects:						
218	City Street Lighting LED Retrofit						
	Capital Costs	39,010	-	-	-	-	39,010
	Funding Sources:						
	Grants	2,010	-	-	-	-	2,010
	REET 2	37,000	-	-	-	-	37,000
219	Neighborhood Traffic Calming Program						
	Capital Costs	10,000	10,000	10,000	50,000	50,000	180,000
	Funding Sources:						
	Capital Improvement Fund	-	-	-	-	-	-
	REET 2	10,000	10,000	10,000	50,000	50,000	180,000
220	City Wetland Mitigation Projects						
	Capital Costs	36,600	5,000	5,000	5,000	5,000	61,600
	Funding Sources:						
	Capital Improvement Fund	-	-	-	-	-	-
	Other (Fund 124-Wetland Mit.)	36,600	5,000	5,000	5,000	5,000	61,600
221	Auburn Environmental Park Boardwalk -Phase 2						
	Capital Costs	-	-	75,000	800,000	-	875,000
	Funding Sources:						
	Capital Improvement Fund	-	-	-	-	-	-
	REET 2	-	-	75,000	-	-	75,000
	Other - To Be Determined	-	-	-	800,000	-	800,000
222	City Downtown Public Parking Lot Reconfiguration						
	Capital Costs	240,500	-	-	-	-	240,500
	Funding Sources:						
	Local Revitalization Fund	240,500	-	-	-	-	240,500
	Other - To Be Determined	-	-	-	-	-	-
223	Local Revitalization						
	Long Term Debt	225,000	223,700	222,000	219,800	222,300	1,332,000
	Funding Sources:						
	REET 2	225,000	223,700	222,000	219,800	222,300	1,332,000
Subtotal, Non-Capacity Projects:							
	Capital Costs	861,110	1,145,000	570,000	1,235,000	535,000	4,881,110
SUMMARY:							
CAPITAL COSTS							
	Capacity Projects	1,408,200	95,000	750,000	-	-	2,253,200
	Non-Capacity Projects	861,110	1,145,000	570,000	1,235,000	535,000	4,881,110
	Long-Term Debt	225,000	223,700	222,000	219,800	222,300	1,332,000
	Total Costs	2,494,310	1,463,700	1,542,000	1,454,800	757,300	8,466,310
FUNDING SOURCES:							
	Capital Improvement Fund 328	-	-	-	-	-	-
	Local Revitalization Fund 330	240,500	-	-	-	-	240,500
	Grants	767,240	780,000	600,000	-	-	2,147,240
	REET 2	752,000	628,700	937,000	649,800	752,300	4,469,000
	Other -To Be Determined	-	-	-	800,000	-	800,000
	Other -Auburn School Dist.	-	50,000	-	-	-	50,000
	Other (Fund 124-Parks Impact)	697,970	-	-	-	-	697,970
	Other (Fund 124-Wetland Mit.)	36,600	5,000	5,000	5,000	5,000	61,600
	Total Funding	2,494,310	1,463,700	1,542,000	1,454,800	757,300	8,466,310

City of Auburn Draft Capital Facilities Plan

CAPITAL IMPROVEMENT FUND (328)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Capital Projects Fund

Project Title: **Auburn Way South (SR-164) - Southside Sidewalk Improvements**
 Project No: **gcbsd10**
 Project Type: **Capacity, Non-motorized, Safety**
 Project Manager: **TBD**

TIP# N-7

Description:

The project will construct missing sidewalk along the south side of Auburn Way S. The existing sidewalk along the south side currently ends at the intersection with Howard Road and restarts to the west of the intersection with Muckleshoot Plaza. The sidewalk gap extends for approximately 1,700 feet. The project also includes a Rapid Flashing Rectangular Beacon (RRFB) across Howard Road to provide a connection from the existing non-motorized facilities to the proposed improvements.

Progress Summary:

Grant funding for the project will be applied for in 2020. Depending on the funding source the design phase could occur in 2021 with construction of the improvements in 2022, or the design phase could start in 2023 with construction of the improvements in 2024. REET funding shown in the previous CFP in 2021 and 2022 has been moved to 2022 and 2023 respectively in this CFP, without any proposed increase.

Future Impact on Operating Budget:

This project will have no impact on the operating budget for street maintenance.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Fund Balance	-	-	-	-	-
Grants - Unsecured	-	-	-	80,000	-
REET 2	-	-	-	15,000	-
Other (Fund 102)	-	-	-	-	-
Total Funding Sources:	-	-	-	95,000	-
Capital Expenditures:					
Design	-	-	-	95,000	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:		-	-	95,000	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Fund Balance	-	-	-	-	-
Grants - Unsecured	600,000	-	-	-	680,000
REET 2	150,000	-	-	-	165,000
Other (Fund 102)	-	-	-	-	-
Total Funding Sources:	750,000	-	-	-	845,000
Capital Expenditures:					
Design	-	-	-	-	95,000
Right of Way	-	-	-	-	-
Construction	750,000	-	-	-	750,000
Total Expenditures:	750,000	-	-	-	845,000

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CAPITAL IMPROVEMENT FUND (328)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Capital Projects Fund

Project Title: **104th Ave. Park Development**
 Project No: **cp1619**
 Project Type: **Capacity**
 Project Manager: **Jamie Kelly**

Description:

Complete Master Plan and construct park improvements identified in the Master Plan. Anticipated improvements include parking, trails, restroom, and playground. Work associated with permit approvals is also included in the budget.

Progress Summary:

The City was awarded a State grant from RCO where funds became available in June 2019. Park staff is currently working with design consultant team and Public Works to design the project. Design is anticipated to be completed in early 2021, and construction in Spring/Summer 2021.

Future Impact on Operating Budget:

The annual impact on the operating budget is estimated to be \$10,000 for temporary wages and \$2,500 for supplies.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Cap Improve	-	-	-	-	-
Grants - Secured State	-	-	565,000	-	565,000
REET2	2,424	-	-	-	2,424
Other -Park Impact Fees	16,559	50,000	465,500	-	532,059
Total Funding Sources:	18,983	50,000	1,030,500	-	1,099,483
Capital Expenditures:					
Design	18,983	50,000	30,500	-	99,483
Construction	-	-	1,000,000	-	1,000,000
Long-Term Debt Service	-	-	-	-	-
Total Expenditures:	18,983	50,000	1,030,500	-	1,099,483

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Cap Improve	-	-	-	-	-
Grants - Secured State	-	-	-	-	565,000
REET2	-	-	-	-	-
Other -Park Impact Fees	-	-	-	-	465,500
Total Funding Sources:	-	-	-	-	1,030,500
Capital Expenditures:					
Design	-	-	-	-	30,500
Construction	-	-	-	-	1,000,000
Long-Term Debt Service	-	-	-	-	-
Total Expenditures:	-	-	-	-	1,030,500

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CAPITAL IMPROVEMENT FUND (328)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Capital Projects Fund

Project Title: **Downtown Plaza Park**
 Project No: **cp2016**
 Project Type: **Capacity**
 Project Manager: **Jamie Kelly**

Description:

This project will renovate and improve the plaza area across from City Hall. Improvements will complement the new commercial building store fronts on the adjacent property that is being constructed in 2020. Improvement will include, but not be limited to seating, plantings, surfacing, and public art.

Progress Summary:

Future Impact on Operating Budget:

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Cap Imp.	-	-	-	-	-
Developer Fees	-	32,160	232,470	-	264,630
Other -Park Impact Fees	-	-	145,230	-	145,230
Total Funding Sources:	-	32,160	377,700	-	409,860
Capital Expenditures:					
Design	-	32,160	17,025	-	49,185
Construction	-	-	360,675	-	360,675
Long-Term Debt Service	-	-	-	-	-
Total Expenditures:	-	32,160	377,700	-	409,860

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Cap Imp.	-	-	-	-	-
Developer Fees	-	-	-	-	232,470
Other -Park Impact Fees	-	-	-	-	145,230
Total Funding Sources:	-	-	-	-	377,700
Capital Expenditures:					
Design	-	-	-	-	17,025
Construction	-	-	-	-	360,675
Long-Term Debt Service	-	-	-	-	-
Total Expenditures:	-	-	-	-	377,700

City of Auburn Draft Capital Facilities Plan

CAPITAL IMPROVEMENT FUND (328)

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Capital Facilities Plan

Capital Projects Fund

Project Title: **Public Art**
 Project No: **gcbsd05, cp1818**
 Project Type: **Non-Capacity**
 Project Manager: **Julie Krueger**

Description:

The City designates \$30,000 annually toward the purchase of public art, for placement at designated locations throughout the City.

Progress Summary:

Arts Commission will meet to assess future needs and seek approval from City Council on placement.

Future Impact on Operating Budget:

None

Activity:

	(Previous 2 Years) Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Fund Balance	-	-	-	-	-
Grants - Secured (Fed, State, Local)	-	-	-	-	-
REET 2	163,000	97,500	30,000	30,000	290,500
Other	-	-	-	-	-
Total Funding Sources:	163,000	97,500	30,000	30,000	290,500
Capital Expenditures:					
Design	62,500	-	-	-	62,500
Right of Way	-	-	-	-	-
Construction	100,500	97,500	30,000	30,000	228,000
Total Expenditures:	163,000	97,500	30,000	30,000	290,500

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Fund Balance	-	-	-	-	-
Grants - Secured (Fed, State, Local)	-	-	-	-	-
REET 2	30,000	30,000	30,000	30,000	180,000
Other	-	-	-	-	-
Total Funding Sources:	30,000	30,000	30,000	30,000	180,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	30,000	30,000	30,000	30,000	180,000
Total Expenditures:	30,000	30,000	30,000	30,000	180,000

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CAPITAL IMPROVEMENT FUND (328)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Capital Projects Fund

Project Title: **Citywide ADA & Sidewalk Improvements**

TIP# N-2

Project No: **cp1710, cp1804, cp1815, cp1902 gcbsd01**

Project Type: **Non-Capacity (Annual)**

Project Manager: **James Webb**

LOS Corridor ID# N/A

Description:

The program will construct citywide accessibility improvements to the public right-of-way sidewalk system including adding/upgrading curb ramps, removing barriers to access and completing gaps. Projects are prioritized annually based on pedestrian demands, existing deficiencies, and citizen requests. Program funds reflect remaining budget after allocations to specific ADA and sidewalk improvement projects.

Progress Summary:

REET funding shown in the previous CFP in this program in 2021 and 2022 have been included in the Lea Hill Safe Routes to School Project (a project being completed under this program), without any increase.

Future Impact on Operating Budget:

This project will have no impact on the operating budget for street maintenance.

Activity:

	(Previous 2 Yrs.) Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Fund Balance	-	-	-	-	-
Grants -Unsecured State	263,250	-	-	-	263,250
REET 2	376,595	200,000	185,000	-	761,595
Other	40,000	-	-	-	40,000
Total Funding Sources:	679,845	200,000	185,000	-	1,064,845
Capital Expenditures:					
Design	88,713	20,000	20,000	-	128,713
Right of Way	-	-	-	-	-
Construction	591,132	180,000	165,000	-	936,132
Total Expenditures:	679,845	200,000	185,000	-	1,064,845

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Fund Balance	-	-	-	-	-
Grants -Unsecured State	-	-	-	-	-
REET 2	200,000	200,000	200,000	200,000	985,000
Other	-	-	-	-	-
Total Funding Sources:	200,000	200,000	200,000	200,000	985,000
Capital Expenditures:					
Design	20,000	20,000	20,000	20,000	100,000
Right of Way	-	-	-	-	-
Construction	180,000	180,000	180,000	180,000	885,000
Total Expenditures:	200,000	200,000	200,000	200,000	985,000

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CAPITAL IMPROVEMENT FUND (328)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Capital Projects Fund

Project Title: **Lea Hill Safe Routes to Schools**
 Project No: **gcbsd16**
 Project Type: **Non-Motorized**
 Project Manager: **TBD**

TIP# N-11

Description:

The project will construct non-motorized improvements along SE 304th St from Hazelwood Elementary School extending east to 124th Ave SE, and along the west side of 124th Ave SE to the south of SE 304th St. The project will complete multiple gaps in the existing non-motorized network. The project will also construct curb and gutter, ADA compliant curb ramps, driveways aprons and retaining walls associated with the new sidewalks. Utility poles will need to be relocated to accommodate the proposed sidewalk alignment in some locations. Additional lighting is proposed for pedestrian safety and will be incorporated onto existing/relocated utility poles, and an RRFB will be installed at the SE 304th St intersection with 116th Ave SE. Ancillary work, including but not limited to, property restoration, grading, storm upgrades, school zone beacon relocation, channelization, fencing, landscaping and mailbox relocation will be addressed with the project.

Progress Summary:

Grant funding will be applied for in 2020. If secured, the design phase will be started in 2021 and construction completed during 2022. REET funding included in the previous CFP under the Citywide ADA & Sidewalk Improvements Project (gcbsd01) are shown in this project and the corresponding reduction in REET funds are reflected in gcbsd01.

Future Impact on Operating Budget:

This project will have no impact on the operating budget for street maintenance.

Activity:

Funding Sources:	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
<i>Unrestricted Fund Balance</i>	-	-	-	-	-
<i>Grants - Unsecured</i>	-	-	55,000	700,000	55,000
<i>Contributions</i>	-	-	-	-	-
<i>REET 2</i>	-	-	15,000	200,000	15,000
<i>Other (ASD)</i>	-	-	-	50,000	-
Total Funding Sources:	-	-	70,000	950,000	70,000
Capital Expenditures:					
<i>Design</i>	-	-	70,000	-	70,000
<i>Construction</i>	-	-	-	-	-
<i>Long-Term Debt Service</i>	-	-	-	950,000	-
Total Expenditures:	-	-	70,000	950,000	70,000

Forecasted Project Cost:

Funding Sources:	2023	2024	2025	2026	Total 2021-2026
<i>Unrestricted Fund Balance</i>	-	-	-	-	-
<i>Grants - Unsecured</i>	-	-	-	-	755,000
<i>Contributions</i>	-	-	-	-	-
<i>REET 2</i>	-	-	-	-	215,000
<i>Other (ASD)</i>	-	-	-	-	50,000
Total Funding Sources:	-	-	-	-	1,020,000
Capital Expenditures:					
<i>Design</i>	-	-	-	-	70,000
<i>Construction</i>	-	-	-	-	-
<i>Long-Term Debt Service</i>	-	-	-	-	950,000
Total Expenditures:	-	-	-	-	1,020,000

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CAPITAL IMPROVEMENT FUND (328)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Capital Projects Fund

Project Title: **Annual Traffic Signal Replacement & Improvements**

TIP# I-2

Project No: **cp1813, cp1906, cp2004, gcbd07**

Project Type: **Non-Capacity (Annual)**

Project Manager: **Scott Nutter**

LOS Corridor ID# N/A

Description:

The program will replace end of life capital facilities replacement for traffic signal and Intelligent Transportation System equipment including cabinets, video detection cameras, field network devices, traffic cameras, battery backup components, and other related equipment. The program also includes minor safety improvements, operations improvements, and Accessible Pedestrian Signal Improvements based on the requirements of the Americans with Disabilities Act (ADA).

Progress Summary:

Project continues to complete various intersection improvements. REET funding in 2022 and 2024 has been reduced annually by \$100k from what was approved in the previous CFP.

Future Impact on Operating Budget:

This project will have a positive impact on the operating budget for street maintenance, reducing maintenance costs.

Activity:

	(Previous 2 Yrs.) Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Fund Balance	-	-	-	-	-
Grants - Unsecured (Fed,State,Local)	-	-	-	-	-
REET 2	278,443	100,000	200,000	100,000	578,443
Other	-	-	-	-	-
Total Funding Sources:	278,443	100,000	200,000	100,000	578,443
Capital Expenditures:					
Design	22,877	-	-	-	22,877
Right of Way	-	-	-	-	-
Construction	255,566	100,000	200,000	100,000	555,566
Total Expenditures:	278,443	100,000	200,000	100,000	578,443

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Fund Balance	-	-	-	-	-
Grants - Unsecured (Fed,State,Local)	-	-	-	-	-
REET 2	200,000	100,000	200,000	200,000	1,000,000
Other	-	-	-	-	-
Total Funding Sources:	200,000	100,000	200,000	200,000	1,000,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	200,000	100,000	200,000	200,000	1,000,000
Total Expenditures:	200,000	100,000	200,000	200,000	1,000,000

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CAPITAL IMPROVEMENT FUND (328)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Capital Projects Fund

Project Title: **Citywide Street Lighting Improvements**
 Project No: **cp1928, cp2005, gcdb09**
 Project Type: **Non-Capacity**
 Project Manager: **Scott Nutter**

TIP# I-4

Description:

The project constructs lighting improvements throughout the City, including upgrading decorative street lights not converted to LED with the 2020 conversion project, and installing new street lights.

Progress Summary:

Annual REET funding reduced by \$50,000 since previous approved CFP.

Future Impact on Operating Budget:

New street lights installed with this program will increase the City's street light power costs but this increase will be offset by decreased power costs as existing standard street lights are converted to LED.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Fund Balance	-	-	-	-	-
Grants - Secured (Fed,State,Local)	-	-	-	-	-
REET 2	33,725	50,000	50,000	50,000	133,725
Total Funding Sources:	33,725	50,000	50,000	50,000	133,725
Capital Expenditures:					
Design	-	-	-	-	-
Construction	33,725	50,000	50,000	50,000	133,725
Long-Term Debt Service	-	-	-	-	-
Total Expenditures:	33,725	50,000	50,000	50,000	133,725

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Fund Balance	-	-	-	-	-
Grants	-	-	-	-	-
REET 2	50,000	50,000	50,000	50,000	300,000
Total Funding Sources:	50,000	50,000	50,000	50,000	300,000
Capital Expenditures:					
Design	-	-	-	-	-
Construction	50,000	50,000	50,000	50,000	300,000
Long-Term Debt Service	-	-	-	-	-
Total Expenditures:	50,000	50,000	50,000	50,000	300,000

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CAPITAL IMPROVEMENT FUND (328)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Capital Projects Fund

Project Title: **City Street Light LED Retrofit**
 Project No: **cp1920**
 Project Type: **Non-Capacity**
 Project Manager: **Scott Nutter**

TIP# I-17

Description:

The project will convert all City owned cobra-head street lights to LED. This phase of the project will convert all City owned cobra-head street lights to LED and add smart lighting control technology. Federal grant funding for this phase of the project was awarded in 2019. Future phases to upgrade other types of City street lights (such as decorative residential and downtown decorative lights) to LED will be considered as additional funding is available.

Progress Summary:

A detailed audit of all existing City owned lights and the design phase of the project have been completed. The construction phase of the project is programmed to begin during Spring 2020. REET funds shown in 2021 reflect anticipated carry forward of 2020 funds to complete project in 2021.

Future Impact on Operating Budget:

Annual savings in power usage is anticipated to be \$130,000 per year. Additional maintenance savings will be realized in the reduction of materials for light replacement and is estimated to be \$20,000 per year.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Fund Balance	-	-	-	-	-
Grants - Secured Federal Contributions	-	497,990	2,010	-	500,000
REET 2	-	350,000	-	-	350,000
	-	1,813,000	37,000	-	1,850,000
Total Funding Sources:	-	2,660,990	39,010	-	2,700,000
Capital Expenditures:					
Design	-	112,294	-	-	112,294
Construction	-	2,548,696	39,010	-	2,587,706
Long-Term Debt Service	-	-	-	-	-
Total Expenditures:	-	2,660,990	39,010	-	2,700,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Fund Balance	-	-	-	-	-
Grants - Secured Federal Contributions	-	-	-	-	2,010
REET 2	-	-	-	-	37,000
Total Funding Sources:	-	-	-	-	39,010
Capital Expenditures:					
Design	-	-	-	-	-
Construction	-	-	-	-	39,010
Long-Term Debt Service	-	-	-	-	-
Total Expenditures:	-	-	-	-	39,010

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CAPITAL IMPROVEMENT FUND (328)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Capital Projects Fund

Project Title: **Neighborhood Traffic Safety Program**
 Project No: **cp1814, cp1907, cp2013, gcbsd06**
 Project Type: **Non-Capacity (Annual)**
 Project Manager: **Scott Nutter**

TIP# R-1

Description:

This program will implement low-cost traffic calming strategies, supported by engineering studies as necessary. Projects will be selected annually based on requests from residents, or police concerns, crash history, and available staff and financial resources.

Progress Summary:

Staffing constraints and limited resources make this program challenging to administer. Traffic calming strategies and approaches are being updated to be more sustainable, and adapted to the limited resources (staff and financial) available. REET funding has been reduced by \$140k annually starting in 2021 from the approved amount shown in the previous CFP.

Future Impact on Operating Budget:

The traffic calming program will have no impact on the operating budget for street maintenance.

Activity:

	(Previous 2 Yrs.) Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Fund Balance	-	-	-	-	-
Grants - Unsecured (Fed, State, Local)	-	-	-	-	-
REET 2	76,198	10,000	10,000	10,000	96,198
Other	-	-	-	-	-
Total Funding Sources:	76,198	10,000	10,000	10,000	96,198
Capital Expenditures:					
Design	76,198	1,000	1,000	1,000	78,198
Right of Way	-	-	-	-	-
Construction	-	9,000	9,000	9,000	18,000
Total Expenditures:	76,198	10,000	10,000	10,000	96,198

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Fund Balance	-	-	-	-	-
Grants - Unsecured (Fed, State, Local)	-	-	-	-	-
REET 2	10,000	50,000	50,000	50,000	180,000
Other	-	-	-	-	-
Total Funding Sources:	10,000	50,000	50,000	50,000	180,000
Capital Expenditures:					
Design	1,000	5,000	5,000	5,000	18,000
Right of Way	-	-	-	-	-
Construction	9,000	45,000	45,000	45,000	162,000
Total Expenditures:	10,000	50,000	50,000	50,000	180,000

City of Auburn Draft Capital Facilities Plan

CAPITAL IMPROVEMENT FUND (328)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Capital Projects Fund

Project Title: **City Wetland Mitigation Projects**
 Project No: **cp1315**
 Project Type: **Non-Capacity**
 Project Manager: **Jeff Tate**

Description:

This project designs and constructs off-site wetland mitigation in the Auburn Environmental Park for participating development projects as approved through the City's development review process. Design, construction, monitoring, and maintenance of the mitigation is funded through wetland mitigation fees collected by the City.

Progress Summary:

Replacement plantings for Auburn Airport tree removal conducted in 2013. Design and construction of mitigation for other development sites deferred to 2021. Years 2019-2024 scheduled for site monitoring only.

Future Impact on Operating Budget:

After construction, each wetland mitigation site will be monitored and maintained for a period of three to five years, depending on the specific requirements for the project. Funding for future year monitoring and maintenance is included in the development fees collected by the City, and is budgeted as part of the Capital Facilities Plan.

Activity:

Funding Sources:	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
<i>Unrestricted Fund Balance</i>	-	-	-	-	-
<i>Grants - Secured (Fed, State, Local)</i>	-	-	-	-	-
<i>Fund 124 Wetland Mitigation Account</i>	6,969	5,000	36,600	5,000	48,569
<i>REET</i>	-	-	-	-	-
Total Funding Sources:	6,969	5,000	36,600	5,000	48,569
Capital Expenditures:					
<i>Design</i>	-	-	10,000	-	10,000
<i>Monitoring</i>	1,868	5,000	5,000	5,000	11,868
<i>Construction</i>	5,101	-	21,600	-	26,701
Total Expenditures:	6,969	5,000	36,600	5,000	48,569

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
<i>Unrestricted Fund Balance</i>	-	-	-	-	-
<i>Grants - Secured (Fed, State, Local)</i>	-	-	-	-	-
<i>Fund 124 Wetland Mitigation Account</i>	5,000	5,000	5,000	5,000	61,600
<i>REET</i>	-	-	-	-	-
Total Funding Sources:	5,000	5,000	5,000	5,000	61,600
Capital Expenditures:					
<i>Design</i>	-	-	-	-	10,000
<i>Monitoring</i>	5,000	5,000	5,000	5,000	30,000
<i>Construction</i>	-	-	-	-	21,600
Total Expenditures:	5,000	5,000	5,000	5,000	61,600

City of Auburn Draft Capital Facilities Plan

CAPITAL IMPROVEMENT FUND (328)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Capital Projects Fund

Project Title: **Auburn Environmental Park Boardwalk - Phase 2**
 Project No: **cp1611**
 Project Type: **Non-Capacity**
 Project Manager: **Jeff Tate**

Description:

The Auburn Environmental Park (AEP) provides vegetated natural open space within an urbanized area. The AEP provides opportunities for local economic development, water quality improvement, storm water detention, flood control, fish and wildlife enhancement, visual resources, public education, and passive recreation, including walking trails and bird viewing amenities. In 2012, the City completed the construction of approximately 1,200 lineal feet of the first phase (Phase 1) of an elevated boardwalk trail in the Auburn Environmental Park (AEP). This trail extended from West Main Street through existing wetlands in the AEP terminating at the base of the Bird Viewing Tower constructed in 2009. As part of the construction of the elevated boardwalk, the City also installed interpretative signage, bench seating, limited new vehicle parking on Western Avenue and over two acres of wetland species of trees, plants and shrubs. Phase 2 of the elevated boardwalk trail would construct a combination of up to approximately 2,000 lineal feet of surface trail and elevated boardwalk trail from the current terminus at the Bird Viewing Tower to a connection with the Interurban Trail. The Phase 2 project will further previous and current Councils' visions of the AEP providing passive recreation and environmental education opportunities for all Auburn citizens.

Progress Summary:

Design for this project is scheduled to start in fall of 2023.

Future Impact on Operating Budget:

Construction of the Phase 2 project is anticipated to incur approximately \$10,000 in annual operating costs to the City's operating budget. Operating costs are addressed in the Environmental Services portion of the Community Development and Public Works Department operating budget.

Activity:

Funding Sources:	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
<i>Unrestricted Fund Balance</i>	-	-	-	-	-
<i>Grants - Unsecured State</i>	-	-	-	-	-
<i>Grants - Local Unsecured</i>	-	-	-	-	-
<i>REET 2</i>	-	-	-	-	-
<i>Other -TBD</i>	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-
Capital Expenditures:					
<i>Design</i>	-	-	-	-	-
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	-	-	-	-	-
Total Expenditures:	-	-	-	-	-

Forecasted Project Cost:

Funding Sources:	2023	2024	2025	2026	Total 2021-2026
<i>Unrestricted Fund Balance</i>	-	-	-	-	-
<i>Grants - Unsecured State</i>	-	-	-	-	-
<i>Grants - Local Unsecured</i>	-	-	-	-	-
<i>REET 2</i>	75,000	-	-	-	75,000
<i>Other -TBD</i>	-	800,000	-	-	800,000
Total Funding Sources:	75,000	800,000	-	-	875,000
Capital Expenditures:					
<i>Design</i>	75,000	-	-	-	75,000
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	-	800,000	-	-	800,000
Total Expenditures:	75,000	800,000	-	-	875,000

City of Auburn Draft Capital Facilities Plan

LOCAL REVITALIZATION FUND (330)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Capital Projects Fund

Project Title: **City Downtown Public Parking Lot Reconfiguration**
 Project No: **cp1616**
 Project Type: **Non-Capacity**
 Project Manager: **Ingrid Gaub**

Description:

Reconfigure the City owned public parking lot between Safeway and Main Street to address pedestrian and vehicular circulation; remove existing landscaping to allow more flexibility in the parking lot redesign; explore whether more parking stalls can be added to the lot to aid in providing additional customer parking within Downtown Auburn; and resurface the parking lot.

Progress Summary:

Monies to improve the parking lot adjacent to Safeway and the B Street Plaza were used to create safety and aesthetic improvements to the plaza. New catenary lighting and planters were added to the plaza as a short- to medium-term improvement. The lighting increases safety and the planters were added to delineate walking paths and create visual interest. Completion of design and construction is delayed until the Heritage Building is addressed.

Future Impact on Operating Budget:

None anticipated as the City already maintains the parking lot.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Local Revitalization Fund 330	17,329	-	245,000	-	262,329
Grants- Secured (Fed,State,Local)	-	-	-	-	-
REET	-	-	-	-	-
Other -Contributions	-	-	-	-	-
Total Funding Sources:	17,329	-	245,000	-	262,329
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	17,329	-	245,000	-	262,329
Total Expenditures:	17,329	-	245,000	-	262,329

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Local Revitalization Fund 330	-	-	-	-	245,000
Grants- Secured (Fed,State,Local)	-	-	-	-	-
REET	-	-	-	-	-
Other -Contributions	-	-	-	-	-
Total Funding Sources:	-	-	-	-	245,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	245,000
Total Expenditures:	-	-	-	-	245,000

City of Auburn Draft Capital Facilities Plan

CAPITAL IMPROVEMENT FUND (328)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Capital Projects Fund

Project Title: **Local Revitalization**

Project No:

Project Type:

Project Manager:

Description:

To pay debt service costs on 2010 General Obligation bonds issued for the Downtown Promenade improvements.

Progress Summary:

Future Impact on Operating Budget:

N/A

Activity:

	(Previous 2 Yrs.) Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Fund Balance	-	-	-	-	-
Grants - Secured (Fed, State, Local)	-	-	-	-	-
REET 2	457,909	220,600	225,000	223,700	903,509
Total Funding Sources:	457,909	220,600	225,000	223,700	903,509
Capital Expenditures:					
Design	-	-	-	-	-
Construction	-	-	-	-	-
Long-Term Debt Service	457,909	220,600	225,000	223,700	903,509
Total Expenditures:	457,909	220,600	225,000	223,700	903,509

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Fund Balance	-	-	-	-	-
Grants	-	-	-	-	-
REET 2	222,000	219,800	222,300	219,200	1,332,000
Total Funding Sources:	222,000	219,800	222,300	219,200	1,332,000
Capital Expenditures:					
Design	-	-	-	-	-
Construction	-	-	-	-	-
Long-Term Debt Service	222,000	219,800	222,300	219,200	1,332,000
Total Expenditures:	222,000	219,800	222,300	219,200	1,332,000

City of Auburn Draft Capital Facilities Plan

TABLE CI-3

**Impact on Future Operating Budgets
COMMUNITY IMPROVEMENTS**

Project:	2022	2023	2024	2025	2026	2027	Total
1 104th Ave. Park Development	\$ 12,500	\$ 12,500	\$ 12,500	\$ 12,500	\$ 12,500	\$ 12,500	\$ 75,000
2 AEP Boardwalk -Phase 2	-	-	-	10,000	10,000	10,000	30,000
3 City Street Light LED Retrofit	(150,000)	(150,000)	(150,000)	(150,000)	(150,000)	(150,000)	(900,000)
Total	\$ (137,500)	\$ (137,500)	\$ (137,500)	\$ (127,500)	\$ (127,500)	\$ (127,500)	\$ (795,000)

City of Auburn Draft Capital Facilities Plan

AIRPORT

Current Facilities

The City of Auburn operates the Auburn Municipal Airport, providing hangar and tie-down facilities/leasing space for aircraft-related businesses. As of 2017, there were approximately 142,000 take-offs and landings (aircraft operations) at the airport annually. Table A-1 “Facilities Inventory” lists the facilities with current capacity and location. The Airport Master Plan was completed in May 2015 for the period 2012 through 2032.

Level of Service (LOS)

The Auburn Municipal Airport Master Plan provides a maximum runway capacity (LOS standard) of 231,000 aircraft operations annually; one take-off or landing equals one aircraft operation. This LOS is recognized by the Federal Aviation Administration (FAA). The FAA requires the airport to have the capital facilities capacity (i.e., runways, taxiways, holding areas, terminal, hangars, water/sewer system, etc.) necessary to accommodate 100% of aircraft operations during any one year. By 2022, the Airport Master Plan forecasts the number of operations to be 198,623 – well below the capacity of the airport runway.

Capital Facilities Projects and Financing

The City's Airport facilities include ten non-capacity projects totaling \$16,491,360. These include the Runway/Taxiway Rehab, RSA grading & Precision Approach Path Indicator (PAPI) project, hangar facility construction project, open T-hangar upgrades, and Airport office/middle ramp reconfigure project. Table A-2 shows the proposed financing plan followed by individual worksheets showing the project detail.

Impact on Future Operating Budgets

As Table A-3 shows, operating budget impacts of \$12,000 are forecasted for Airport facilities during the six years 2022 – 2027.

TABLE A-1

Facilities Inventory Airport

FACILITY	CAPACITY		LOCATION
	# of Aircraft	# of Feet	
Existing Inventory:			
Hangars (Public)	145		2143 E Street NE
Hangars (Private)	103		2143 E Street NE
Tiedowns	153		2143 E Street NE
Runway		3,841	2143 E Street NE
Total Existing Inventory	401	3,841	
Proposed Capacity Projects:			
Private Hangar Development	23	-	2143 E Street NE
Total Proposed Capacity Projects	23	-	
2026 Projected Inventory Total	424	3,841	

City of Auburn Draft Capital Facilities Plan

TABLE A-2

**CAPITAL FACILITIES PLAN PROJECTS AND FINANCING
AIRPORT**

		2021	2022	2023	2024	2025	2026	Total
	<u>Capacity Projects:</u>							
	None							-
Page	<u>Non-Capacity Projects:</u>							
228	Annual Repair and Maintenance of Airport Facilities							
	Capital Costs	100,000	150,000	500,000	100,000	200,000	238,800	1,288,800
	Funding Sources:							
	Airport Fund	100,000	150,000	500,000	100,000	200,000	238,800	1,288,800
	Grants	-	-	-	-	-	-	-
229	Jet A Fueling Facility							
	Capital Costs	-	50,000	350,000	-	-	-	400,000
	Funding Sources:							
	Airport Fund	-	25,000	175,000	-	-	-	200,000
	Other Agencies	-	25,000	175,000	-	-	-	200,000
	Grants	-	-	-	-	-	-	-
230	AWOS, Beacon & Emergency Generator							
	Capital Costs	-	-	-	111,110	1,050,000	-	1,161,110
	Funding Sources:							
	Airport Fund	-	-	-	5,555	52,500	-	58,055
	Grants	-	-	-	105,555	997,500	-	1,103,055
231	Annual Airport Pavement Maintenance							
	Capital Costs	25,000	50,000	-	50,000	50,000	100,000	275,000
	Funding Sources:							
	Airport Fund	25,000	50,000	-	50,000	50,000	100,000	275,000
	Grants	-	-	-	-	-	-	-
232	Hangar Facility Construction							
	Capital Costs	2,750,000	-	-	-	-	-	2,750,000
	Funding Sources:							
	Airport Fund	-	-	-	-	-	-	-
	Bond Proceeds	2,750,000	-	-	-	-	-	2,750,000
233	Open T-Hangar Upgrades							
	Capital Costs	-	1,060,900	-	-	-	-	1,060,900
	Funding Sources:							
	Airport Fund	-	-	-	-	-	-	-
	Bond Proceeds	-	1,060,900	-	-	-	-	1,060,900
234	Runway/Taxiway Rehab, RSA Grading & PAPI project							
	Capital Costs	-	444,440	3,111,110	-	-	-	3,555,550
	Funding Sources:							
	Airport Fund	-	22,220	155,555	-	-	-	177,775
	Grants	-	422,220	2,955,555	-	-	-	3,377,775
235	Property Access to Airport							
	Capital Costs	-	-	-	-	50,000	-	50,000
	Funding Sources:							
	Airport Fund	-	-	-	-	50,000	-	50,000
	Grants	-	-	-	-	-	-	-

City of Auburn Draft Capital Facilities Plan

TABLE A-2 (continued)

	2021	2022	2023	2024	2025	2026	Total
<u>Non-Capacity Projects:</u>							
236 Precision Instrument Approach							
Capital Costs	-	25,000	25,000	-	-	-	50,000
Funding Sources:							
Airport Fund	-	25,000	25,000	-	-	-	50,000
Other Agencies	-	-	-	-	-	-	-
237 Airport Office / Middle Ramp Reconfigure							
Capital Costs	-	-	75,000	75,000	5,750,000	-	5,900,000
Funding Sources:							
Airport Fund	-	-	7,500	7,500	575,000	-	590,000
Other Agencies	-	-	67,500	67,500	5,175,000	-	5,310,000
SUMMARY:							
CAPITAL COSTS							
Capacity Projects	-	-	-	-	-	-	-
Non-Capacity Projects	2,875,000	1,780,340	4,061,110	336,110	7,100,000	338,800	16,491,360
Total Costs	2,875,000	1,780,340	4,061,110	336,110	7,100,000	338,800	16,491,360
FUNDING SOURCES:							
Airport Fund	125,000	272,220	863,055	163,055	927,500	338,800	2,689,630
Other Agencies	-	25,000	242,500	67,500	5,175,000	-	5,510,000
Bond Proceeds	2,750,000	1,060,900	-	-	-	-	3,810,900
Grants (Fed,State,Local)	-	422,220	2,955,555	105,555	997,500	-	13,601,730
Total Funding	2,875,000	1,780,340	4,061,110	336,110	7,100,000	338,800	16,491,360

City of Auburn Draft Capital Facilities Plan

AIRPORT FUND (465)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **Annual Repair and Maintenance of Airport Facilities**
 Project No: **apbd05, cp1931**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

Due to the current conditions of the Facilities at the Airport, this program provides for necessary maintenance and repair work such as slab sealing, roof replacement, hangar beam replacement, painting, electrical repairs, etc. for buildings identified in the 2018 Facility Condition Assessment as being in "Fair" to "Good" condition. Repair and maintenance of these facilities will help prolong the service life of these buildings.

Progress Summary:

Program began in 2017. In 2018, a Facilities Condition Assessment was completed.

Future Impact on Operating Budget:

This project will decrease the need for more costly repairs and maintenance on older buildings.

Activity:

	(Previous 2 Years) Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Airport Revenue	9,211	190,789	100,000	150,000	300,000
Grants (Fed, State, Local)	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	9,211	190,789	100,000	150,000	300,000
Capital Expenditures:					
Design	-	20,000	20,000	25,000	40,000
Right of Way	-	-	-	-	-
Construction	9,211	170,789	80,000	125,000	260,000
Total Expenditures:	9,211	190,789	100,000	150,000	300,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Airport Revenue	500,000	100,000	200,000	238,800	1,288,800
Grants (Fed, State, Local)	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	500,000	100,000	200,000	238,800	1,288,800
Capital Expenditures:					
Design	100,000	20,000	40,000	45,000	250,000
Right of Way	-	-	-	-	-
Construction	400,000	80,000	160,000	193,800	1,038,800
Total Expenditures:	500,000	100,000	200,000	238,800	1,288,800

City of Auburn Draft Capital Facilities Plan

AIRPORT FUND (465)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **Jet A Fueling Facility**
 Project No: **apbd04**
 Project Type: **Non-Capacity**
 Project Manager: **Ingrid Gaub**

Description:

Construct any necessary site improvements to accommodate a temporary 2,000 gallon fueling truck for Jet A fuel on site in 2018. Design and Construct a permanent 12,000 gallon Fuel Tank for Jet A service at Airport in 2022 and 2023 after the runway extension is complete and demand for Jet A fuel is established. 50% split of funding between the airport and a private party.

Progress Summary:

Due to the delay on the completion of the Runway, this project has been moved to 2022.

Future Impact on Operating Budget:

None

Activity:

Funding Sources:	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
<i>Unrestricted Airport Revenue</i>	-	-	-	25,000	-
<i>Other Agencies</i>	-	-	-	25,000	-
<i>State Grant -Unsecured</i>	-	-	-	-	-
Total Funding Sources:	-	-	-	50,000	-
Capital Expenditures:					
<i>Design</i>	-	-	-	-	-
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	-	-	-	50,000	-
Total Expenditures:	-	-	-	50,000	-

Forecasted Project Cost:

Funding Sources:	2023	2024	2025	2026	Total 2021-2026
<i>Unrestricted Airport Revenue</i>	175,000	-	-	-	200,000
<i>Other Agencies</i>	175,000	-	-	-	200,000
<i>State Grant -Unsecured</i>	-	-	-	-	-
Total Funding Sources:	350,000	-	-	-	400,000
Capital Expenditures:					
<i>Design</i>	-	-	-	-	-
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	350,000	-	-	-	400,000
Total Expenditures:	350,000	-	-	-	400,000

City of Auburn Draft Capital Facilities Plan

AIRPORT FUND (465)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **AWOS, Beacon & Emergency Generator**
 Project No: **cpxxxx**
 Project Type: **Non-Capacity**
 Project Manager: **Ingrid Gaub**

Description:

This project will fund the environmental, design and construction of an Automated Weather Observation System (AWOS), Beacon and emergency generator. This will be funded at 90% by the FAA

Progress Summary:

After discussion with the FAA this project was expanded to include beacon and emergency generator expenses.

Future Impact on Operating Budget:

\$2,000 annually for on-going maintenance and repair

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Airport Revenue	-	-	-	-	-
Federal - Non-Primary Entitlements	-	-	-	-	-
Federal- Unsecured	-	-	-	-	-
State Grant -Unsecured	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	-	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Airport Revenue	-	5,555	52,500	-	58,055
Federal - Non-Primary Entitlements	-	100,000	200,000	-	300,000
Federal- Unsecured	-	-	745,000	-	745,000
State Grant -Unsecured	-	5,555	52,500	-	58,055
Total Funding Sources:	-	111,110	1,050,000	-	1,161,110
Capital Expenditures:					
Design	-	111,110	225,000	-	336,110
Right of Way	-	-	-	-	-
Construction	-	-	825,000	-	825,000
Total Expenditures:	-	111,110	1,050,000	-	1,161,110

Grants / Other Sources: Federal Aviation Administration and Washington State Department of Transportation

City of Auburn Draft Capital Facilities Plan

AIRPORT FUND (465)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **Annual Airport Pavement Maintenance**
 Project No: **apbd12**
 Project Type: **Non-Capacity**
 Project Manager: **Tim Mensonides**

Description:

This project will completed pavement maintenance and preservation activities for the Airport Runway, Taxiways and other paved surfaces at the Auburn Airport to maintain the facilities in adequate operational conditions

Progress Summary:

Future Impact on Operating Budget:

None

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Airport Revenue	-	25,000	25,000	50,000	25,000
Grants (Fed, State, Local)	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	25,000	25,000	50,000	25,000
Capital Expenditures:					
Design	-	2,000	2,000	5,000	4,000
Right of Way	-	-	-	-	-
Construction	-	23,000	23,000	45,000	46,000
Total Expenditures:	-	25,000	25,000	50,000	50,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Airport Revenue	-	50,000	50,000	100,000	275,000
Grants (Fed, State, Local)	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	50,000	50,000	100,000	275,000
Capital Expenditures:					
Design	-	5,000	5,000	10,000	27,000
Right of Way	-	-	-	-	-
Construction	-	45,000	45,000	90,000	248,000
Total Expenditures:	-	50,000	50,000	100,000	275,000

City of Auburn Draft Capital Facilities Plan

AIRPORT FUND (465)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Enterprise Funds

Project Title: **Hangar Facility Construction**
 Project No: **apbd10, cp1932**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

There is significant demand for hangar space in the Puget Sound region. The airport currently has a hangar wait list with over 90 names on it. This project would construct a new row of T hangars on the Airport's southeast tie down ramp.

Progress Summary:

Working with our consultant on the type of hangar facilities needed at the Airport and a refined estimated cost.

Future Impact on Operating Budget:

Utilization of 3.8 million dollar bond issued in 2021 to fund construction. In 2022 hangar revenues increase \$204,000 annually.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Airport Revenue	-	50,000	-	-	50,000
Bond Revenue	-	-	2,750,000	-	2,750,000
Grants (Fed, State, Local)	-	-	-	-	-
Other (Public/Private Partnership)	-	-	-	-	-
Total Funding Sources:	-	50,000	2,750,000	-	2,800,000
Capital Expenditures:					
Design	-	50,000	250,000	-	300,000
Right of Way	-	-	-	-	-
Construction	-	-	2,500,000	-	2,500,000
Total Expenditures:	-	50,000	2,750,000	-	2,800,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Airport Revenue	-	-	-	-	-
Bond Revenue	-	-	-	-	-
Grants (Fed, State, Local)	-	-	-	-	-
Other (Public/Private Partnership)	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-
Capital Expenditures:					
Design	-	-	-	-	250,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	2,500,000
Total Expenditures:	-	-	-	-	2,750,000

City of Auburn Draft Capital Facilities Plan

AIRPORT FUND (465)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Enterprise Funds

Project Title: **Open T-Hangar Upgrades**
 Project No: **apbd14**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

Due to the current conditions of the hangar facilities at the Airport, this program will replace or upgrade hangar facilities as they reach the end of their service life. A Facility Condition Assessment was completed in 2018. In 2019 an in depth analysis of the hangars' structure and roofing was conducted with a recommendation to not replace but upgrade the structures. The demand on the airport is greater for closed hangars vs open units. This project will convert 2 open rows to closed hangars and increase airport revenues at approximately \$100,000 annually. This will allow for 2 open rows to remain on the airport and provide greater hangar options for airport tenants.

Progress Summary:

Future Impact on Operating Budget:

Utilization of 3.8 million dollar bond issued in 2021 to fund construction. In 2023 hangar revenues increase \$100,000 annually.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Airport Revenue	-	-	-	-	-
Bond Revenue	-	-	-	1,060,900	-
Grants (Fed, State, Local)	-	-	-	-	-
Other (Public/Private Partnership)	-	-	-	-	-
Total Funding Sources:	-	-	-	1,060,900	-
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	1,060,900	-
Total Expenditures:	-	-	-	1,060,900	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Airport Revenue	-	-	-	-	-
Bond Revenue	-	-	-	-	1,060,900
Grants (Fed, State, Local)	-	-	-	-	-
Other (Public/Private Partnership)	-	-	-	-	-
Total Funding Sources:	-	-	-	-	1,060,900
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	1,060,900
Total Expenditures:	-	-	-	-	1,060,900

City of Auburn Draft Capital Facilities Plan

AIRPORT FUND (465)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **Runway/Taxiway Rehab, RSA Grading & PAPI project**
 Project No: **apbd13**
 Project Type: **Non-Capacity**
 Project Manager: **Tim Mensonides**

Description:

This project will complete a Fog seal of on the Airport Taxiways to extend the life of the pavement and complete rehabilitation of the Runway to prolong the useful life of the Runway. This project will also complete necessary improvements to the property purchased from the Park and Ride to be in compliance with the FAA requirements for the Runway Safety Area. In addition the project will install Precision Approach Path Indicator (PAPI) for Runway to replace aging Visual Approach Slope Indicator (VASI) system.

Progress Summary:

After discussion with the FAA this project combined the Runway/Taxiway Rehab, the RSA Grading and the PAPI project into one project as part of the 2021 -2026 Capital Facilities Plan.

Future Impact on Operating Budget:

\$2,000 annually for PAPI on-going maintenance and repair

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Airport Revenue	-	-	-	22,220	
Federal -Non Primary Entitlement	-	-	-	400,000	
Grants unsecured -Federal	-	-	-	-	-
Grants unsecured - State	-	-	-	22,220	-
Total Funding Sources:	-	-	-	444,440	-
Capital Expenditures:					
Design	-	-	-	444,440	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	444,440	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Airport Revenue	155,555	-	-	-	177,775
Federal -Non Primary Entitlement	200,000	-	-	-	600,000
Grants unsecured -Federal	2,600,000	-	-	-	2,600,000
Grants unsecured - State	155,555	-	-	-	177,775
Total Funding Sources:	3,111,110	-	-	-	3,555,550
Capital Expenditures:					
Design	466,600	-	-	-	911,040
Right of Way	-	-	-	-	-
Construction	2,644,510	-	-	-	2,644,510
Total Expenditures:	3,111,110	-	-	-	3,555,550

Grants / Other Sources:

City of Auburn Draft Capital Facilities Plan

AIRPORT FUND (465)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **Property Access to Airport**
 Project No: **cpxxx**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

Enter into a through the fence agreement for access to the Airport.

Progress Summary:

Future Impact on Operating Budget:

None

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Airport Revenue	-	-	-	-	-
Grants (Fed, State, Local)	-	-	-	-	-
Other (Public/Private Partnership)	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	-	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Airport Revenue	-	-	50,000	-	50,000
Grants (Fed, State, Local)	-	-	-	-	-
Other (Public/Private Partnership)	-	-	-	-	-
Total Funding Sources:	-	-	50,000	-	50,000
Capital Expenditures:					
Design	-	-	50,000	-	50,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	50,000	-	50,000

City of Auburn Draft Capital Facilities Plan

AIRPORT FUND (465)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Enterprise Funds

Project Title: **Precision Instrument Approach**
 Project No: **apbd15**
 Project Type: **Non -Capacity**
 Project Manager: **TBD**

Description:

Approval process with the FAA to improve the airport's instrument approach.

Progress Summary:

Future Impact on Operating Budget:

None

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Airport Revenue	-	-	-	25,000	-
Bond Revenue	-	-	-	-	-
Grants (Fed, State, Local)	-	-	-	-	-
Other (Public/Private Partnership)	-	-	-	-	-
Total Funding Sources:	-	-	-	25,000	-
Capital Expenditures:					
Design	-	-	-	25,000	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	25,000	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Airport Revenue	25,000	-	-	-	50,000
Bond Revenue	-	-	-	-	-
Grants (Fed, State, Local)	-	-	-	-	-
Other (Public/Private Partnership)	-	-	-	-	-
Total Funding Sources:	25,000	-	-	-	50,000
Capital Expenditures:					
Design	25,000	-	-	-	50,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	25,000	-	-	-	50,000

City of Auburn Draft Capital Facilities Plan

AIRPORT FUND (465)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Enterprise Funds

Project Title: **Airport Office / Middle Ramp Reconfigure**
 Project No: **cpxxx**
 Project Type: **Non -Capacity**
 Project Manager: **TBD**

Description:

This project will reconfigure the Airport office and parking lot area to allow for additional development of an Airport based aviation business /restaurant. 10/90% split with the airport and private party.

Progress Summary:

Future Impact on Operating Budget:

None

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Airport Revenue	-	-	-	-	-
Bond Revenue	-	-	-	-	-
Grants (Fed, State, Local)	-	-	-	-	-
Other (Public/Private Partnership)	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	-	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Airport Revenue	7,500	7,500	575,000	-	590,000
Bond Revenue	-	-	-	-	-
Grants (Fed, State, Local)	-	-	-	-	-
Other (Public/Private Partnership)	67,500	67,500	5,175,000	-	5,310,000
Total Funding Sources:	75,000	75,000	5,750,000	-	5,900,000
Capital Expenditures:					
Design	75,000	75,000	-	-	150,000
Right of Way	-	-	-	-	-
Construction	-	-	5,750,000	-	5,750,000
Total Expenditures:	75,000	75,000	5,750,000	-	5,900,000

City of Auburn Draft Capital Facilities Plan

TABLE A-3

**Impact on Future Operating Budgets
AIRPORT**

Project:	2022	2023	2024	2025	2026	2027	Total
1 Automated Weather Observation System, Beacon & Emergency Generator	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ 2,000	\$ 4,000
2 Precision Approach Path Indicator (PAPI) for Runway	-	-	2,000	2,000	2,000	2,000	8,000
Total	\$ -	\$ -	\$ 2,000	\$ 2,000	\$ 4,000	\$ 4,000	\$ 12,000

CEMETERY

Current Facilities

The City owns two cemeteries. The Mountain View Cemetery is a fully developed facility (60 acres and five buildings) that provides burial services and related merchandise for the community. The Pioneer Cemetery is a historic cemetery that is no longer used for burial purposes. Table C-1 “Facilities Inventory” lists the facilities along with their current capacity and location.

Level of Service (LOS)

The current LOS of 33 burial plots/niches and cremation in ground plots per 1,000 population is based on the existing inventory divided by the estimated 2021 citywide population of 83,005. The proposed LOS of 33 burial and plots/niches and cremation in ground plots per 1,000 population is based on the projected inventory divided by the 2026-projected citywide population of 87,239.

Capital Facilities Projects and Financing

The City’s Mountain View Cemetery facilities includes one capital projects costing \$395,000 to build a new mausoleum. Table C-2 shows the proposed financing plan followed by the worksheet showing the project detail.

Impact on Future Operating Budgets

There are no operating budget impacts forecast for the cemetery during the six years 2022 – 2027.

TABLE C-1

Facilities Inventory Cemetery

FACILITY	CAPACITY		LOCATION
	# of Plots/Niches		
Existing Inventory:			
Mountain View Cemetery		2,771	2020 Mountain View Dr.
Pioneer Cemetery		-	8th & Auburn Way No.
Total Existing Inventory		2,771	
Proposed Capacity Projects:			
New Development - Burial Plots		96	
Total Proposed Capacity Projects		96	
2025 Projected Inventory Total		2,867	

City of Auburn Draft Capital Facilities Plan

TABLE C-2

**CAPITAL FACILITIES PLAN PROJECTS AND FINANCING
CEMETERY**

		2021	2022	2023	2024	2025	2026	Total
Page	<u>Capacity Projects:</u>							
241	Mausoleum Building							
	Capital Costs	40,000	-	355,000	-	-	-	395,000
	Funding Sources:							
	Cemetery Fund	40,000	-	355,000	-	-	-	395,000
	Cemetery Endowed Care	-	-	-	-	-	-	-
SUMMARY:								
CAPITAL COSTS								
	Capacity Projects	40,000	-	355,000	-	-	-	395,000
	Non-Capacity Projects	-	-	-	-	-	-	-
	Total Costs	40,000	-	355,000	-	-	-	395,000
FUNDING SOURCES:								
	Cemetery Fund	40,000	-	355,000	-	-	-	395,000
	Cemetery Endowed Care	-	-	-	-	-	-	-
	Total Funding	40,000	-	355,000	-	-	-	395,000

City of Auburn Draft Capital Facilities Plan

CEMETERY FUND (466)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **Mausoleum Building**
 Project No: **cp1831**
 Project Type: **Capacity**
 Project Manager: **Craig Hudson**

Description:

This project will design and construct a 72 crypt and 48 niche mausoleum for above ground internment option. The public has expressed desire to have this option available as the current mausoleum is at capacity.

Progress Summary:

Project design is planned to be completed in 2021 and construction to begin in 2023.

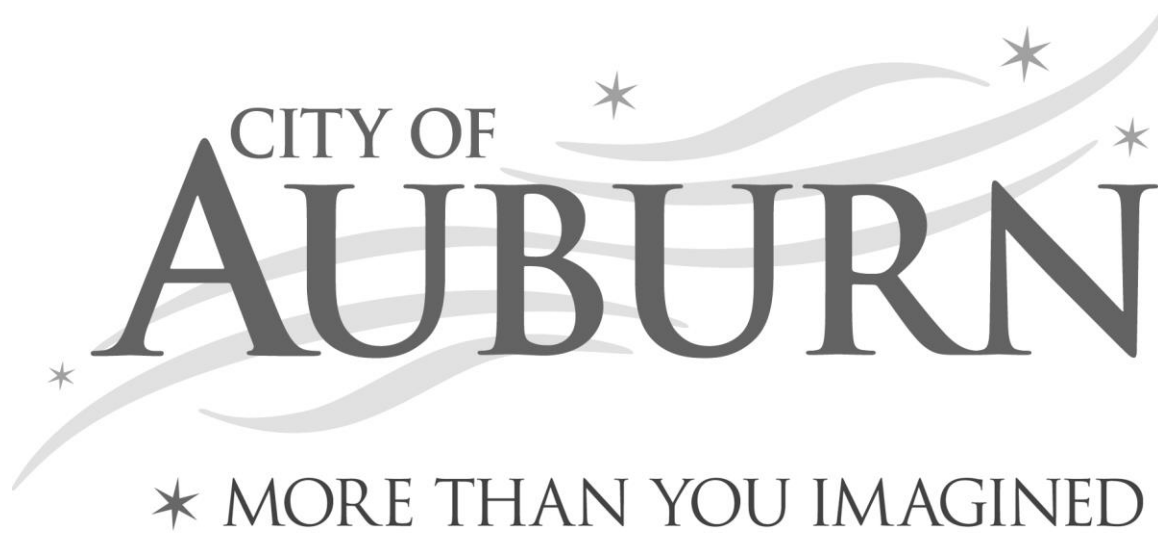
Future Impact on Operating Budget:

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Cemetery Revenue	2,250	10,000	40,000	-	52,250
Bond Proceeds	-	-	-	-	-
Cemetery Endowed Care	-	-	-	-	-
Total Funding Sources:	2,250	10,000	40,000	-	52,250
Capital Expenditures:					
Design	2,250	10,000	40,000	-	52,250
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	2,250	10,000	40,000	-	52,250

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Cemetery Revenue	355,000	-	-	-	395,000
Bond Proceeds	-	-	-	-	-
Cemetery Endowed Care	-	-	-	-	-
Total Funding Sources:	355,000	-	-	-	395,000
Capital Expenditures:					
Design	-	-	-	-	40,000
Right of Way	-	-	-	-	-
Construction	355,000	-	-	-	355,000
Total Expenditures:	355,000	-	-	-	395,000



FIRE PROTECTION

Current Facilities

The Valley Regional Fire Authority provides fire protection and rescue services to a 40-square mile area which includes the City of Auburn, the City of Algona, the City of Pacific and King County Fire Protection District 31. The Valley Regional Fire Authority operates out of five stations, which are manned 24 hours per day. The North Station #31 also serves as the department headquarters and includes a hose and training tower. Each station is assigned fire apparatus (Engines and Aid Vehicles). Table F-1 "Facilities Inventory" lists the facilities along with their current capacity and location.

Level of Service (LOS)

The current LOS of 0.20 fire apparatus per 1,000 population is based on the existing inventory (17 fire apparatus) divided by the 2021 citywide population estimate of 83,005. The proposed LOS of 0.21 fire apparatus per 1,000 is based on the 2026-planned inventory (18 fire apparatus) divided by the 2026-projected citywide population of 87,239.

Capital Facilities Projects and Financing

The Valley Regional Fire Authority includes one capital project at a cost of \$1,625,000 for fire apparatus enhancements and improvements. Table F-2 shows the proposed financing plan followed by an individual worksheet showing the project detail.

Impact on Future Operating Budgets

There are no operating budget impacts forecasted for fire protection during the six years 2022 – 2027.

City of Auburn Draft Capital Facilities Plan

TABLE F-1

Facilities Inventory
Valley Regional Fire Authority

FACILITY	CAPACITY		LOCATION
	Fire Apparatus	Aid Vehicles	
Existing Inventory:			
Stations:			
North Station #31			1101 'D' Street NE, Auburn
First Line	2	1	
Reserve	-	1	
South Station #32			1951 'R' Street SE, Auburn
First Line	1	1	
Reserve	1	1	
Lakeland Station #33			500 182nd Ave E, Auburn
First Line	1	-	
Reserve	1	-	
Lea Hill Station #34			31290 124th Ave SE, Auburn
First Line	1	-	
Brush Truck	1	-	
Reserve	1	-	
GSA Station #35			2815 C St SW, Auburn
Reserve	1	1	
Pacific Station #38			133 3rd Ave SE, Pacific
First Line	1	-	
Reserve	1	-	
Total Existing Inventory	12	5	
Proposed Inventory Additions:			
First Line	1	-	
Total Proposed Capacity Projects	1	-	
2025 Projected Inventory Total	13	5	

City of Auburn Draft Capital Facilities Plan

TABLE F-2

CAPITAL FACILITIES PLAN PROJECTS AND FINANCING
VALLEY REGIONAL FIRE AUTHORITY

	2021	2022	2023	2024	2025	2026	Total
Capacity Projects:							
Fire Station Facility Relocation, Enhancements & Improvements							
Capital Costs	75,000	1,250,000	75,000	75,000	75,000	75,000	1,625,000
Funding Sources:							
Grants	-	-	-	-	-	-	-
Other Proceeds (VRFA)	-	750,000	-	-	-	-	750,000
Impact/Mitigation Fees	75,000	500,000	75,000	75,000	75,000	75,000	875,000
SUMMARY:							
CAPITAL COSTS							
Capacity Projects	-	-	-	-	-	-	-
Non-Capacity Projects	75,000	1,250,000	75,000	75,000	75,000	75,000	1,625,000
Total Costs	75,000	1,250,000	75,000	75,000	75,000	75,000	1,625,000
FUNDING SOURCES:							
Grants (Fed,State,Local)	-	750,000	-	-	-	-	750,000
Impact/Mitigation Fees	75,000	500,000	75,000	75,000	75,000	75,000	875,000
Total Funding	75,000	1,250,000	75,000	75,000	75,000	75,000	1,625,000

City of Auburn Draft Capital Facilities Plan

Valley Regional Fire Authority

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Project Title: **Fire Station Facility Relocation, Enhancements & Improvements**
 Project No: **cpxxxx**
 Project Type: **Capacity**
 Project Manager: **Mark Horaski**

Description:

Facility Improvement projects are identified and prioritized annually and are subject to delay to accommodate emergency repairs. The Valley Regional Fire Authority includes one project for apparatus enhancements and improvements.

Progress Summary:

Fire mitigation and impact fees will be transferred to the Valley Regional Fire Authority to pay for apparatus enhancements and improvements.

Future Impact on Operating Budget:

None

Activity:

	(Previous 2 Yrs.) Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Grants	-	-	-	-	-
Other Proceeds (VRFA)	-	-	-	750,000	-
Impact/Mitigation Fees	50,000	75,000	75,000	500,000	200,000
Total Funding Sources:	50,000	75,000	75,000	1,250,000	200,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Aerial Apparatus Acquisition	50,000	75,000	75,000	1,250,000	200,000
Total Expenditures:	50,000	75,000	75,000	1,250,000	200,000

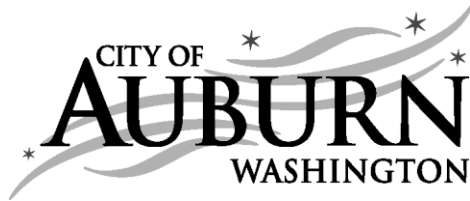
Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Grants	-	-	-	-	-
Other Proceeds (VRFA)	-	-	-	-	-
Impact/Mitigation Fees	75,000	75,000	75,000	75,000	875,000
Total Funding Sources:	75,000	75,000	75,000	75,000	875,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Aerial Apparatus Acquisition	75,000	75,000	75,000	75,000	1,625,000
Total Expenditures:	75,000	75,000	75,000	75,000	1,625,000

POLICY/TEXT (P/T) AMENDMENTS (CPA20-0005)

P/T #6 – Volume 5, Transportation Element
(Separate document incorporated by reference). The changes the Transportation element consist of the following:

- Update Transportation Improvement Program (TIP) information/project list;
- Re-designate multiple capital projects from the TIP (funded) to the Comprehensive Plan (unfunded) to maintain continuity in the future transportation network conditions.
- Update maps as needed to reflect current data and conditions (addressed by CMP#1, below);
- Additional minor changes will relate to grammar, punctuation, choice of words, etc.



MEMORANDUM

TO: Judi Roland, Chair, Planning Commission
Roger Lee, Vice-Chair, Planning Commission
Planning Commission Members

FROM: Cecile Malik, Senior Transportation Planner, Public Works

DATE: 08/18/2020

RE: City File No. CPA20-0005 Update to the Comprehensive Transportation Plan

This is an annual update to the Comprehensive Transportation Plan, which is adopted by reference in the City of Auburn Comprehensive Plan.

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

This Plan is 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.

The last major update of the Comprehensive Transportation Plan was adopted in 2015. During the creation of this plan, specific data was collected, analysis performed, and projects were identified.

The intent of this update is to bring some information of to date, based on changes that took place in the City and its programs since the last major update.

Summary of the text changes:

Section 1.2:

- Added more details to explain what the Transportation Improvement Program is and how it is utilized in transportation planning.
- Changed the language related to the ADA Transition Plan, which was completed in 2020.
- Made corrections to the Title IV compliance language.

Section 1.3:

- Added a reference to the Memorandum of Understanding the City and the Muckleshoot Tribe are in the process of developing.

Section 1.4:

- Added reference to the new Appendix A, with the complete list of Comprehensive Plan Projects
- Removed table of projects completed since 2015, replaced with a summary of major projects completed since 2015. (The comprehensive plan projects identified in the 2022 and 2035 analysis, which are now complete, are highlighted in the analysis section)

Section 2.1:

- Removed the reference to 15th St SW rail crossing condition, as it is addressed in the comprehensive project list.
- Changed “Collisions” into “Crashes”, which is the industry standard term.

Section 2.2:

- Added clarification language related to Level of Service standards, and how they are used.
- Updated the Average daily trip information that was presented to the most recently collected data, in 2019.

Section 2.3:

- Added a section which described some projects by outside agencies, which was removed previously, but was still needed for clarification.
- Added shading to projects within the list of future capacity projects used in the 2022 and 2035 analysis, to indicate that they were completed.
- Provided updated information for planned projects in the text.
- Removed road pricing as a transportation demand management tool, as this is not a tool the city is considering.

Section 3.1:

- Edited the sidewalk inventory section to clarify which data was available, and to refer to the ADA transition plan, which was completed in 2020.
- Updated the High Priority Pedestrian Corridors section to provide additional details, and explain the updated map, which shows a comprehensive network of existing and planned sidewalks and key trail connections.

Section 3.2:

- Added a reference to the F Street Bike Boulevard, which is scheduled to be completed in 2020.

Section 3.3:

- Added the A St SE trail to the list of future trails.

Section 4.1:

- Updated the transit information to reflect the transit changes identified during the Renton-Kent-Auburn Area Mobility Plan (RKAAMP), led by King County Metro, and the transit changes taking place in September 2020 as a result of this work.
- Added a reference to the RapidRide I Line, a bus Rapid Transit service which will serve Auburn, Kent, and Renton starting in September 2023.

Section 4.2:

- Updated information related to a King County program, which partially funded a transit service in Auburn, which was discontinued in 2020.
- Removed reference to a transit route which was discontinued more than 5 years ago.

Section 4.3:

- Removed a statement about preserving route 910, which was discontinued in 2020.

Section 5.2:

- Updated policy number Street-03 to include the ADA transition plan and its policies
- Updated Policy number LC-01 to add “payback” as another term for “latecomer” agreements.
- - Updated Policy number NM-04 to refer to the “current” comprehensive transportation plan.

Additional changes:

- Font was changed to Calibri
- Page numbers are now continuous
- Language, spelling, grammar, edits – minor corrections
- Removed some pictures
- Added a new cover page
- Created Appendix A: Comprehensive Transportation Plan Project List
- Move all maps to Appendix B: Comprehensive Transportation Plan Maps

Summary of map changes:

- Map 2.1 Functional Road Classification: updated to correct road classifications that were incorrect
- Map 2.2 Average Daily Trips (ADT) : updated with 2019 ADT data
- Map 2.3 Truck Routes: no changes
- Map 2.4 freight classification: updated the map with WSDOT map layers, based on 2019 freight data collected
- Map 2.5 2015 Level of service: no change
- Map 2.6 2015 Transportation Improvement Program (TIP) projects: Removed (this map is available in the TIP, which is updated annually)
- Map 2.7 Intelligent Transportation Systems: updated to current existing conditions
- Map 3.1 Sidewalks: changed visible layers to improve map visuals, added existing sidewalk data, differentiating where sidewalks exist on one or both sides, to show a comprehensive network of existing and future priority pedestrian corridor, highlighting where gaps exist
- Map 3.2 Bicycle and mixed use trails: updated to current conditions
- Map 3.3 2015 bike connectors: no change
- Map 4.1 Transit: update to show new route numbers and alignments which take effect in September 2020
- Map 4.2 Transit Dependent Areas: update to show new route numbers and alignments which take effect in September 2020
- Map 5.1: Comprehensive Transportation Plan Projects: new map to give a visual of the projects location listed in Appendix A

ATTACHMENTS

- A – Proposed Text Amendment to Comprehensive Transportation Plan
- B – Proposed Maps Amendment
- C – Proposed Final Maps

12/xx/202
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Comprehensive Transportation Plan Update



Adopted by Ordinance No. xxxx

City of Auburn

12/xx/2020

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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. Secondly, it influences patterns of growth, development, and economic activity by providing access to adjacent land uses. Planning for the development and maintenance of the transportation system is a critical activity promoting the efficient movement of people and goods, ensuring emergency access, and optimizing the role transportation plays in attaining other community objectives.

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.

DISCLOSURES

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 ("ADA"), the City of Auburn will not discriminate against qualified individuals with disability in its services, programs, or activities.

Modifications to Policies and Procedures: City of Auburn will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all of its programs, services, and activities. For example, individuals with service animals are welcomed in City of Auburn offices, even where pets are generally prohibited.

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 *2015 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. Major updates are required every 8 years. The next major update is required to be adopted by June 202~~4~~³.

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. Throughout the year 2014, the City held a number of community meetings through the Imagine Auburn visioning.

Process, for the major update adopted in 2015. 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, which 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. Generally, the projects included in the TIP are financially constrained such that the estimated projects costs do not exceed the anticipated funding available in the 6-year period. An exception are capacity projects funded by Transportation Impact Fees (also referred to as Traffic Impact Fees). The first three years of traffic impact fee funded projects included in the plan are fiscally constrained based on conservative growth projections. The last three years of traffic impact fee funded projects in the plan include additional projects that provide for growth beyond those accounted for by conservative growth projections. This results in a plan to implement projects to accommodate additional growth should it occur. The traffic impact fee funded projects included in the TIP are utilized to prepare annual updates to the traffic impact fee schedule. ~~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 not fiscally constrained for all six years. Unlike the TIP, the CFP is an adopted element of the City's Comprehensive Plan.

ADA COMPLIANCE

The City is committed to providing public infrastructure without barriers to those with disabilities and achieving compliance with the American with Disabilities Act (ADA).

According to ADA local governments must develop a transition plan describing how it will ensure its facilities, services, programs and activities are accessible. The transition plan:

- Identifies physical barriers that limit the accessibility of its programs or activities to individuals with disabilities.
- Describes the methods that will be used to remove the barriers.
- Provides an estimated schedule for taking the steps necessary to achieve compliance.

- Identifies the city official responsible for implementation and provides information on how to file a grievance or complaint.

~~In 2020, The City completed The City is in the process of developing~~ an ADA Transition Plan for the Public Right-of-way that ~~will~~ summarizes the City's policies and standards guiding right-of-way maintenance and improvements to pursue full compliance with ADA. The ADA Transition Plan ~~will~~ documents internal design standards and specifications, development of a schedule and budget, and a step to monitor the process outlined in the plan. ~~The ADA Transition Plan for the Public Right of Way addresses the public right of way (ROW) of the City of Auburn, which typically includes vehicular and bicycle roadway lanes, sidewalks, roadside trail, street landscape areas, crosswalks, and traffic signals.~~

TITLE VI COMPLIANCE

Title VI ~~of the Civil Rights Act of 1964 and the Federal-aid Highway Act of 1973~~ prohibits discrimination on the basis of race, color, ~~or~~ national origin, or sex in any program or activity that receives Federal funds or other Federal financial assistance. Programs that receive Federal funds cannot distinguish among individuals on the basis of race, color ~~or~~ national origin, or sex either directly or indirectly, in the types, quantity, quality or timeliness of program services, aids or benefits that they provide or the manner in which they provide them. This prohibition applies to intentional discrimination as well as to procedures, criteria or methods of administration that appear neutral but have a discriminatory effect on individuals because of their race, color, ~~or~~ national origin, or sex. Policies and practices that have such an effect must be eliminated unless a recipient can show that they were necessary to achieve a legitimate nondiscriminatory objective. Even if there is such a reason the practice cannot continue if there are alternatives that would achieve the same objectives but that would exclude fewer minorities. Persons with limited English proficiency must be afforded a meaningful opportunity to participate in programs that receive Federal funds. Policies and practices may not deny or have the effect of denying persons with limited English proficiency equal access to Federally-funded programs for which such persons qualify.

The City of Auburn, Washington, assures that no person shall on the grounds of race, color, national origin, or sex, as provided by Title VI of the Civil Rights Act of 1964, ~~and Civil Rights Restoration Act of 1987 (P.L. 100.259)~~ be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. The City further assures every effort will be made to ensure non-discrimination in all of its programs and activities, whether those programs and activities are federally funded or not.

The Civil Rights Restoration Act of 1987 broadened the scope of Title VI coverage by expanding the definition of the terms "programs or activities" to include all of the operations of programs or activities of City of Auburn, 2018 Annual Title VI Report.

Federal Aid recipients, sub-recipients, and contractors/consultants, whether such programs and activities are federally assisted or not (Public Law 100259 [S.557] March 22, 1988.).

The City will include Title VI language in all written agreements and will monitor for compliance. The City's Director of Human Resources is responsible for initiating and monitoring Title VI activities, preparing reports and other responsibilities as required by 23 Code of Federal Regulation (CFR) 200 and 49 Code of Federal Regulation 21.

The Title VI Non-Discrimination Agreement between the City and the Washington State Department of Transportation (WSDOT) requires the City to prepare a yearly report of Title VI accomplishments for the last year and goals for the ~~upcoming~~^{next} year. The agreement and annual report are published on the City's website. ~~and year the annual report can be found published on the City's website.~~

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 inter-jurisdictional 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. The 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, formerly a division of the King County Department of

Transportation, is now the King County Transit Department. The King County Transit Department 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 Connects Long Range Public Transportation Plan, which was adopted by the King County Council in 2017. The City has developed an employee Commute Trip Reduction (CTR) program in cooperation with King County Transit. Details of the CTR program are summarized in the Non-motorized and Transit chapters of this plan.

Auburn partners with King County Transit on the 497 bus route, which provides peak-hour service from Lakeland Hills to the Auburn Station. Auburn and King County 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.

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.

Currently, PSRC is working on a Draft document for *Vision 2050*, which is an update of *Vision*

2040. Vision 2050 is expected to be adopted by their Executive Board in 2020.

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

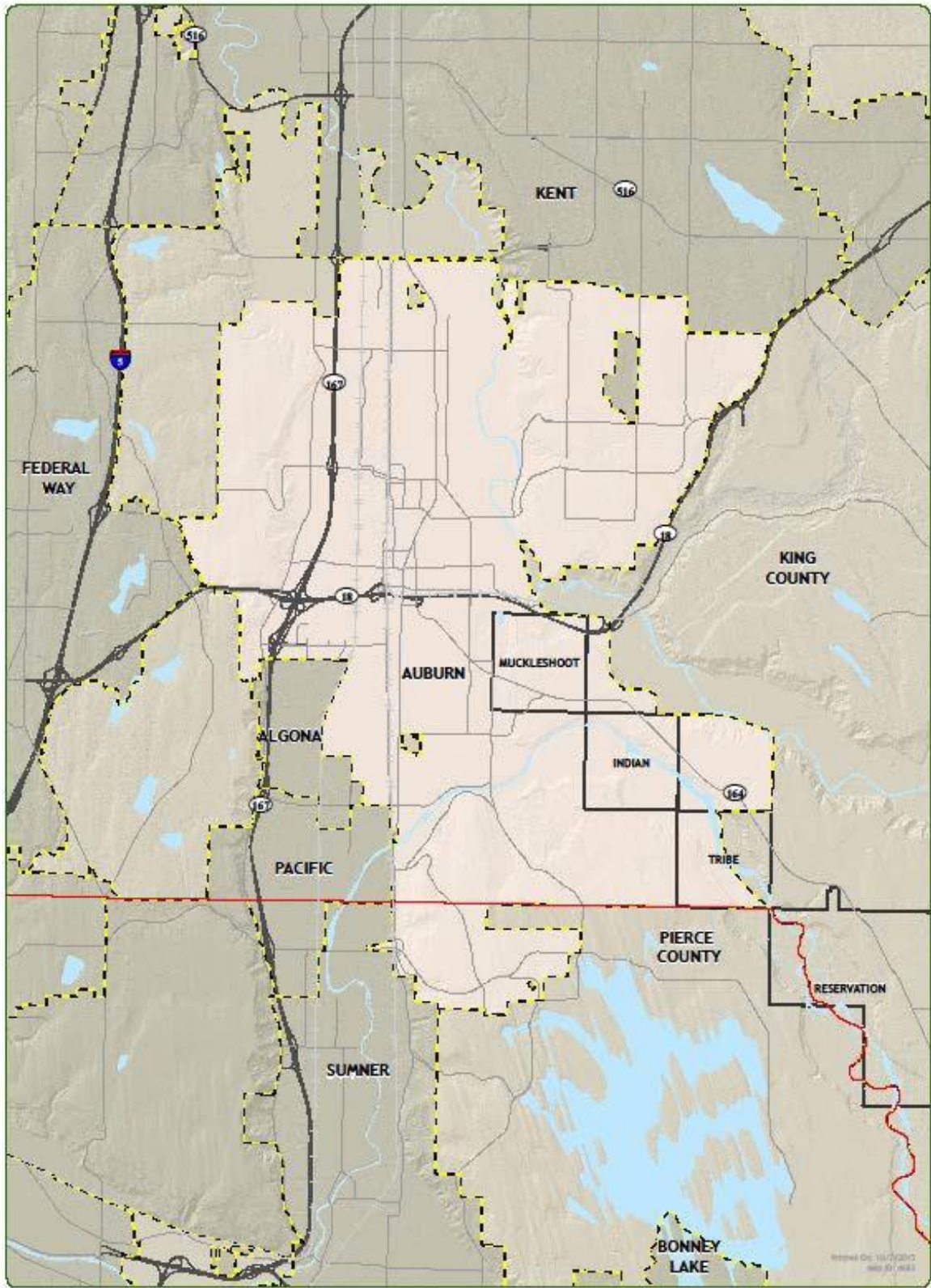
The City of Kent shares Auburn's northern border and several regional transportation corridors including S 277th Street, SR 167, and the West Valley Highway. Most recently, Auburn has completed coordination with Kent on the annexation of the S 277th Street from Auburn Way North to the Green River into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

CITIES 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 City and the Tribe are currently working on a Memorandum of Understanding (MOU) to partner on pedestrian improvement projects along the Auburn Way South corridor.

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 complete and the City continues to pursue grant and partnership opportunities to complete additional improvements along the corridor.

During July 2015, the State Legislature passed a transportation package which included \$15 million for the SR 164 East Auburn Access project, which will create and develop an affordable, long-term improvement to congestion and safety issues, while also planning to accommodate future growth in the area. ~~—~~ The City is involved in the development of the preferred alternative for this project.

The Muckleshoot Tribe runs two publicly available Transit routes along ~~State Route~~ SR--164.

The Reservation Route runs through the Tribe community, and stops southeast of Les Gove Park. It runs every 30 minutes starting at 7:00am. The Auburn Route Express runs from the Tribe through the City of Auburn, making stops along the way. It runs every hour starting at 7:00am.

1.4 ACCOMPLISHMENTS SINCE THE LAST PLAN (2015)

Since 2015, 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. Planned and completed capacity projects are shown on Tables 2-2, 2-4 and Appendix A.

Table 1-1 shows the key non-capacity projects completed since the 2015 plan.

In addition to the completed planned capacity projects, additional projects were completed, such as, for example, the I street roundabout at 22nd St NE, the Auburn Way South sidewalk additions from Dogwood to Hemlock and from 17th St SE to Muckleshoot Plaza, the 277th multimodal path from Auburn Way N to L St, and the F street SE non-motorized improvements, all of which increase road users safety and accessibility.

Table 1-1: Transportation Improvements Completed since 2015

#	Project Name	Location	Type of Improvement
1	37 th & B St NE Pre-Signal	37 th & B St NW	Safety
2	Lake Tapps Parkway	8 th St E to Lakeland Hills Way	Preservation
3	W. Main street Multimodal & ITS improvements	W. Main St, W. Valley Hwy, 15 th St SW, C St. SW	Multimodal & ITS
4	Traffic Signal Safety Improvements	Various locations along 15 th St. NW, 15 th St. NE, Harvey Rd. NE, & Auburn Ave	Safety
5	Auburn Way N. Pavement Preservation	22 nd St NE to 45 th St. NE	Preservation, Signal, & Non-Motorized
6	Mini-Traffic Circle	Elm St. SE & 22 nd St. SE	Safety
7	Railroad Crossing Improvements	C St. SW	Safety
8	B St NW Reconstruction	37 th St. NW to 49 th St. NW	Roadway
9	Roundabout	I St. NE & 22 nd St. NE	Safety
10	S. 277 th St. Corridor	Auburn Way N to L St. NE	Roadway & Non-Motorized
11	Auburn Way S. Pedestrian Improvements	Dogwood SE to Fir St. SE	Non-Motorized
12	2014 Pavement Patch & Overlay	Citywide	Preservation
13	2015 Pavement Patch and Overlay	Citywide	Preservation
14	2016 Local Street Reconstruction & Preservation	Citywide	Preservation
15	2018 Arterial Crack Seal	Citywide	Preservation

1.5 PLAN ORGANIZATION

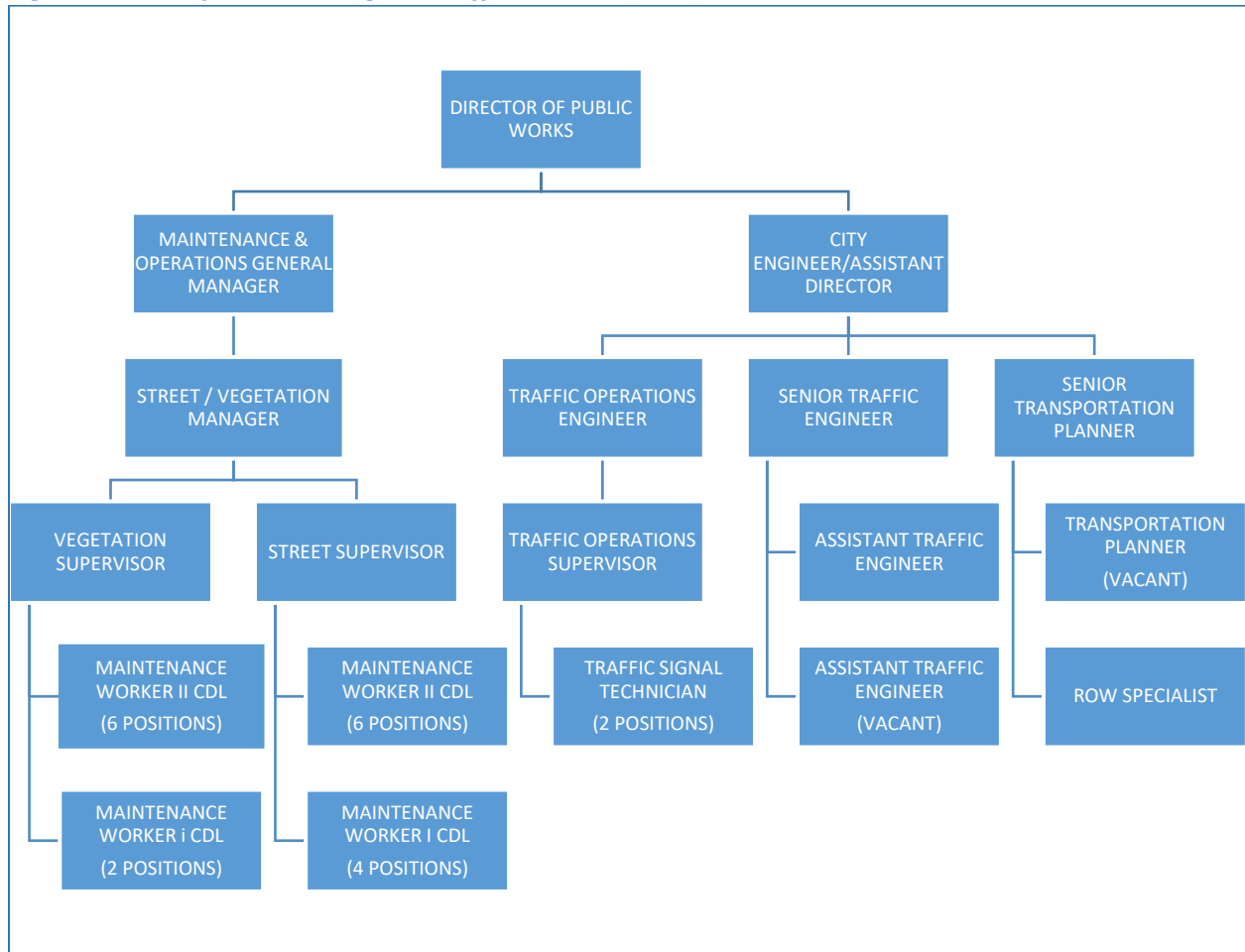
The following three chapters are organized according to the three primary transportation modes in Auburn: the ~~street-Street system-System~~ (Chapter 2), the ~~nonNon-motorized system-System~~ (Chapter 3), and the ~~transit-Transit system-System~~ (Chapter 4). Each chapter contains a needs assessment 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 Public Works Department is the implementation lead. The Public Works 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 Public Works Department, Transportation Program.

Figure 1-1 Transportation Program Staff Resources (2020)



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.

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 it 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.

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 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

Access Tracts, sometimes referred to as shared driveways, provide vehicular access for lots that do not ~~abut front~~ 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 2013-9. 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. Based on the City's travel demand model from 2014, ~~B~~etween 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 added a third track to this north-south line in 2016. This third track was 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 merges 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 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 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 20~~19~~¹³ 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 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—as many as 75 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 recently constructed 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 reduces vehicle storage for westbound vehicles on W Main Street and 3rd Street NW between the tracks and traffic signals with C Street NW

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.

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/CRASES

The City collects and reviews collision-crash 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-crash histories. The SPIS score for a location considers three years of data and considers frequency, collision-crash 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-crash 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 of 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. Additionally, if development degrades a facility that is already operating below LOS standards, concurrency

requires that the development make improvements to restore operations to the pre-development conditions.

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_s.

The City uses corridor LOS as its primary measurement to evaluate the City's of transportation system and to identify needed improvements~~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.

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.

When evaluating the impact of a proposed development, intersection and queuing LOS are analyzed and evaluated, in addition to these corridor LOS. Typically, a traffic impact analysis is submitted by the developer and evaluated by the City, to establish which mitigation is required, if any.

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	E	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	F	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	E	D	C
8	37th St NE/NW	West Valley Hwy	Auburn Way N	E	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	E	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 Way SE	Lake Tapps Pkwy	A St SE	E	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	F	F	E
33	41st St SE/Ellingson Rd	A St SE	C St SE	F	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 adopted by the City as part of this plan. The LOS standards for several corridors have been revised downwards in recognition that a number of corridors are considered to be built out by the City due to Right-of-Way constraints, impact to existing development, and project costs. For example, 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 auto mall, 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 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 City's 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 2019~~93~~ average daily traffic (ADT) volumes along SR-164 range from a low of ~~21,700~~19,000 near the eastern city boundary up to ~~35,900~~38,000 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

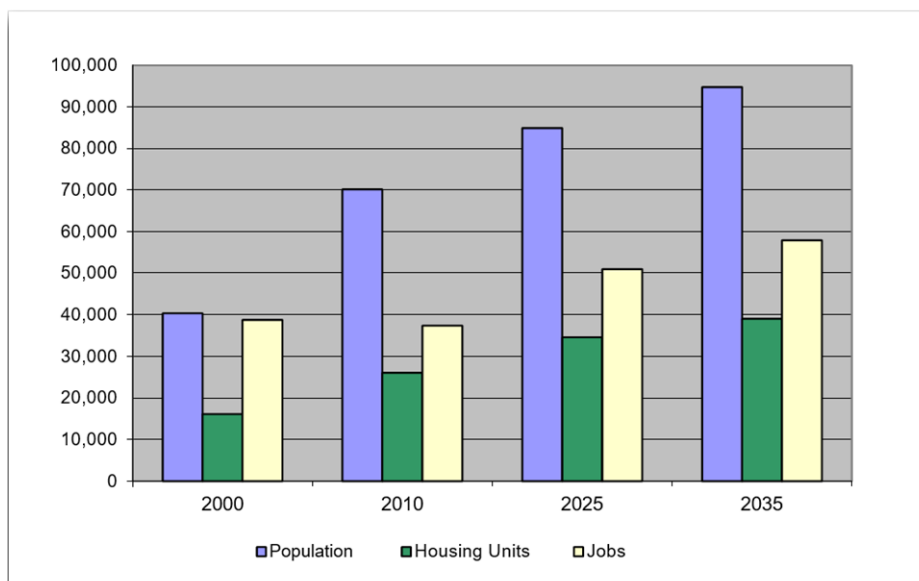
METHODOLOGY FOR EVALUATING FUTURE SYSTEM

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 2015~~ TIP, adopted ~~during 2015~~¹⁹, identifies~~d~~ programmed projects for the years 2016 to 2021. Therefore, the analysis of 2022 traffic operations includes City projects ~~that~~^{which} would increase capacity along both roadway segments and at intersections ~~that~~^{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~~^{was} not included in the travel demand model: a new crossing of the BNSF Rail yard between SR-18 and 41st Street SE (~~2015~~ 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. The ~~2015~~ TIP also includes~~d~~ non-capacity projects such as non-motorized and preservation projects. The City's ADA transition plan also identifies non-motorized improvements. In addition, non-motorized improvement projects are discussed in Chapter 3, Non-Motorized Transportation.

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 along the City boundaries ~~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 partially 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 (City of Auburn-/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 Ave S was 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 a mitigation for this 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 current TIP, and included in Table 2-2 below.

Table 2-2 Future Capacity Projects and Cost Estimate – 2022

Projects shaded green = completed

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	U-Turns, pedestrian improvements, and access control	\$1.75M
2	I Street NE Corridor 45th St NE to S 277th St	Construct 5 lane arterial	\$6.75M
3	S 277th Street AWN to Green River Bridge	Widen to 5 lanes total and install a Class 1 trail	\$8.3M
4	A Street NW Phase 2 W. Main St to 3rd St NW	Construct multi-lane arterial	\$3.15M
5	F Street SE 4th St SE to Auburn Way S	Pedestrian, Bicycle and Vehicular Access Improvements	\$2.5M
6	M Street NE E Main St to 4th St NE	Widen to 4 lanes	\$1.5M
7	8th Street NE Pike St NE to R St NE	Add EB lane to south side of 8th Street NE	\$1.45M
8	49th Street NE Auburn Way N to I St NE	Construct multi-lane arterial connection	\$3.35M
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	\$825K
10	124th Ave SE Corridor SE 318th St to SE 312th St	Widen to 4 lanes and bike lanes	\$4M
11	SE 320th Street 116th Ave SE to 122nd Ave SE	Roundabout, Bike lanes, and safety improvements	\$4.64M

City Projects Included in the 2022 Analysis (Continued)			
12	Auburn Way S Muckleshoot Plaza to Dogwood St SE	Additional turn lanes and vehicle storage, access control, and non- motorized improvements.	\$2.9M
13	W Valley Highway Improvements 15th St NW to W Main St	Roadway widening, re-channelization, non-motorized improvements and ITS upgrades	\$3.7M
14	W Main Street W Valley Hwy to Interurban Trail	Re-channelization, non-motorized improvements, ITS upgrades	\$4.45M
15	Auburn Way S Fir St SE to Hemlock St SE	Widen to 5-lanes, signalize Hemlock St SE	\$4.6M
16	M Street SE Corridor 8th St SE to Auburn Way S.	Construct multi-lane corridor	\$6.7M
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.	\$13M
18	Lea Hill Road Segment 2 105th Pl SE to 112th Ave SE	Widen corridor to include 2 eastbound lanes, bike lanes and sidewalks.	\$12M
19	Lea Hill Road Segment 3 112th Ave SE to 124th Ave SE	Widen corridor to include 2 eastbound lanes, bike lanes and sidewalks.	\$4M
20	W Valley Highway SR 18 to 15th St SW	Re-channelization, non-motorized improvements, ITS upgrades	\$3M
21	R Street SE 17th St SE to M St SE	Construct a new roadway connection	\$10M

City Projects Included in the 2022 Analysis (Continued)			
22	M Street SE at 12th Street SE	Install a new traffic signal	\$625K
23	M Street SE at 29th Street SE	Install a new traffic signal	\$450K
24	124th Avenue SE at SE 284th Street	Safety and capacity improvements	\$700K
25	Lake Tapps Parkway Lakeland Hills Way to E Valley Hwy	Add ITS system	\$1M
26	29th Street SE at R street SE	Increase intersection capacity	\$1.8M
27	A Street SE at 37th Street SE	Install a traffic signal and southbound u-turn for future access management	\$935K
28	I Street NE at 22nd Street NE	Construct a new roundabout	\$1.4M
		Subtotal for City Projects	\$109M

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. It 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 a number of 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	E	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	F	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	E	D	D
8	37th St NE/NW	West Valley Hwy	Auburn Way N	E	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	E	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	E	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	F	E	E
33	41st St SE/Ellingson Rd	A St SE	C St SE	F	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 the revised LOS standards in 2022 with the inclusion of the improvements identified above. However, the following segments are forecast to operate at LOS F in 2022:

- 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 improve traffic operations along 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 rail yard 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 rail yard crossing project ~~is included~~ was project #12 in the 2015 TIP, however construction ~~was~~ shown beyond 2021, so this project was not included in the analysis of 2022 conditions. As of 2020, this project was removed from the TIP and included in the comprehensive plan project list in Appendix A, as funding for this project has not been identified. 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 ~~at~~ the project in the 2015 TIP as project #73, which will provide the City of Pacific with some funds to support construction of their portion of the project. As of 2020, the City has programmed two projects in the current TIP, one to provide funding to the City of Pacific, and one to provide funding to the City of Sumner for the Stewart Road capacity improvements. 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 the following:

▪ ~~Road Pricing~~

- Parking Management and Parking Pricing
- Car Sharing
- Pay-as-You-Drive Insurance
- Ridesharing and HOV Lanes
- Transit Incentives
- Transit and non-motorized Improvements
- Telework, 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.	\$61M
30	R Street Bypass M St SE to SR -SR 18	Construct a new bypass road	\$6.2M
31	SE 304th Street 112th Avenue SE	Add signal and NB left turn lane. Include sidewalks and bike lanes both sides.	\$1.3M
32	124th Ave SE & SE 320th St Intersection Improvements SE 318th St to SE 320th St	Construct intersection improvements at the entrance to Green River College.	\$1.85M
33	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.	\$1.7M
34	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.	\$7.7M
35	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	\$1.4M
36	D Street NW 37th Street NW to 44th Street NW	Construct 4 lane arterial	\$6M
Subtotal for Projects			\$87M

*A portion of this project is under design in 2020, from Hemlock St SE to Poplar St SE, which includes road widening, center turn lane, and sidewalks on each side. This project is included in the current TIP and the City is actively seeking funding for the construction.

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 the revised LOS standards in 2035 with the inclusion of the improvements identified above. However, the following additional corridor segments would operate at LOS E or F in 2035:

- 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 C St SW;
- 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.

In addition, 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 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	E	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	F	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	E	E	D
8	37th St NE/NW	West Valley Hwy	Auburn Way N	E	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	E	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	E	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	F	F	F
33	41st St SE/Ellingson Rd	A St SE	C St SE	F	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.						

To improve traffic operations along the corridor segments which are forecast to operate at LOS E and F in 2035, additional improvements beyond those already included in this analysis are required. However, it may not be cost effective to construct the additional capacity needed along all of these corridor segments. It may, however, be possible to improve traffic operations at key intersections along these corridors to reduce congestions.

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.

FUTURE SYSTEM RECOMMENDATIONS



West Main Street, Downtown Auburn

FUTURE STREET IMPROVEMENTS

The proposed future street plan consists of a combination of city street and regional transportation improvements, described in Table 2-2 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, [the Muckleshoot Indian Tribe](#), 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.

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 area is included within the scope of the A Street SE](#)

Corridor Study being completed in 2020. The purpose of the study is to identify potential safety, capacity, and operational improvements along the corridor, including intersection control, and access management.

~~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. The Washington State Legislature included funding in the 2015 transportation budget for the design and construction of this new connection. The project is currently referred to as the East Auburn Access project and is being lead by the Muckleshoot Indian Tribe. The 2015 legislation defined the project as providing an east bound off-ramp from SR-18 that would connect to SR-164. The currently defined purpose of the project is to develop an affordable, long-term solution that:

- Improves congestion, reduces corridor travel time, decreases queuing that blocks driveways and intersections, and improves reliability for emergency response for SR-164
- Accommodates current and future land use in the urban growth areas of King County, Auburn, Enumclaw, and the Muckleshoot Indian Reservation.

This project has not yet been accounted for in the City's traffic models and forecasts as the project has not yet established the preferred alternative. 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, and has identified mode split goals for the Regional Growth Center. The goals were developed in consideration of the current mode splits for the Auburn Regional Growth Center, the current mode splits for all of the designated Regional Growth Centers, and the 2040 mode split targets identified by PSRC for all of the designated Regional Growth Centers. The existing and 2035 mode split goals for the Auburn Regional Growth Center are summarized in Table 2-6.

Table 2.6 Regional Center Mode Split Goals

Mode	2010 Existing	2035
SOV	81%	56%
HOV	8%	8%
Transit	6%	27%
Bike	2%	4%
Walk	3%	5%

The mode split goals for the Regional Growth Center reflect the desire to significantly reduce automobile travel as a share of work trips, with the most significant increase in the share of trips by transit. The reduction in the vehicle mode split will be the result of the right mix of land-use changes, transportation investments, and roadway pricing tools. Additionally, factors such as shifting demographic trends, preferences, and technology may contribute to mode shifts above and beyond the identified goals.

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. An annual report is published annually to document the pavement rating throughout the City.

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.~~

In 2004, the citizens of Auburn voted to establish a funding program for local streets called the Save Our Streets (SOS) program. The original SOS funding measure allowed the City's property tax levy to generate revenue solely used to fund the preservation and re-construction of local streets. At the end of 2012, the practice of funding the SOS Program from property taxes ended. In 2013, the city council allocated the sales tax from construction projects within the City to be dedicated to the SOS Program. Since 2013, funding for the local streets preservation program has averaged about \$2.3 million due to the significant amount of construction activity within the City during this period. For 2019 and 2020, the funding approach was once again modified to fund the local streets preservation program with real estate excise tax, or REET, in place of the sales tax from construction. Unfortunately, REET funds are a limited source of revenue and funding of the local street preservation program at \$1.65 Million per year is not sustainable from this source.

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.

As part of its adopted Traffic Calming Program, the City conduct~~eds~~ approximately 50 multi-day radar studies of streets in local neighborhoods annually. ~~These studies helped~~ target increased Police enforcement efforts, and ~~may~~ result~~ed~~ in signage changes such as permanent “Your Speed Is” radar feedback signs. ~~In other locations where they are~~ were recommended by the traffic engineer, physical traffic calming such as speed cushions were installed.

The Traffic Calming program is currently on hold due to the limited resources available, and is being reevaluated. At this time it is unknown when and how it will be re-established.

Transportation staff work closely with the Police to address speeding concerns received from residents.

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.

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 and bicycling. 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 two subsections: pedestrian travel and bicycle travel. Each subsection contains an assessment of existing conditions and needs, followed by guidelines for

development of the future system.

3.1 PEDESTRIAN TRAVEL



Pedestrian Crossing at Green River College on S. 320th Street

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.

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 detailed sidewalk inventory is planned when resources are available, to meet the requirements of the ADA and identify the areas where improvements are needed. The City's GIS base map shows the approximate locations of sidewalks throughout the City. Most of this information was generated The current A sidewalk inventory was conducted as part of the Plan update in 2005 using based on aerial photography and other GIS data. The base map was updated in 2008 to show sidewalks on 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 GIS basemap inventory is continuously updated based on updated aerial photography and as-built plans as GIS data as improvements are completed. The City is currently developing a plan to create a comprehensive sidewalk inventory that would support the City's ADA Transition Plan, help identify needed improvements, and assist in overall asset management and maintenance of the City's sidewalk infrastructure. The inventory identifies sidewalks locations 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. The regional trails that have been developed include the Interurban Trail 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;

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.

The City will continue to work with the School District to identify gaps in the walking boundaries around each schools.

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~~adopted completed an ADA Transition Plan for facilities in the Public Right-of-Way in 2020, with associated new policies that is published on the City's website. The City's Engineering Design and Construction standards are also published on the City's website and include, and ADA design and construction specifications that support ADA compliance. ~~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 encourages 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 and Locations

Map 3-1 identifies High Priority Pedestrian Corridors and locations such as schools, parks, and the Downtown Urban Center where providing pedestrian facilities is vital to safety, mobility, economic development, and accessibility in the City. The map distinguishes between corridor segments with complete existing pedestrian facilities and corridor segments that are not yet complete (that are currently lacking a complete sidewalk system. Some of the corridors have sidewalks on one side or both sides for portions of the corridor). Others are missing sidewalks altogether. While some corridors need sidewalk on both sides of the roadway, some will meet the needs of pedestrians with sidewalk on one side only. The map identifies where sidewalk exists and where sidewalk is needed. The map does not distinguish where sidewalks meet the City's current standards, and where the City expects to have sidewalk on both sides in the future.

~~These~~ High Priority Pedestrian Corridors were selected based on the following criteria: pedestrian volumes; proximity to schools, parks, transit routes, downtown center, and commercial areas, and connections between pedestrian facilities to provide a network throughout the city; 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.~~

NON-MOTORIZED TRAILS



Auburn Multi-Use Trail

The Auburn Parks, Recreation & Open Space Plan was updated in 2015 and identifies specific projects for the development of local and regional trails. 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. [King County, which is the lead agency for this trail, published a new alignment study for the Green River Trail in December 2019.](#) 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 damaged 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. In 2018, City Council modified the funds for this program, which are currently provided by Real Estate Excise Tax (REET) for 2019 and 2020.

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.

“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.

Arterial Bicycle and Safety Improvement Program

The City implements this bi-annual program to fund bicycle and pedestrian improvements on classified roadways.

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 is taking 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 and pedestrians. 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. This task force dissolved upon completion of their goals. 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 were added to 124th Ave SE, and SE 320th Street near Green River College on Lea Hill, a new bike lane connection was created by the construction of the new A Street NW corridor. Bikes lanes were added as part of the new M Street SE BNSF underpass project and sharrows (share the road with bike symbols) were 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 exclusivity 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 from Interurban Trail to L St NE, Interurban Trail, White River Trail, and Green River Trails.

Class II bicycle lanes added since 2009 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)
- SE 312th St, 132nd Ave SE, SE

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. The F Street Bike Boulevard is scheduled to be completed in 2020.

Bike parking facilities are classified by length of use: long 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 an 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 that 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 travel time. Auburn's CTR program calls out bicycle storage facilities, lockers, changing areas, and showers as measures employers can take to meet their 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.

FUTURE TRAVEL



The work is easier when shared

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 FUTURE NON-MOTORIZED SYSTEM

Auburn's future non-motorized system consists of an interconnected network of sidewalks, bike lanes, and multi-use trails. 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.

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 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
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 Off-road Cyclists Pedestrians
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 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
Academy Trail	The portion of Academy Drive from SR 164 to Green Valley Road is currently closed due to slope failures. However, it has the potential to be re-opened as a multi-use recreational trail.	Bicyclists Pedestrians

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.	Pedestrians
A Street SE Trail	This mixed use trail would be along the BNSF tracks to the west of A St SE, from 6th St SE to 41st St SE / Ellingson Rd.	Bicyclists 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 and cyclists 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.

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 the Auburn Station.

PROMOTING HEALTHY COMMUNITIES



White River Trail – Multi-Use Path

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, in their Vision 2040 “Update Paper on Health”.

- ② Concentrating complementary uses such as restaurants, retail and grocery stores proximate to residences and employment.
- ② 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.

IMPLEMENTATION TOOLS

The City 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.

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.

Due to the 2020 COVID-19 pandemic, all transit agencies saw a reduction in ridership and implemented service reductions, which may continue into 2021. The service levels outlined in this section are for normal operation.

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~~. With the deletion of Routes 910 and 952 and Route 160 alignment on Auburn Way, Metro will no longer serve the 15th Street NW Park and Ride in September 2020. However, the lot will continue to be served by ST Route 566. Metro Transit offers ~~a network of bus service in Auburn, connecting the city to the region. Metro adopted and implemented changes to its network in September 2020, via the Renton-Kent-Auburn Area Mobility Plan (RKAAMP), and some of the routes were affected. These changes were in part to accommodate the planned RapidRide I Line, which would replace a portion of route 180, and provide frequent, reliable, and extended (early mornings to late night) service from Auburn Station, along the Auburn Way N corridor, connecting Auburn, Kent, and Renton transit stations.~~ the following services in Auburn:

Route 160 replaces the portion of former route 180 from Auburn Station to Kent, with minor changes in its alignment. This route provides 15 minute service during peak hours, and 30 minute service during off-peak, and operates from 4 am to 3 am on week days, and from 5 am to 3 am on weekends. This route will become the RapidRide I Line in 2023, and will provide service every 10 to 15 minutes.

Route 165 replaces route 164 and 4 provides regional service between Kent, Auburn and the Green River College. It connects with the Route 181 at Green River College. This route is not changed within the city limits.

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 SeaTac Airport and the Burien Transit Center.

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 184 replaces the portion of route 180 from Auburn Station to south Auburn, and provides 20 to 30 minute service during the day, and 30-60 minute service during nights and weekend, and operates from 5 am to 1 am on weekdays, and 5:30 am to midnight on weekends.

Route 186 was combined in 2020 with Route 915 to have one route number only. 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 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. was discontinued in 2020.

Route 915 absorbed route 186, and provides weekday and midday service and some weekend service between the Auburn Station and Enumclaw via Auburn Way South. The route also includes a small portion of Demand Area Responsive 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. As of September 2020, service is more frequent at 30 to 40 minutes on weekdays, and Sunday service is added, with 60 minute service on weekends. The route was shortened to begin in Pacific and will no longer serve the A Street/ 41st St SE area of Auburn. The peak-hour deviation to serve the Social Security Administration and the General Services Administration, which are in the process of relocation, was deleted due to low ridership and an off-peak deviation to directly serve the Wal-Mart was added to maintain access lost with the deletion of Route 910.~~

Route 952 was discontinued in 2020.

~~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 Seaway Transit Facility near the Boeing Everett Plant.~~

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.

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 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.

Future RapidRide I Line: The new route 160 will become the RapidRide I Line in September 2023; the first to serve the City of Auburn. City staff collaborate with Metro on this project, to offer support, review, information, and help. King County Metro is applying for a grant to the Federal Transit Administration (FTA) and Auburn supplied a support letter for the project and grant application. When the new service begins, Auburn will be served with frequent (10 to 15 minutes) and reliable service, connecting Auburn to Kent and Renton nearly 24 hours a day.

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 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 morning and southbound from Seattle to Tacoma -Lakewood in the afternoon. Reverse direction trips are also provided in each peak hour with limited mid-day service. Some 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, Storm, and Sounders games on some weekends.

Currently, nine trains operate northbound to Seattle in the morning peak, with an additional train during the mid-morning, and ten trains return southbound during the PM peak. Three 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 is 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. A new parking garage is expected to be available for transit users in September 2023, offering an additional 525 parking stalls. A number of parking stalls are reserved for carpool/vanpool, and a number of stalls are reserved for paying single occupant vehicles.

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 approximately 1,300 per day. The facility draws numerous transit riders from outside Auburn including from outside the Sound Transit taxing District, the geographic area where residents contribute tax revenue to fund Sound Transit.

MIT TRANSIT

The Muckleshoot Tribe runs two publicly available Transit routes along State Road 164.

The Reservation Route runs through the Tribe community, and stops southeast of Les Gove Park. It runs every 30 minutes starting at 7:00am. The Auburn Route Express runs from the Tribe through the City of Auburn, making stops along the way. It runs every hour starting at 7:00am.

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 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 served 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 though, 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, has 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 that 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, except for the special events times. These services are needed as is additional capacity on some of the currently most popular runs.

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 6:32 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 is beneficial to continue 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~~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. The Transit Now initiative was terminated in 2020. The route 910 service was discontinued in 2020 when the COVID-19 pandemic caused service reductions, and was not renewed due to the added service frequency along Auburn Way N, along former route 180, and the changes and added frequency to route 917.

~~Add Service to Replace the Terminated Route 919~~

~~Currently, a planned expansion of service to Metro Route 915 is expected to begin in March, 2016. This will increase service to hourly. Middy 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 preserve the Route

497 and add service to the Route to meet all existing and future Sounder trains—while—encouraging 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/van 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. These potential services are particularly relevant given Metro Transit's recent focus on the expanded use of Alternative Service concepts for covering areas which cannot support the use of a traditional fixed route bus but which are still in need of public transportation.

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—was approved by—voters in November 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.

Work with Metro Transit to implement the Rapid Ride I line which is part of Metro Connects

Work with Metro Transit to introduce new Mobility Options to improve access to Rapid Ride

and other high capacity transit services, such as Sound Transit commuter rail and regional bus routes

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.

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.

Continue to work with the City of Auburn to create additional parking near the Auburn Station, as specified in ST2.

CITY OF AUBURN

Partner with local transit agencies to provide transit service similar to the route 497 to serve other areas of Auburn, including the Lea Hill Area. The route would collect commuters to provide them access to the Sounder Station in downtown Auburn.

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 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.

Continue to 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.

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 efficient 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.

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.

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.

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.

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.

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.

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.

- An unacceptable increase in hazard or an unacceptable decrease in safety at an intersection or on a roadway segment.
- 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.
- 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.

- An increase in queuing that causes blocking of adjacent land uses or intersections.
- 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.

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.

OBJECTIVE: QUALITY OF LIFE

To improve the quality of life for Auburn residents and businesses through design of the transportation system.

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.

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.

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.

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.

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 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.

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 abilities including pedestrians, bicyclists, motorists, transit riders and operators, and truck operators.

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) and the ADA Transition Plan for Facilities in the Public ROW and its policies.

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.

Street-06: The city street system shall be made up of three classes of streets:

- 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.
- Collectors - a system of city streets that collect traffic and move it from the local street system to the arterial street system.
- 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.

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.

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.

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.

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.

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.

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.

LC-01: The City may enter into latecomer (payback) 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 or payback 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.

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.

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.

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 current *Comprehensive Transportation Plan* and *Auburn Parks, Recreation, & Open Space Plan* ~~2005 AND SUBSEQUENT Parks 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.

NM-06: Develop and maintain the non-motorized system, including bike routes and walkways, 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.

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.

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.

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.

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.~~ General aviation includes all civilian flying except scheduled passenger airline service.

Air-03: ~~The siting of new airport facilities shall consider neighborhood impacts such as increased noise generated from the use of those facilities.~~ When siting new or revised facilities or operations at the airport, the impacts on neighborhoods such as increased noise generated from the use of those facilities shall be considered.

Air-04: ~~Use of the airport by non-conventional aircraft such as ultra lights shall be discouraged, in conformance with FAA regulations.~~ Use of the airport by non-conventional aircraft such as ultra lights is discouraged by the City.

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-0605: 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 an updated 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, so project programming is often limited due to funding limitations.

The TIP is an important tool for identifying funding 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. The 2016-2035 Transportation Plan capacity projects are forecast to cost approximately \$196 million. The revenue sources proposed to be used by the City of Auburn for these transportation improvements are described below. Forecasts are based on current funding levels for City funds and based on past trends for grants and partnerships.

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 (REET), sales tax, and the motor vehicle fuel tax (MVFT). 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. In 2018, City Council modified the funds for this program, which are currently provided by Real Estate Excise Tax (REET) for 2019 and 2020.

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 has 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.

2016 – 2035 Forecast:

REET: \$6,000,000

Sales Tax: \$32,000,000 (Local Roads Fund)

MVFT: \$10,700,000

Utility Tax: \$40,000,000 (Arterial Roads Fund)

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

In 2018, the Better Utilizing Investments to Leverage Development, or BUILD Transportation Discretionary Grant program, replaced the TIGER Grant program which was established in 2009. This program provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve national objectives. Previously known as Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grants, Congress has dedicated nearly \$7.1 billion for ten rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact.-

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.

2016-2035 Forecast:

Federal Grants: \$60,000,000 State Grants: \$30,000,000

LOANS

Low-interest loans are also available to municipalities. For example the Washington State Department of Commerce Public Works Board offers low-interest loans (PWTF) 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.

2016-2035 Forecast:

PWTFL: No PWTF loans are included in the forecast.

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.

2016-2035 Forecast:

Traffic Impact Fees: \$20,000,000 Development Improvements: \$15,000,000

FUNDING PARTNERSHIPS

The City has successfully formed several funding partnerships, which have enabled it to leverage its resources in implementing transportation improvements.

MUCKLESHOOT INDIAN TRIBE (MIT)

The City anticipates continuing to partner with MIT on funding projects of mutual benefit throughout the City. A recent partnership project is Auburn Way South (Dogwood to Hemlock). The City expects MIT to be a major funding partner on the Auburn Way South Bypass project and also to participate in the remainder of the (~~SR-SR~~ 164) Auburn Way South Corridor improvement projects.

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION (WSDOT)

The City anticipates continuing to partner with WSDOT on funding projects involving the State Routes through the City. Recent appropriations by the state legislature budgeted \$15 million for the Auburn Way South Bypass project for the Eastbound Off-Ramp.

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.

2016-2035 Forecast:

MIT: \$15,000,000 WSDOT: \$20,000,000

LID: No LID funds are included in the forecast.

FAST: No future FAST funding is included in the forecast.

FMSIB: No FMSIB funds are included in the forecast.

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.

2016-2035 Forecast: (If Authorized)

TBD: \$16,000,000

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.

2016-2035 Forecast: (If Authorized)

Street Utility: \$5-9 Million per year

6.3 REVENUE SHORTFALL CONTINGENCY

Revenue forecasts for City funds are considered to be relatively secured. Other revenue such as grants and partnership funding can be slightly more unpredictable. While all the revenue currently forecast above does fully fund the transportation plan improvements, if shortfalls arise the City will have to take one or more of the following actions to maintain compliance with GMA concurrency requirements;

- Supplant the projected budget shortfall with other existing City funds.
- Enact new sources of revenue.
- Revise Land Use Plan to reduce development capacity and resultant need for additional transportation improvements.
- Lower the LOS Standard sufficiently to reduce the need for additional transportation improvements.
- Impose restriction (moratorium) on further development with impacts to areas not meeting LOS standards until current LOS standard is met.

6.4 FUNDING STRATEGIES, 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 additional 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.

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 2015 update, it will present an opportunity to holistically examine the current transportation system and lay the framework for development of the future system.

City of Auburn

APPENDIX A

Comprehensive Transportation Plan Project List

The table below lists transportation projects that address current and anticipated transportation needs through the 2035 horizon year. The list excludes projects planned to be underway within the next 6 years that are included in the current Transportation Improvement Program (TIP).

Number	Name	Description	Purpose/Need	Estimated Cost (2020)
Comp-1	M Street SE Corridor with signal at 12 th St SE Corridor and Intersection Improvements	Widen M St to construct multi-lane arterial, including a new traffic signal at 12 th St SE.	Capacity, Safety, LOS: This project will improve mobility and contributes to the completion of a north/north arterial corridor. Combines projects listed as (16) and (22) in the 2022 analysis.	\$7.3M
Comp-2	104 th Avenue SE/8 th Street NE Intersection & Corridor Improvements	Construct multi-lane roundabout to replace the signalized intersection, re-align the curved section of Lea Hill Road, widen sidewalks on the 8 th Street bridge, Potential access management on 8 th Street NE and intersection improvements at Pike Street NE	Capacity, Safety, Non-motorized: Project identified in Lea Hill Road Corridor Study (2020).	\$4.0M
Comp-3	116 th Avenue SE/SE 312 th Street Intersection and Corridor Improvements	Construct a single-lane, roundabout at the intersection of 116th Avenue SE, pedestrian crossings with flashing beacons at key crossings, and complete gaps in sidewalks and bicycle lanes between 116th Avenue SE and 124th Avenue SE. Portions of this project may be completed as frontage improvements by developers of adjacent properties.	Capacity, Safety, Non-motorized: Project identified in Lea Hill Road Corridor Study (2020).	\$5.6M
Comp-4	Lea Hill Road Widening Capacity Improvements	Construct shared use path along the east side and a bike lane on the west side of Lea Hill Road between 112th Avenue	Capacity, Safety, Non-motorized: Project identified in Lea Hill Road Corridor Study (2020).	\$9.5M

		SE and 106th Place SE, left-turn pocket at the Lea Hill Condominiums, pedestrian crossings with flashing beacons bus stops, and a soldier-pile retaining wall on the downhill side of Lea Hill Road as needed to accommodate roadway widening and stabilize the hillside.		
Comp-5	M Street SE/29 th Street SE Intersection Improvements	Construct single lane roundabout.	Capacity, Safety: Project identified in R Street SE Corridor Study (2019). Listed as project (23) 2022 analysis as a new traffic signal.	\$1.0M
Comp-6	R Street Bypass Capacity Improvements	Construct a new arterial connection between M St SE and Auburn Black-Diamond Rd, parallel to the Stampede Pass rail line and potentially remove at-grade railroad crossing that connects Black Diamond Road to R Street SE.	Capacity, Safety, Non-Motorized: This project was identified in the 2002 M Street SE Grade Separation Pre-Design Study and was originally planned to be implemented with the grade separation that has since been completed. The new connection would keep freight and commuter traffic off of R Street, a residential collector street and provide a connection between SR18 and SR164 via M Street SE. This would reduce congestion at the intersection of R Street NE/8 th Street SE and address other capacity and safety issues. Listed as project(30) in the 2035 analysis.	\$8.0M
Comp-7*	116 th Avenue SE/SE 320 th Street Intersection Improvements	Construct single lane roundabout.	Capacity, Safety: The project would provide traffic calming and improved intersection control. This is a portion of a project (11) listed in the 2022 analysis.	\$2.0M

Comp-8*	C Street SW/15 th Street SW Intersection Improvements	Construct a southbound right-turn pocket, re-channelize the intersection to provide two southbound through lanes, and replace the existing spanwire traffic signal with a new traffic signal.	Capacity, Safety	\$1.2M
Comp-9*	124 th Avenue SE/SE 320 th Street Intersection Improvements	Replace traffic signal with roundabout	Capacity, Safety: This project was identified to be needed to support the on-going expansion of Green River College. Listed as project (32) was in the 2035 analysis.	\$2.5M
Comp-10*	124 th Avenue SE/SE 284 th Street Intersection Improvements	Construct northbound left-turn lane on 124 th Ave SE	Capacity, Safety: Project need identified using crash history prior to 2015. Listed as a project (24) in the 2022 analysis.	\$1M
Comp-11*	15th Street SW Preservation Improvements	Re-construction of the roadway from West Valley Highway to C Street SW with potential safety improvements at the Union Pacific at grade rail and Interurban Trail crossings	Preservation, Safety.	\$10M
Comp-12*	Auburn Way Corridor Improvements	Construct pedestrian accessibility and aesthetic enhancements on Auburn Way between 4 th St NE and 4 th St SE, including curb-bulbs at	Economic Development, Non-motorized.	\$4.5M

		intersections adjacent to on-street parking, a new northbound left-turn at 3 rd St SE, and signal and channelization improvements at E Main St.		
Comp-13*	SE 320 th St Corridor Improvements	Construct non-motorized and safety improvements including bicycle lanes, sidewalks, and street lighting between 122 nd Ave SE and 116 th Ave SE.	Safety, Non-motorized: SE 320 th is a primary route serving Green River College and adjacent neighborhoods. There are high volumes of pedestrians, bicyclists, and transit utilizing the corridor. Listed as project (11) in the 2022 analysis.	\$4.0M
Comp-14*	West Valley Highway Corridor Improvements	Rehabilitate and widen pavement from 15 th Street NW to W Main Street, re-channelize to add bicycle lanes, pedestrian facilities, roadway lighting, ITS, and required storm system improvements.	Preservation, Non-Motorized. This road segment is a popular bike corridor which is also on the annual Seattle-to-Portland bike race route. Listed as project (13) in the 2022 analysis.	\$4.0M
Comp-15*	Auburn Way S Corridor Improvements	Construct improved pedestrian linkages, new and repaired sidewalks, undergrounding utilities, new street lighting, trash and recycling receptacles, and other appropriate amenities from SR-18 interchange to M Street SE.	Economic Development: This project will revitalize and beautify Auburn Way S.	\$4.5M
Comp-16	SE 304 th Street/112 th Avenue SE Intersection Improvements	Construct a new traffic signal, northbound left turn lane on 112 th Ave SE, and sidewalks/bike lanes on both sides of SE304 th Street.	Capacity, Safety, Non-motorized: Listed as project (31) in the 2035 analysis.	\$1.5M
Comp-17	SE 284 th / SE 288 th St New roadway	This project will construct a new collector linking 284 th St at 124 th Ave to 288 th St at 132 nd Ave. The roadway will	Network Capacity and Non-motorized. Listed as project (34) in the 2035 analysis.	\$9M

		have one lane in each direction, and include a bike lane and sidewalks on each side.		
Comp-18	D St NW New Roadway	This project will construct a new 4 lane arterial from 37 th St NW to 44 th St NW, including bike lanes and sidewalks on each side.	Network Capacity and Non-Motorized. Listed as project (36) in the 2035 analysis.	\$7M
Comp-19	37 th Street SE Safe Routes to Schools	Construct sidewalks along 37 th Street SE from M Street SE to Olympic to Olympic Street SE and enhanced pedestrian crossings along 37 th Street SE between M Street SE and D Street SE.	Non-motorized: This project would complete a gap in the sidewalk network and provide connections to/from Gildo Ray Elementary, Mt. Baker Middle School, the 37 th Street trail to R Street SE and transit stops on 37 th Street SE and M Street SE.	TBD
Comp-20	112 th Ave SE & 105 th Place SE Intersection Improvements	Reconfigure 105 th Place SE to be right in /right out. Construct a single lane roundabout with sidewalks and bike lanes on SE 312 th Street.	Construct a single lane roundabout with sidewalks and bike lanes on SE 312 th Street.	\$5M
Comp-21	51st Ave S/S 296 th St Intersection Improvements	Construct a protected southbound left turn lane on 51 st Avenue S, bike lanes, and sidewalks on all legs of the intersection.	Capacity, Safety, Non-motorized. Listed as project (35) in the 2035 analysis.	\$1.6M
Comp-22	BNSF Yard Grade Separation	This project will construct a road across the BNSF yard	This project would provide a grade separated arterial connection over the BNSF rail yard that would provide connectivity to/from the yard to SR 18 and SR 167. The project would be needed if/when the BNSF Yard converts to a multi-modal facility.	TBD
Comp-23	East Auburn Access Project New Roadway	Construct a new arterial connection from SR-18 to SR-164 that connects to SR-164 between MIT	Capacity, Safety, Non-motorized: Previously referred to as Auburn Bypass, a draft Bypass Feasibility Report	TBD. Muckleshoot Indian Tribe project, \$15M

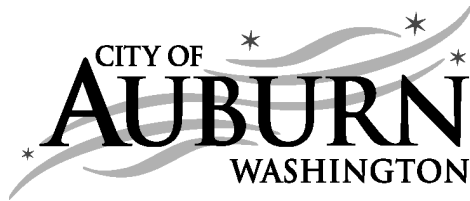
		Plaza and Riverwalk Drive.	was prepared in partnership with WSDOT, City of Auburn, Muckleshoot Indian Tribe, and other regional partners in 2009.	awarded by Connecting Washington Program in 2015.
Comp-24	I St NE Corridor New Roadway	Construct a new roadway connection from 45 th St NE to S 277 th St.	Network Capacity. Listed as project (2) in the 2022 analysis.	TBD Developer led project.
Comp-25	R Street SE Extension New Roadway	Construct a new roadway connection between 17 th St SE and Auburn Black-Diamond Road	Capacity, Safety, Non-motorized: Reduce congestion on Auburn Way South and M Street SE.	TBD Potential Muckleshoot Indian Tribe project.

**** Project was removed from the TIP in 2020 and placed back into the comprehensive plan because there is still a current or future need for the project but funding was anticipated to not be available for the project within the 6-year TIP period***

POLICY/TEXT (P/T) AMENDMENTS (CPA20-0005)

P/T #8 - Volume 1, Land Use Element and Volume 5, Transportation Element (Plan). Amend comprehensive plan policies which do not sufficiently protect the operations of the Auburn Municipal Airport, and do not provide the City sufficient authority to ensure development around the airport is coordinated and consistent with the Airport Master Plan. Policies are currently being evaluated as to whether they:

- Protect the operations of the Auburn Municipal Airport (the “airport”);
 - Prevent or promote incompatible land uses around the airport;
 - Ensure that development around the airport is coordinated and consistent with the Airport Master Plan;
 - Protect the airport from nonconforming uses and structures that pose a safety concern to airport operations;
 - Provide the authority to review the impact of development on air safety;
 - Are clearly defined and clearly understood, or open to a wide degree of interpretation; or
- Use outdated language



MEMORANDUM

TO: Judi Roland, Chair, Planning Commission
Roger Lee, Vice-Chair, Planning Commission
Planning Commission Members

FROM: Alexandria D. Teague, Planner II, Department of Community Development

DATE: August 14, 2020

RE: City File No. CPA20-0004 Introduction to Airport Comprehensive Plan Update

BACKGROUND AND ECONOMIC IMPACT

The Auburn Municipal Airport (the airport), also known as Dick Scobee Field, was built in 1969. The airport is classified as a Public-Use, General Aviation Regional-Reliever Airport within the National Plan of Integrated Airport Systems (NPIAS).

The airport is a base for 330 aircraft, and is one of the busiest airports in the state with 142,000 take offs and landings per year, averaging approx. 450 flights a day. The facility is currently heavily used by recreation, instructional and student pilots, and commercial users. The facility primarily serves small, general aviation aircraft with average wingspans of about 38 feet and weights of less than 12,500 pounds, seating 6 or fewer passengers, with approach speeds less than 140 mph and wingspans of less than 49 feet. The airport also functions as a reliever for Sea-Tac Airport, an emergency medical evacuation (medivac) facility, transferring patients from ambulance to helicopters, and the King County Sheriff's Office uses the airfield for training and conducting flight operations.

The airport runway has been extended over the years to increase operational safety. The Auburn Municipal Airport opened with a 2,900 feet long runway and an adjacent paved taxiway. In 1995 the runway was increased to 3,400 feet long and 75 feet wide. This year (2020), the City completed a runway extension providing for a full runway length of 3,841 feet.

Generally, funding for public use airports to develop, maintain, and operate is derived from user fees, revenues from land and facility leases and rents, local government funds, and federal/state grants. Auburn's airport is self-funded and no local tax monies are used at the airport. Approximately 60 percent of airport revenue is generated from hangar and tie down usage (stowage), 30% on land and building leases (14), and approx. 10 percent on fuel sales. There are a total of 254 total hangar units (145 are city owned) and space for 140 tie downs. Hangar space is fully leased, and customers have a minimum two year wait list for open hangars (five years for enclosed hangars). Additional hangars are proposed in the future to meet current and projected demand. The airport's projected 2020 revenue is approx. \$1.4 million and the 2019 projected expenditures is approx. \$1 million. According to a 2019 Washington State Department of Transportation (WSDOT) Aviation Economic Impact Study, the economic impact of the Auburn Municipal Airport creates:

- 232 jobs (direct jobs, construction, General Aviation visitors)
- \$14.2 million labor income
- \$24 million value added
- \$43.1 million business revenues (also known as total economic impact)

EXTERNAL PLANNING CONSIDERATIONS

The airport also receives Federal Aviation Administration (FAA) and WSDOT Aviation Division grants. Federal funding is provided through the Federal Airport Improvement Program (AIP). The AIP provides grant funding for airports listed in the National Plan of Integrated Airport Systems (NPIAS) which identifies 3,345 public-use airports that are important to national air transportation and therefore eligible to receive grants. The airport receives \$150,000 per year in general aviation “non-primary entitlement” grants. The WSDOT Aviation Division provides an additional source of funding for airport projects in the form of grants through its Airport Aid Grants program. Typical projects eligible for funding include support of infrastructure that do not directly produce revenue. For example, runway/taxiways improvements and lighting are eligible type of projects. As a recipient of both federal and state airport improvement grant funds, the City of Auburn is contractually bound to various sponsor obligations referred to as “grant assurances”, that have been put together by the FAA and WSDOT Aviation Division. The obligations document the commitments made by the airport to fulfill the intent of the grantor (the FAA and the State). Grant assurances and their associated requirements are designed to protect the significant investment made by the FAA, State, and City to preserve and maintain the City’s airports.

Two documents guide airport development – they are the Airport Master Plan (AMP) and the Airport Layout Plan (ALP). The AMP is a comprehensive document intended to guide development on an airport. The purpose of an AMP is to define the current, short term, and long terms needs of the airport. This includes a comprehensive evaluation of facilities, conditions, and FAA airport planning and design standards. While the planning period for an AMP is normally 20 years, to maintain eligibility for FAA funding, airports are required to periodically update their master plans as conditions change. Master planning efforts for the airport are reviewed by the City’s Airport Advisory Board. The last AMP was updated in 2015. The AMP is adopted by reference in the City’s Comprehensive Plan as an appendix (Appendix G).

The Airport Layout Plan (ALP) is a conceptual map included in the AMP depicting current and proposed airport features including runways, taxiways, navigational aids, buildings, aircraft parking area, and other infrastructure. Airport property boundaries and the limits of required clear areas such as runway protection zones and runway object free areas. In order to be listed in the NPIAS and to be eligible for FAA grant funds an airport must have a current ALP approved by the FAA. Completion of an ALP is also an eligibility requirement for WSDOT Aviation Division Airport Aid Grants program. In tandem with the AMP, the ALP was also updated in 2015 and is also adopted by reference in the Comprehensive Plan as Appendix G.

The FAA does not have the authority to regulate off airport land use. Land use regulation is the responsibility of the local jurisdiction. The FAA does however, have a role in regulating on-airport land use through approval of the ALP and through the AIP grant assurances. As noted above, grant assurances are intended to protect the significant investment made by the FAA and include measures to maintain on-airport land use compatibility and restrict the location of non-aviation land uses. The FAA also has a technical advisory role based on its interest in protecting the airspace associated with an airport as part of the NPIAS. Under the Federal Air Regulation (FAR) Part 77, the FAA has the authority to review proposed construction *on and off* the airport through the Notice of Construction or Alteration

process. Though the FAA does not have the authority to prevent airspace hazards from being created, the FAA does review individual proposals for the potential to create a “hazard to air navigation”. A hazard to air navigation, include obstructions and penetration to the airspace. Per the City’s grant assurance obligations, the City is required to review local land use actions to ensure their compliance with the FAR Part 77.

Similar to the FAA, the WSDOT Aviation Division does not have regulatory authority over local land use decisions. WSDOT does, however, have a significant role in promoting land use compatibility of *off airport* land uses and activities. WSDOT promotes land use compatibility through the Airport Aid Grants program via the aforementioned assurance obligations, and through review of local Comprehensive Plans and regulations. Under the Growth Management Act (adopted by the state legislature in 1990), cities are required to address airport land use compatibility and identify airports as “essential public facilities.” The WSDOT Aviation Division explains the intent of the Act as it relates to airports:

“RCW 36.70.547 and RCW 36.70A.510 requires all cities and counties to adopt comprehensive plan goals, policies, and regulations to discourage development of incompatible land uses adjacent to public use airports. Local jurisdictions must consult with aviation interests, including WSDOT Aviation, when adopting comprehensive plan amendment to address airport land use compatibility during GMA updates, subject to the schedule designated by state law.”

WSDOT recommends that local land use jurisdictions add or modify language in the Comprehensive Plan, to address:

- establishing the airport as an essential public facility;
- including the airport in the Transportation System Inventory;
- recognizing the significance of the airport for economic development; and
- discouraging the development of incompatible land uses adjacent to the airport

CITY’S AUTHORITY AND CONCLUSION

As mentioned in the preceding paragraphs, the City has the regulatory authority over how development occurs within the community, including the ability to anticipate, abate, mitigate, and otherwise respond to land use concerns. The City also has the role of defining the current, short term, and long term vision for development within the City. This is completed through the Comprehensive Plan.

Auburn adopted the first modern Comprehensive Plan in 1986, which was overhauled in 1995 to comply with the requirements of the Growth Management Act (GMA). The majority of the existing airport-related policies can be tied to the 1995 Comprehensive Plan, if not an older plan. Though the existing policies met minimum qualifications for certification under GMA, they have not sufficiently kept pace with changing conditions around the airport. Since the 1995 plan, development has drastically increased, and over the years the airport has had to contend with issues of meeting its own operational, development, and safety needs, with that of area around it. As a result Auburn’s airport continues to face challenges such as the of lack of available land for development and safety and the encroachment of incompatible uses and obstructions that penetrate the airspace or noise sensitive uses. Attachment D features aerials maps of the area around the airport from 1990 to 2019.

It is therefore the purpose of the proposed text amendment to reinforce the importance our the airport and protect the significant investment that has been made by not only the FAA and WSDOT, but also the City. While the city has acted upon WSDOT’s recommended language and has established the airport as an essential facility (in the Capital Facilities Element) and has included the airport in the Transportation

System Inventory (in the Comprehensive Transportation Plan), new and revised policies are needed. The proposed text amendment in Attachments A and B are intended to strengthen the protection of the airport and its operations by:

1. creating a stronger connection between the AMP and the Comprehensive Plan;
2. allowing for the mitigation of nonconforming uses;
3. standardizing terminology and improving the clarity of policy language;
4. recognizing the significance of the airport for economic development; and
5. discouraging the development of incompatible land uses adjacent to the airport.

The proposed map amendment corresponds to the revision of policy no. LU-129 of the Land Use Element. This policy provides guidance as to what needs to be considered or addressed when adopting a subarea plan for the Auburn Municipal Airport Area. It is shown on Map 1.3 as the “Airport” designated special planning area.

This policy is originally derived from a previous version of the Land Use Element. In a subsequent update to the Land Use Element, it was converted into a special planning area. The original intent of this policy was not to create a special planning area, and accomplished by strengthening airport related economic and land use policies. Staff has proposed to remove the “Airport” designated special planning area and revise Land Use Policy LU-129 to its original intent. The proposed map amendment is included with this memo as Attachment C.

GLOSSARY OF KEY TERMS

- 1) *Airport Advisory Board*: The Airport Advisory Board is a seven member board, appointed by the mayor and confirmed by the city council, that advises City County on airport operations including:
 - construction, enlargement, improvement, maintenance, equipment of airport facilities;
 - adoption and amendment of rules and regulations use of the airport facilities;
 - leasing or assignment of any space, area, improvements or equipment of the Auburn Municipal Airport;
 - determination of charges or rentals of the airport;
 - securing and enforcement of liens as provided by law for liens and enforcements;
 - exercise of all powers necessarily incidental to the general and public powers granted in this chapter;
 - promoting and foster the development of the airport for the benefit of the citizens of the city;
 - developing comprehensive and long-range plans for airport development and financing; and
 - liaising with other governmental bodies regarding municipal airport operations and financing.¹
- 2) *Airport hazard*: means any structure, tree or use of land which obstructs the airspace required for, or is otherwise hazardous to, the flight of aircraft in landing or taking off at the airport.²
- 3) *Airport overlay*: A zoning district that establishes development standards in areas of special concern over and above the standards applicable to basic underlying zoning districts.³
- 4) *Airspace*: The area above ground in which aircraft travel. It is divided into enroute and terminal airspace, with corridors, routes, and restricted zones established for the control and safety of air traffic.⁴
- 5) *Compatible*: means capable of existing or working together in a harmonious or agreeable manner or in combination with another activity.⁵

- 6) *Comprehensive Plan*: Auburn's Comprehensive Plan is the leading policy document that guides the City's evolution and growth over a 20 year period. The Comprehensive Plan identifies the desired type, configuration, and intensity of land uses throughout the city, as well as the character and capacity of public facilities and services like streets and utilities. Its policies address critical topics such as housing, the environment, transportation, public safety, and economic development. The Comprehensive Plan also serves as the basis for the City's adoption of special purpose plans for the city such as transportation or utilities plans, and serves as the basis for development standards and regulations such as City zoning and critical area regulations.⁶

The comprehensive plan of a county or city that is required or chooses to plan under RCW 36.70A.040 shall consist of a map or maps, and descriptive text covering objectives, principles, and standards used to develop the comprehensive plan. The plan shall be an internally consistent document and all elements shall be consistent with the future land use map.⁷

- 7) *Designated special planning areas*: Designated special planning areas have been designated on the Comprehensive Plan Map, which defines the specific and detailed boundaries of the area. Designation of an area on the Comprehensive Plan Map occurs by official action of the Auburn City Council. It is intended that future development of these areas will be guided by individual Plan element or subarea plan of the Comprehensive Plan. The future subarea plan will either supplement existing goals, policies, and implement strategies, or replace existing Comprehensive Plan designations and policies for the area within the specific and detailed boundary.⁸
- 8) *Essential public facility*: 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 71.09.020.⁹
- 9) *FAR Part 77*: Federal Air Regulations (FAR) which establish standards for determining obstruction in navigable airspace and defines imaginary (airspace) surfaces for airports and helicopters that are designed to prevent hazards to air navigation. FAR Part 77 surfaces include approach, primary, transitional, horizontal, and conical surfaces. The dimensions of surfaces can vary with the runway classification (large or small airplanes) and approach type of each runway each (visual, non-precision instrument, precision instrument). The slope of an approach surface also varies by approach type and runway classification. FAR Part 77 also applies to helicopter landing areas.¹⁰
- 10) *General aviation*: All civilian (non-military) aviation operations other than scheduled air services and non-scheduled air transport operations for hire.¹¹
- 11) *Growth Management Act (GMA)*: Adopted in 1990, the GMA (Chapter 36.70A RCW) was enacted in response to rapid population growth and concerns with suburban sprawl, environmental protection, quality of life, and related issues. The act expands the Planning Enabling Act requirements for comprehensive planning in the state's most populous and rapidly growth counties. Twenty-nine counties are either required to fully plan under GMA or have chosen to do so. These counties make up about 95 percent of the state's population. The remaining ten counties have limited planning requirements under the act.¹²
- 12) *Land use designation*: 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 City of Auburn Comprehensive Plan pattern, previously approved subarea plans, topography, natural features, and targeted goals

for shifting the character of specified areas. The Comprehensive Plan Land Use Map 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.¹³

- 13) *Nonconforming*: means a use which when commenced, complied with use regulations applicable at the time when such use was commenced, and which does not conform to the existing use regulations of the zone where the use is now being conducted or carried on. The term “nonconforming use” shall be applicable to uses of buildings, structures, and land. This definition does not include those uses existing in the zone, prior to the adoption of this title, which would now require an administrative or conditional use permit to operate in the zone. Any expansion of the space, volume or area of the use would then require an administrative or conditional use permit as this title may require.¹⁴
- 14) *Object free area*: An area centered on the ground on a runway, taxiway, or taxilane centerline provided to enhance the safety of aircraft operations by remaining clear of objects, except for objects that need to be located in the OFA for air navigation or aircraft ground maneuvering purposes.¹⁵
- 15) *Obstruction*: An object (tree, house, road, phone pole, etc.) that penetrates an imaginary surface described in FAR Part 77.¹⁶
- 16) *Public use*: means a use operated exclusively by a public body, such use having the purpose of serving the public health, safety, or general welfare, and including uses such as public schools, parks, playgrounds, and administrative and service facilities.¹⁷
- 17) *Runway protection zone (RPZ)*: An area (formerly called a clear zone) off the end of a runway used to enhance the protection of people and property on the ground.¹⁸
- 18) *SEPA*: SEPA stands for State Environmental Policy Act. It is a statute that requires state and local agencies to consider the likely environmental consequences of a proposal before approving or denying the proposal (see Chapter RCW 43.21C).¹⁹
- 19) *Small aircraft*: An aircraft that weighs 12,500 lbs. or less.²⁰
- 20) *Special planning area*: “Special Planning Areas” consist of Districts, subareas, Impression Corridors, and Gateways within Auburn that warrant additional emphasis in planning, investments, and policy development. Each may be recognized separately within the Comprehensive Plan, as an Element of the Comprehensive Plan, or as a subarea plan (discussed below). There are a variety of reasons for designating and distinguishing a special planning area, and once designated, a variety of potential outcomes.²¹
- 21) *Ultralight aircraft*: An ultralight vehicle is a vehicle that -
- Is used or intended to be used for manned operation in the air by a single occupant;
 - Is used or intended to be used for recreation or sport purposes only;
 - Does not have any U.S. or foreign airworthiness certificate; and
 - If unpowered, weighs less than 155 pounds; or
 - If powered:
 - Weighs less than 254 pounds empty weight, excluding floats and safety devices which are intended for deployment in a potentially catastrophic situation;

- Has a fuel capacity not exceeding 5 U.S. gallons;
- Is not capable of more than 55 knots calibrated airspeed at full power in level flight; and
- Has a power-off stall speed which does not exceed 24 knots calibrated airspeed.²²

22) *Zone*: means an area accurately defined as to boundaries and location on an official map to which a uniform set of regulations applies controlling the types and intensities of land uses, as set forth in this title.²³

23) *Zoning*: A police power measure, enacted primarily by units of local government, in which the community is divided into districts or zones within which permitted and special uses are established, as are regulations governing lot size, building bulk, placement, and other development standards. Requirements vary from district to district, but they must be uniform within districts. A zoning ordinance consists of two parts – the text and a map.²⁴

ATTACHMENTS

- A – Proposed Text Amendment to Land Use Element
- B – Proposed Text Amendment to Comprehensive Transportation Element (excerpt)
- C – Proposed Map Amendment to Designated Areas (Map 1.3 of the Land Use Element)
- D – Aerial Maps of Auburn Airport

¹ Chapter 2.33 Auburn City Code (ACC)

² Auburn City Code (ACC) 18.04.060

³ Washington State Department of Transportation (WSDOT) Airports and Compatible Land Use Guidebook (January 2011)

⁴ Airport Master Plan (AMP May 2015)

⁵ WSDOT January 2011

⁶ City of Auburn Comprehensive Plan website, <https://www.auburnwa.gov/>

⁷ Revised Code of Washington (RCW) 36.70A.070

⁸ City of Auburn Land Use Element (Ordinance No. 6746)

⁹ RCW 36.70A.200

¹⁰ AMP May 2015

¹¹ AMP May 2015

¹² WSDOT January 2011

¹³ City of Auburn Land Use Element (Ordinance No. 6746)

¹⁴ ACC 18.04.650

¹⁵ AMP May 2015

¹⁶ ACC 18.04.760

¹⁷ WSDOT January 2011

¹⁸ WSDOT January 2011

¹⁹ AMP May 2015

²⁰ Electronic Code of Federal Regulations e-CFR (2020). <https://ecfr.io/Title-14/Section-103.1>

²¹ City of Auburn Land Use Element (Ordinance No. 6746)

²² WSDOT January 2011

²³ ACC 18.04.960

²⁴ WSDOT January 2011

ATTACHMENT A –

Proposed Text Amendment to the Land Use Element

LAND USE ELEMENT

Institutional Designation (page LU-14 – LU-15)

Description

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

Designation Criteria

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

Implementing Zoning Designations

Institutional
Landing Field

Policies

LU-101 A responsible management entity and the purpose for the institutional designation should be identified for each property interest within this designation. Management policies and plans are appropriate for all lands in this designation.

LU-102 Appropriate uses for this designation include facilities that serve the needs of the larger community such as public schools, active parks, city operated municipal facilities, large churches, and fire stations.

LU-103 This designation permits a wide array of uses that tend to be located in the midst of other dissimilar uses. For this reason, special emphasis should be directed at the following:

- 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.

LU-104 Coordination with other public or institutional entities is essential in the implementation of the institutional land use designation.

LU-105 Industrial and commercial uses that are affiliated with and managed by educational institutions for vocational educational purposes may be classified as an institutional use and permitted on a conditional basis.

LU-106 For the Landing Field (LF) zone, an Airport Master Plan (AMP) should be developed that establishes the vision, policies, and implementation strategies that govern uses, management principles, and future planning efforts. The AMP shall be incorporated by reference in the Auburn Comprehensive Plan as an appendix. For the Landing Field designation, an Airport Master Plan should be developed that establishes the vision, policies, and implementation strategies that govern uses, management principles, and future planning efforts. Uses and activities within and surrounding this designation must comply with the requirements of the Federal Aviation Administration.

LU-107 Auburn Municipal Airport is included in the federal airport system – the National Plan of Integrated Airport Systems (NPIAS). Participation in the NPIAS is limited to public use airports that meet specific FAA activity criteria. NPIAS airports are eligible for federal funding of improvements through FAA programs. To maintain eligibleeligibility for funding through FAA programs, the Airport Master Plan should be periodically updated as conditions change.

LU-108 Uses, activities, and operations within the LF Airport Landing Field District must be coordinated and consistent with the Airport Master Plan.

LU-109 Future expansions of the LF Airport Landing Field District, for the purpose of airport uses, activities, and operations, should be coordinated and consistent with the Airport Master Plan.

LU-110129 While the industrially designated area east of the Airport is highly suited for airport related activities, other industrial type uses are now located here. Therefore, the City will encourage use in this area to take advantage of its proximity to the Airport. Auburn Municipal Airport Area – The area east of Auburn’s Municipal Airport is an features industrial land use designations. While industrial type uses are now located here, the area is highly suited for air related activities. The City will encourage use in this area to take advantage of its proximity to the Airport and control adverse effects to airport operations.

LU-111 The City should recognize and support the Auburn Municipal Airport’s potential as an economic driver in the City and seek shared opportunities to recruit air-related and/or complementary industries.

LU-112 To protect the viability of the Auburn Municipal Airport the City shall create an airport overlay that is consistent with FAA regulations and WSDOT guidance.

LU-113Air-05: The City’s zoning ordinance and other appropriate regulatory measures shall enforce the airport overlay and the FAR Part 77 surfaces. 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.

LU-114 The airport overlay shall protect the operations of the Auburn Municipal Airport by establishing controls on incompatible land uses and development.

LU-115 The airport overlay should be implemented to manage land uses and development around the airport to ensure compatibility into the future and prevent incompatible future uses. The regulations applied to properties surrounding the airport should encourage land uses that are related to, and benefit from, proximity to the airport but not restricted exclusively to only these.

LU-116 The impact of development on air safety shall be assessed through the City zoning ordinance, FAA regulations, SEPA review, input from the Auburn Municipal Airport, and relevant technical guidance. Appropriate mitigation measures shall be required by the City.

LU-117 Uses in proximity to the airport that may create potential operational (e.g. height or noise) conflicts shall be reviewed for their consistency to airport operations and conformance with the FAA regulations.

LU-118 The airport should be protected from nonconforming uses and structures that pose a safety concern to airport operations.

LU-119 The City shall determine whether nonconforming uses and structures affect airport operations and require their minimization or elimination, at cost to owner, based on individualized study of proposals, City regulations, input from the Auburn Municipal Airport, and relevant technical guidance.

Special Planning Area Designation (page LU-24)

Description

“Special Planning Areas” consist of Districts, subareas, Impression Corridors, and Gateways within Auburn that warrant additional emphasis in planning, investments, and policy development. Each may be recognized separately within the Comprehensive Plan, as an Element of the Comprehensive Plan, or as a subarea plan (discussed below). There are a variety of reasons for designating and distinguishing a special planning area, and once designated, a variety of potential outcomes. Reasons for designating a special planning area include:

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

Land use activities that warrant joint planning between the City and owner/operator. In addition to developing approaches and strategies for the land use activity, there may be additional emphasis on ensuring compatibility with surrounding land uses. Examples include, Green River College, the Auburn Municipal Airport, and Emerald Downs Thoroughbred Horse Racetrack.

Neighborhoods in which a resident and merchant live and conduct daily business and leisure. Neighborhoods may also be distinguished by physical setting, physical separations, and similarity over an area. Examples include downtown, Lea Hill, and Lakeland.

Areas with a focused desire to create greater physical and economic cohesiveness. These may be large planned developments or clusters. Examples include the Auburn North Business Area and Mt. Rainier Vista.

Areas with an existing built environment or an existing regulatory framework that does not, in itself, meet the expectations of the seven values that underscore the Comprehensive Plan. Examples include the need for multimodal connections between West Hill and Lea Hill to north and downtown Auburn.

Subarea Policies.

~~LU-129 Auburn Municipal Airport Area — The area east of Auburn’s Municipal Airport is an features industrial land use designations. While industrial type uses are now located here, the area is highly suited for air related activities. The City will encourage use in this area to take advantage of its proximity to the Airport and control adverse effects to airport operations.~~

ATTACHMENT B –

Proposed Text Amendment to Comprehensive Transportation Element (excerpt)

TRANSPORTATION ELEMENT

5.5 Air Transportation (page 5-20)

OBJECTIVE: AIR TRANSPORTATION

To provide an efficient municipal airport, serving light general aviation aircraft, as an integral part of the City's transportation system.

Air-01: Continue to develop the Auburn Municipal Airport in accordance with the Airport Master Plan.

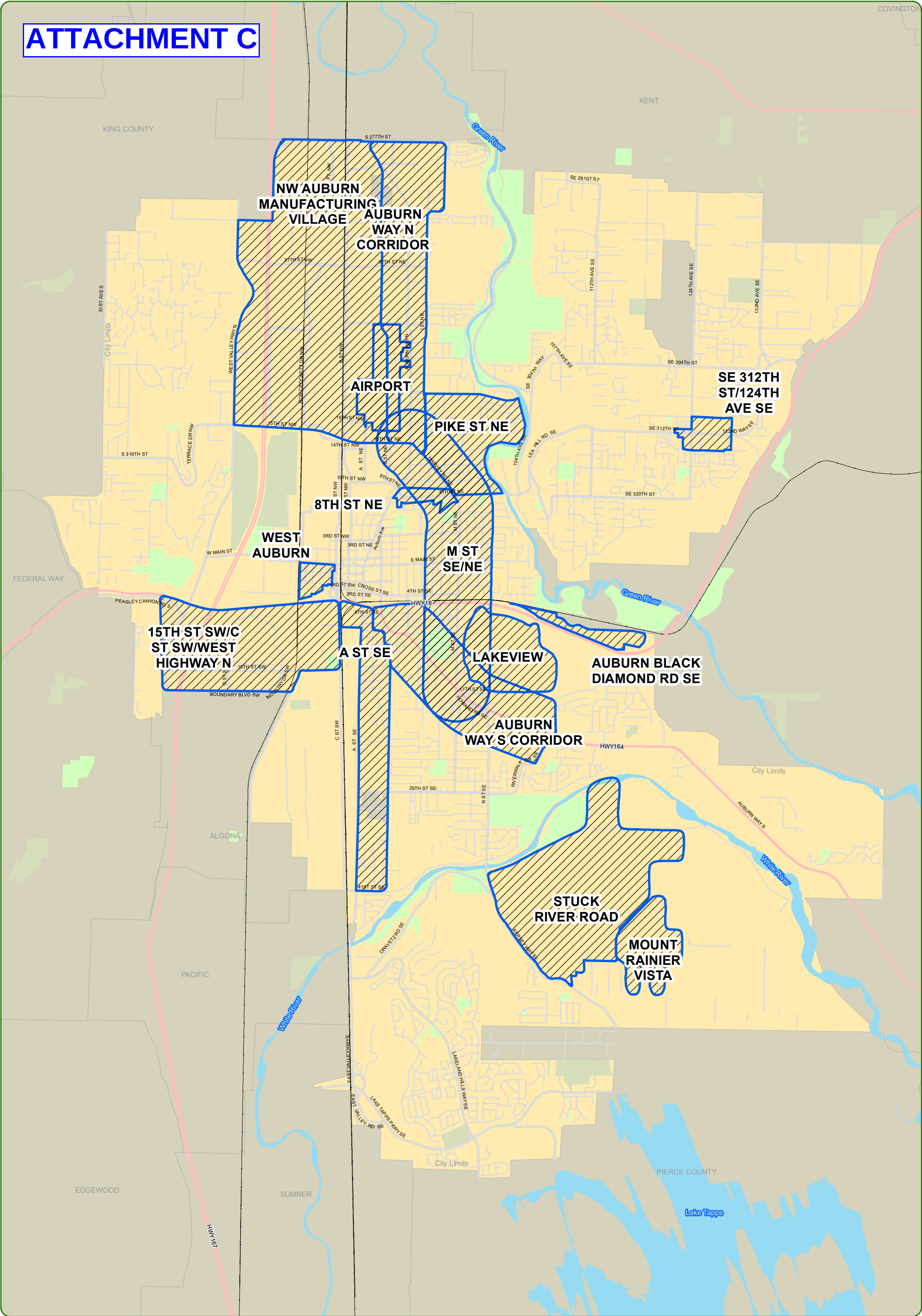
Air-02: The airport shall be managed as a general aviation facility. General aviation includes all civilian flying except scheduled passenger airline service.

~~Air-03: The siting of new airport facilities shall consider neighborhood impacts such as increased noise generated from the use of those facilities. When siting new or revised facilities or operations at the airport, the impacts on neighborhoods such as increased noise generated from the use of those facilities shall be considered.~~

~~Air-04: Use of the airport by non-conventional aircraft such as ultra lights shall be discouraged, in conformance with FAA regulations. Use of the airport by non-conventional aircraft such as ultra lights is discouraged by the City.~~

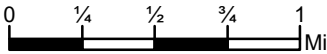
~~Air-05: The City's zoning ordinance and other appropriate regulatory measures shall enforce the airport clear zones as regulated by the Federal Aviation Administration (FAA). The impact of development on air safety shall be assessed through SEPA review, and appropriate mitigation measures shall be required by the City.~~

Air-056: Minimize or eliminate the potentially adverse effects of light and glare on the operation of the Auburn Airport.



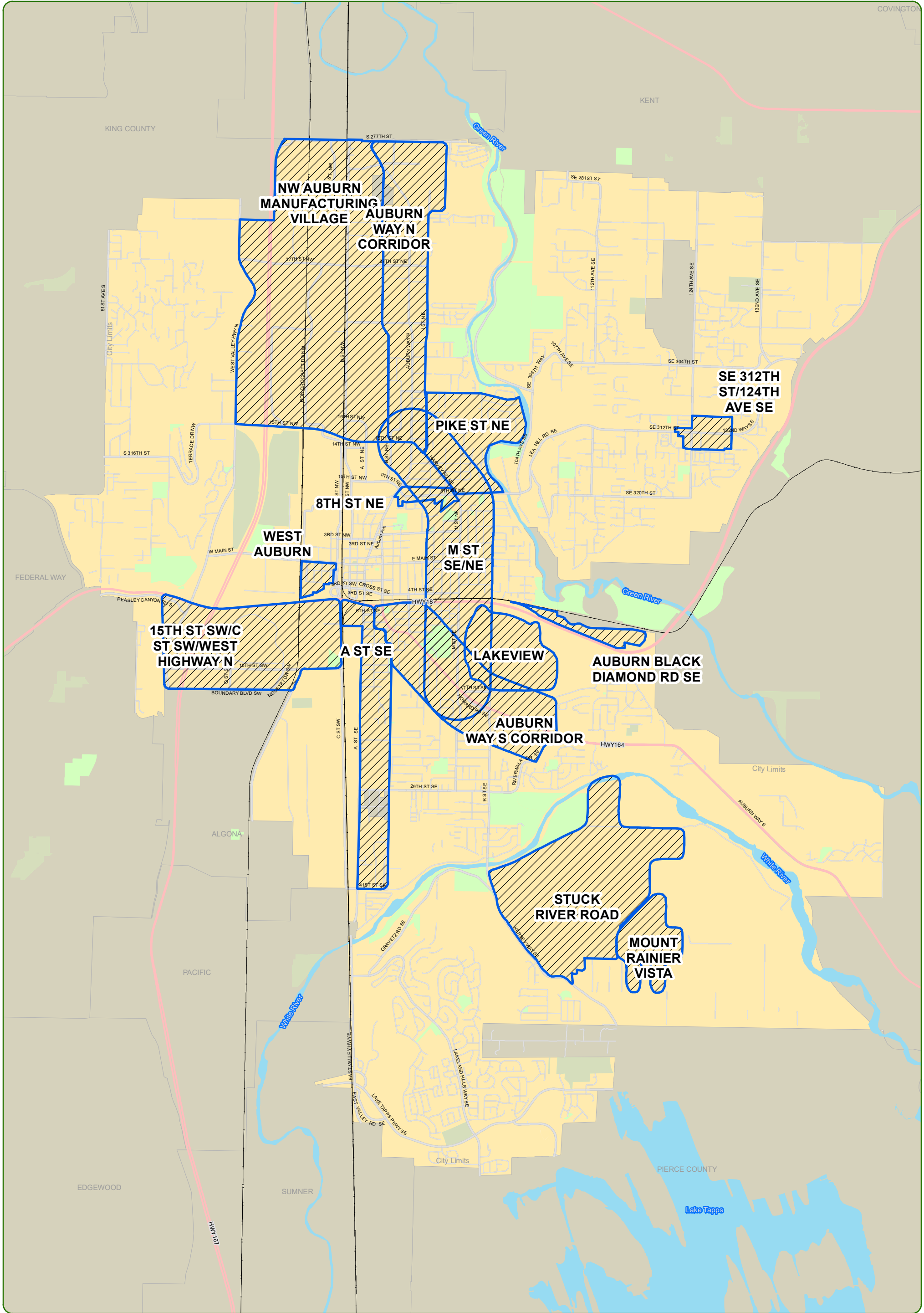
 Designated Areas

**DESIGNATED AREAS with
"Airport" Special Planning Area**
Map 1.3



Printed Date: 8/14/2020
Map ID: 6185

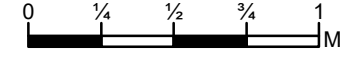
The information shown and/or distributed is for general reference purposes only and does not necessarily represent exact geographic or cartographic data. The City of Auburn makes no warranties as to its accuracy. Map is current through Ordinance No. 6584 & 6698, December 17, 2018



 Designated Areas

DESIGNATED AREAS without "Airport" Special Planning Area

Map 1.3



Printed Date: 8/14/2020
Map ID: 6183

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The City of Auburn makes no warranties as to its accuracy.

Map is current through Ordinance No. 6584 & 6698, December 17, 2018

ATTACHMENT D Auburn Municipal Airport 1990

Printed Date: 7/14/2020

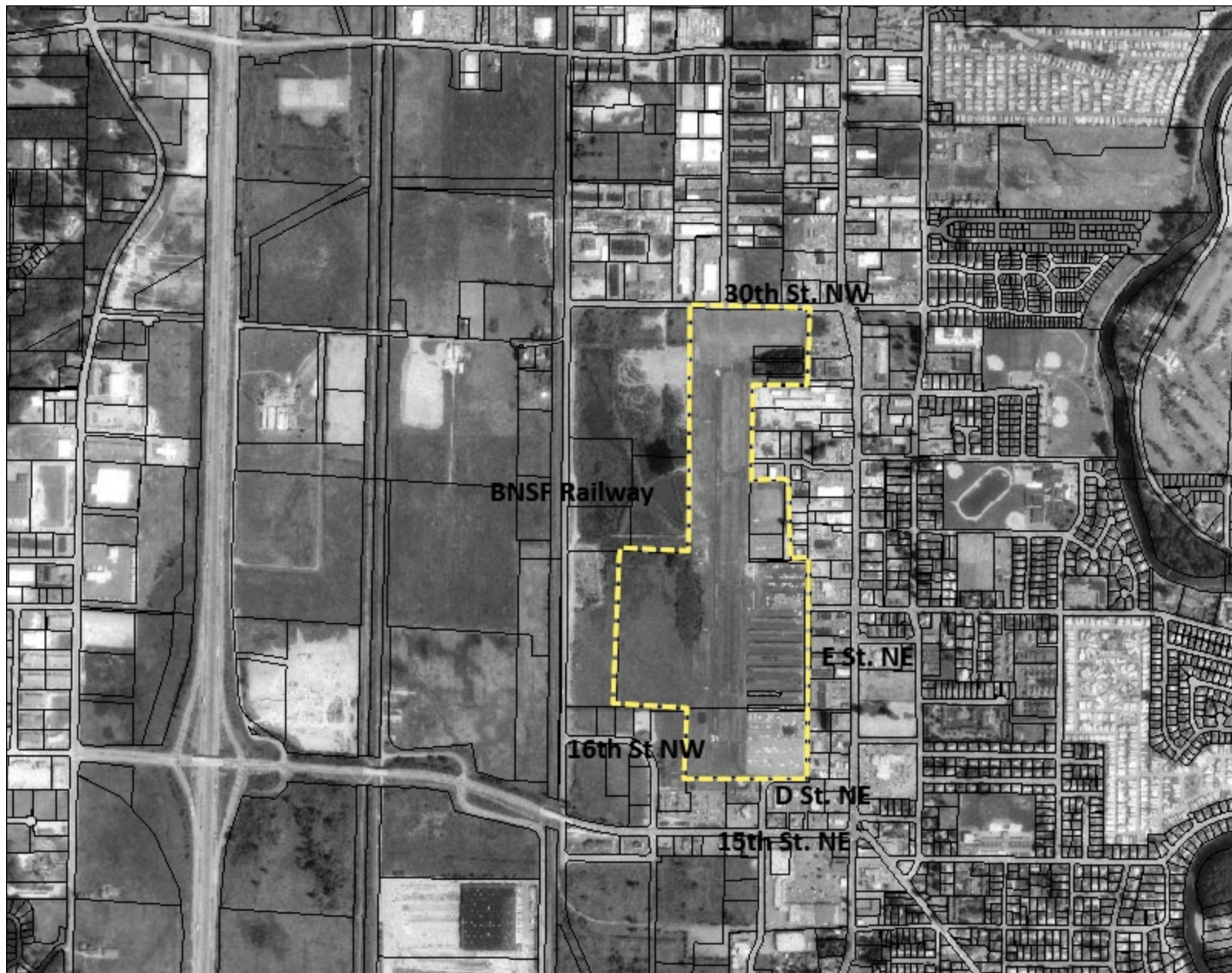
Map Created by City of Auburn eGIS

Imagery Date: May 2015

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.

Legend

☐ Parcel Boundaries



2,666.7 0 1,333.3 2,666.7 Feet

NAD_1983_StatePlane_Washington_North_FIPS_4601_Feet

1 in = 1,333 ft

1:16,000

Page 1518 of 1871

Notes

Yellow-dash line is zoned LF Airport Landing Field.

Auburn Municipal Airport 2001

Printed Date: 7/14/2020

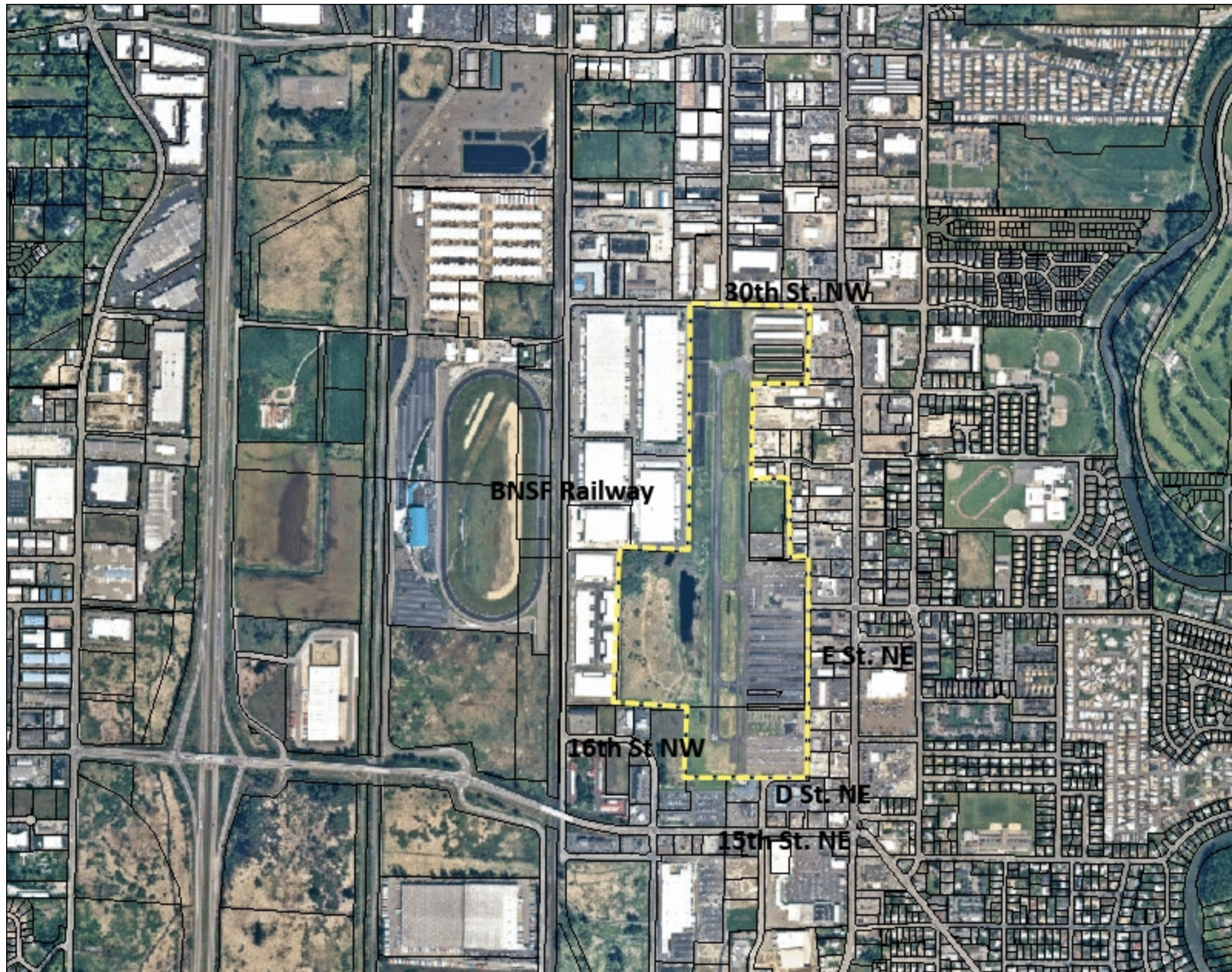
Map Created by City of Auburn eGIS

Imagery Date: May 2015

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.

Legend

☐ Parcel Boundaries



2,666.7 0 1,333.3 2,666.7 Feet

NAD_1983_StatePlane_Washington_North_FIPS_4601_Feet

1 in = 1,333 ft

1:16,000

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Notes

Yellow-dash line is zoned LF Airport Landing Field.

Auburn Municipal Airport 2012

Printed Date: 7/14/2020

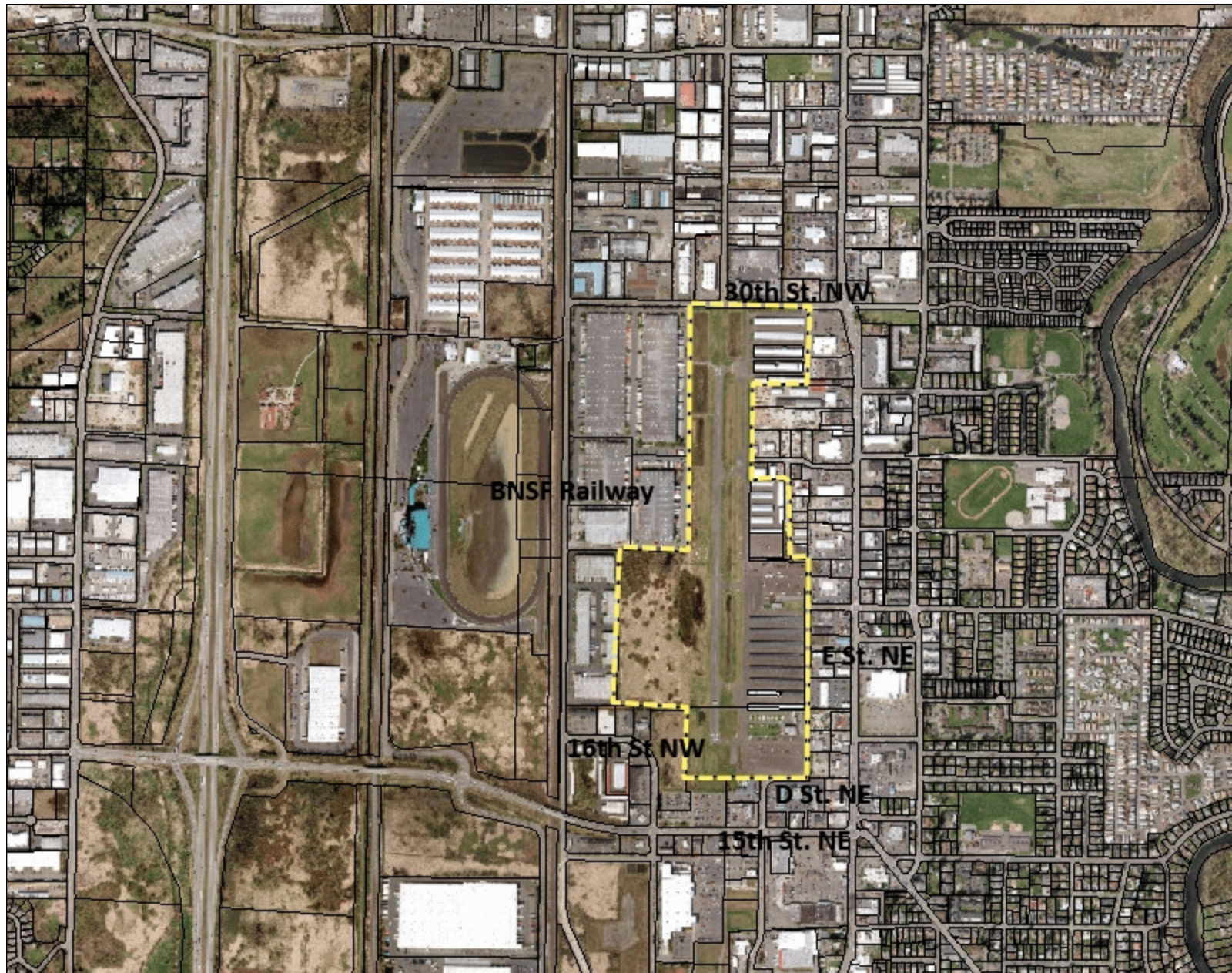
Map Created by City of Auburn eGIS

Imagery Date: May 2015

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.

Legend

☐ Parcel Boundaries



2,666.7 0 1,333.3 2,666.7 Feet

NAD_1983_StatePlane_Washington_North_FIPS_4601_Feet

1 in = 1,333 ft

1:16,000

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Notes

Yellow-dash line is zoned LF Airport Landing Field.

Auburn Municipal Airport 2019

Printed Date: 7/14/2020

Map Created by City of Auburn eGIS

Imagery Date: May 2015

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.

Legend

☐ Parcel Boundaries



2,666.7 0 1,333.3 2,666.7 Feet

NAD_1983_StatePlane_Washington_North_FIPS_4601_Feet

1 in = 1,333 ft

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Page 1521 of 1871

Notes

Yellow-dash line is zoned LF Airport Landing Field.

Annual Comprehensive Plan Map Amendments

CPM #1 - Volume 5: Transportation Element:

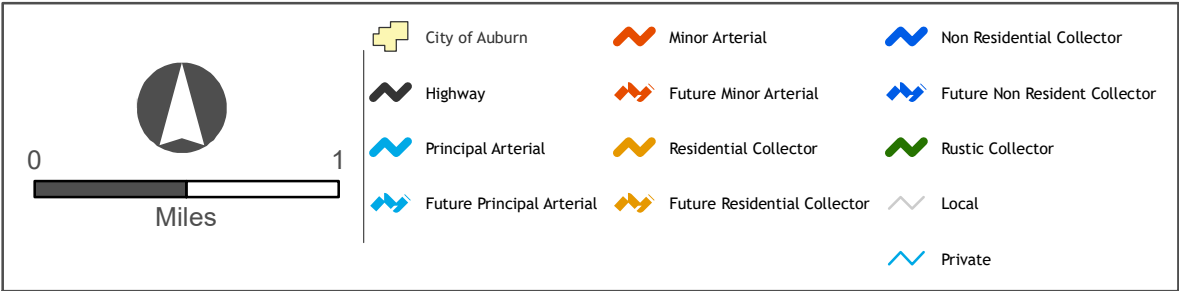
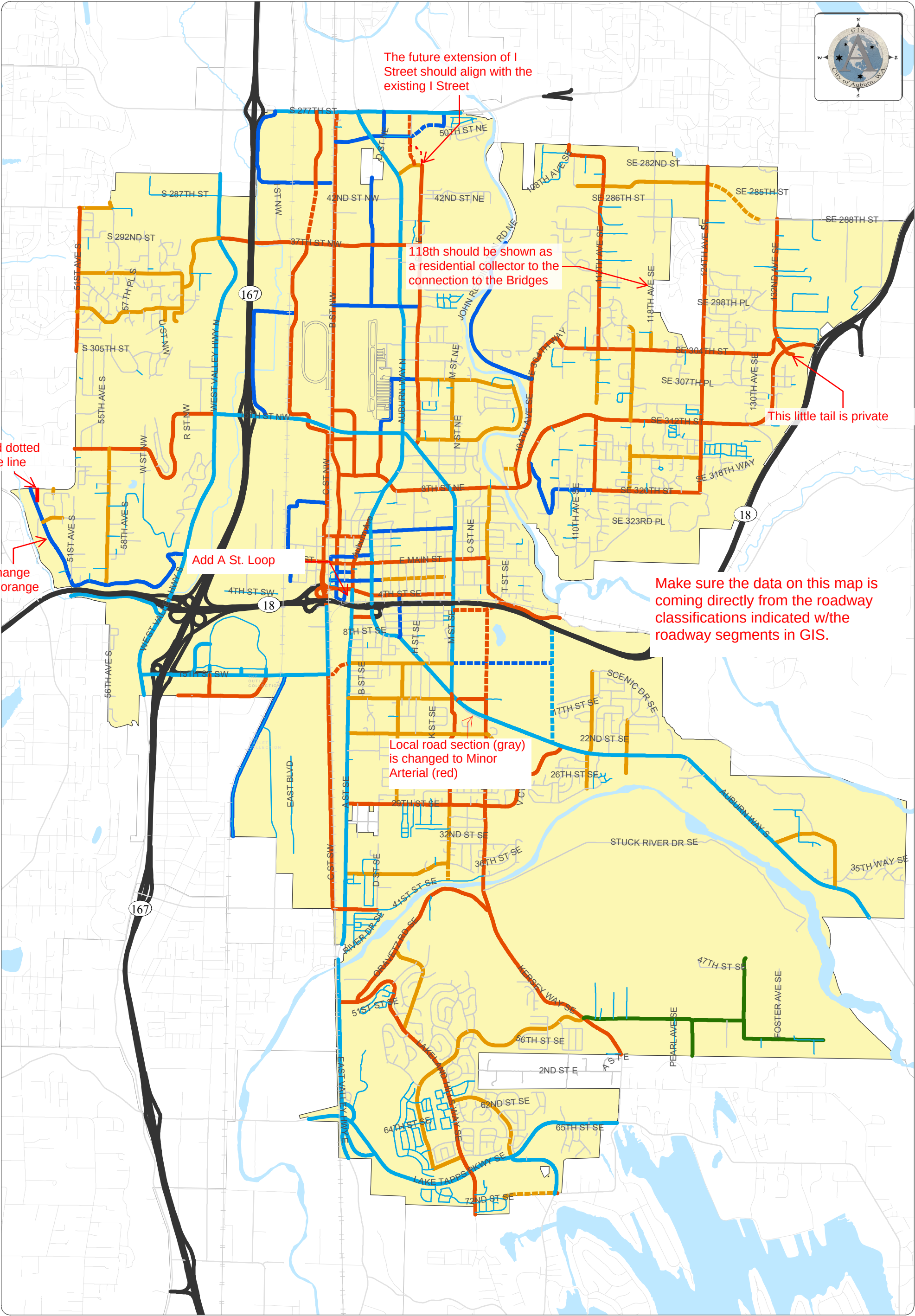
Several maps found throughout Volume 5 have been updated to reflect current conditions.

City of Auburn

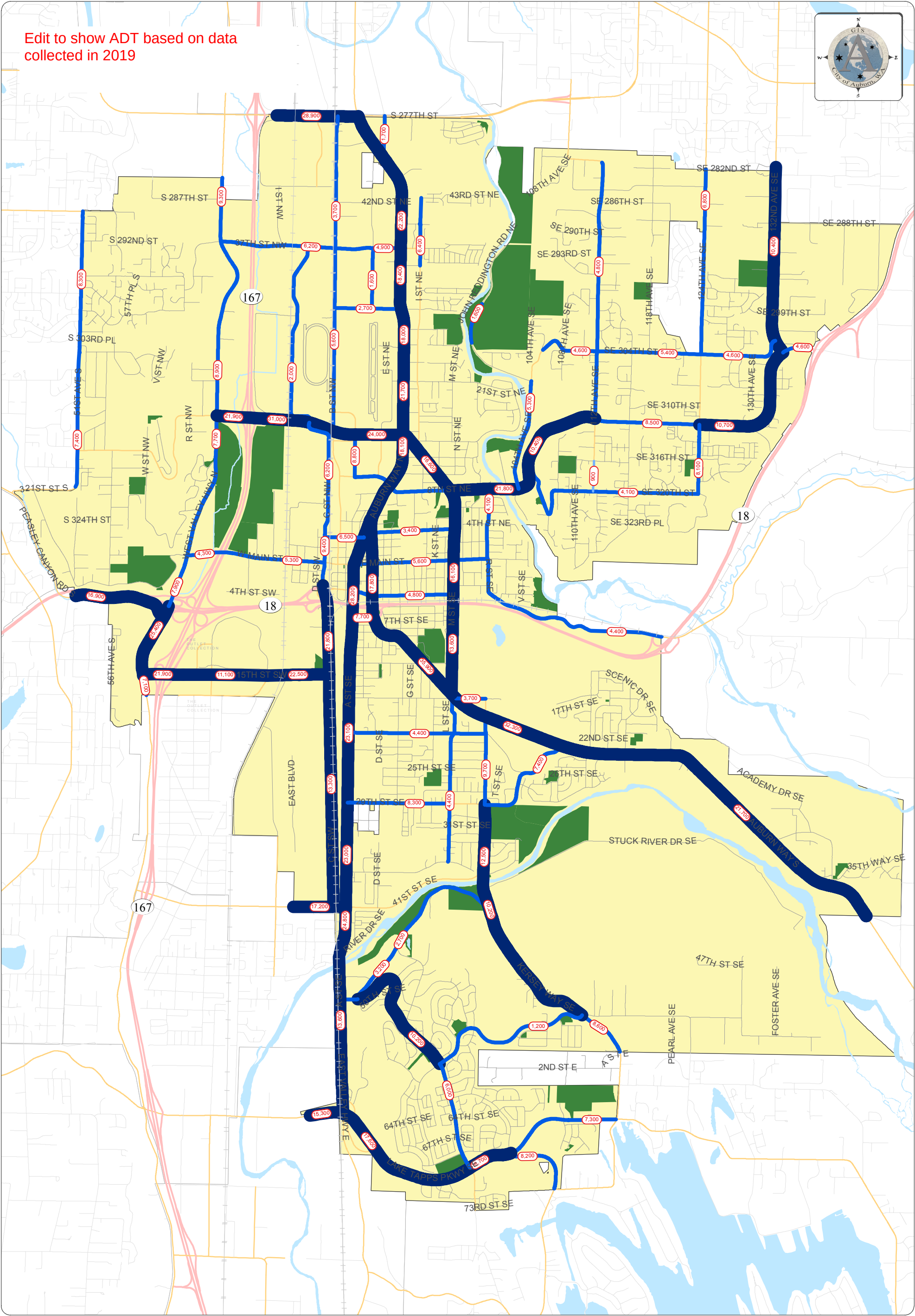
APPENDIX B

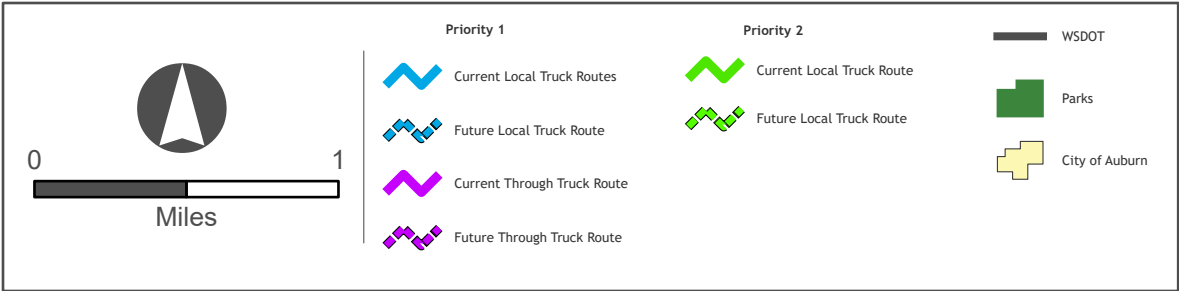
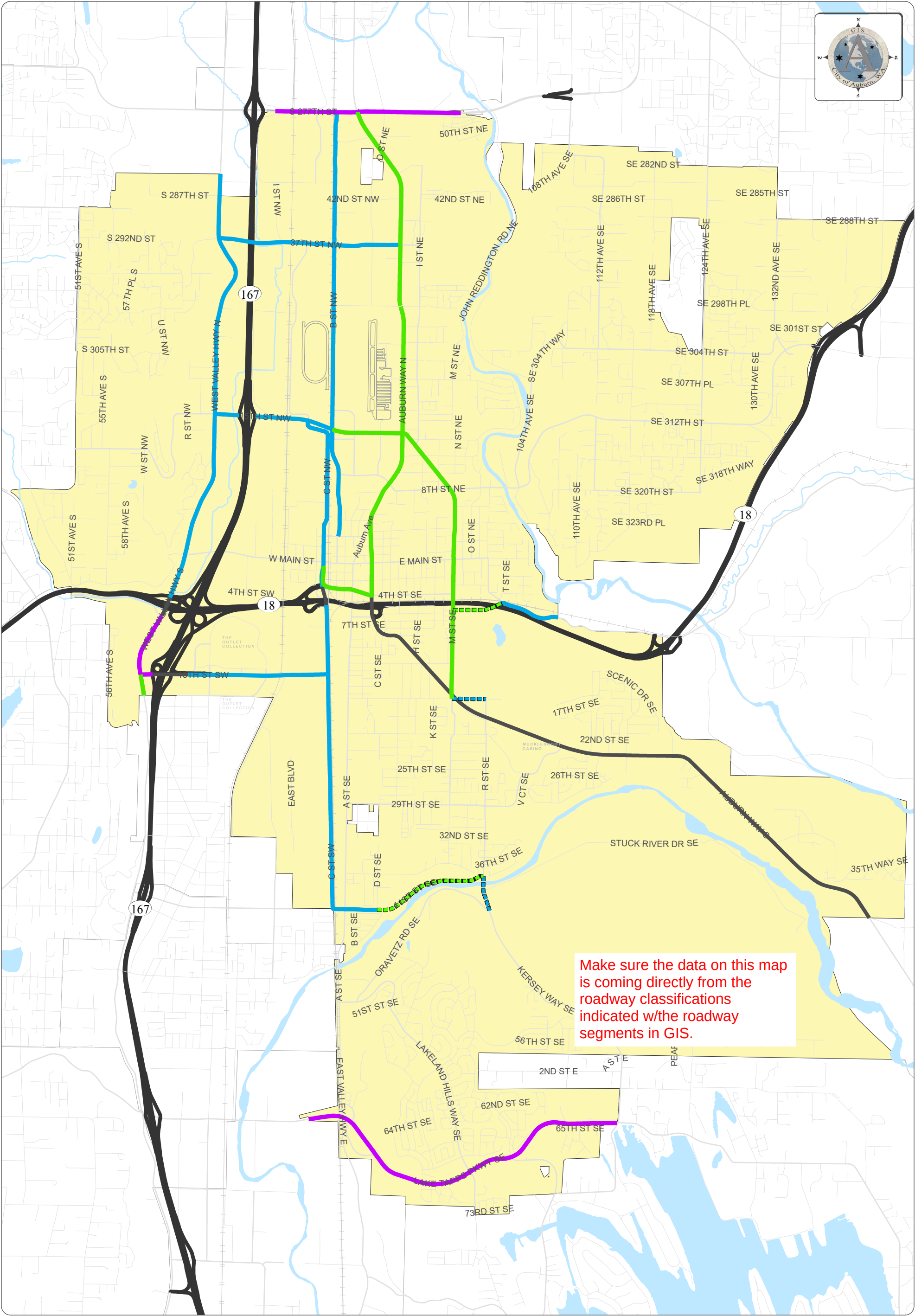
Comprehensive Transportation Plan Maps

PART 1 – PROPOSED EDITS

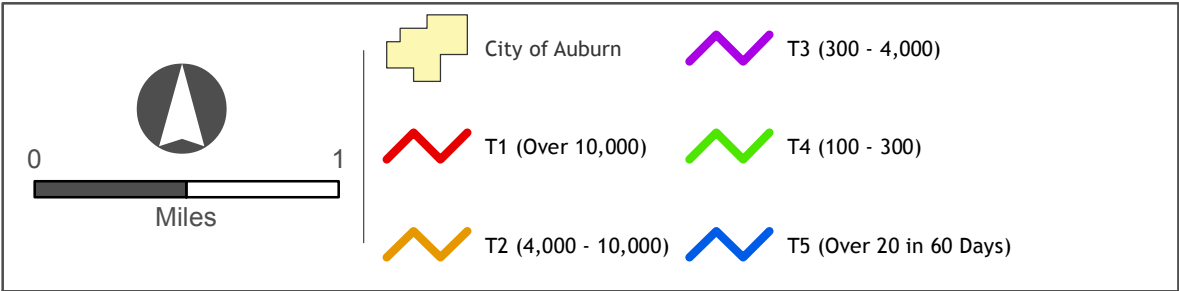
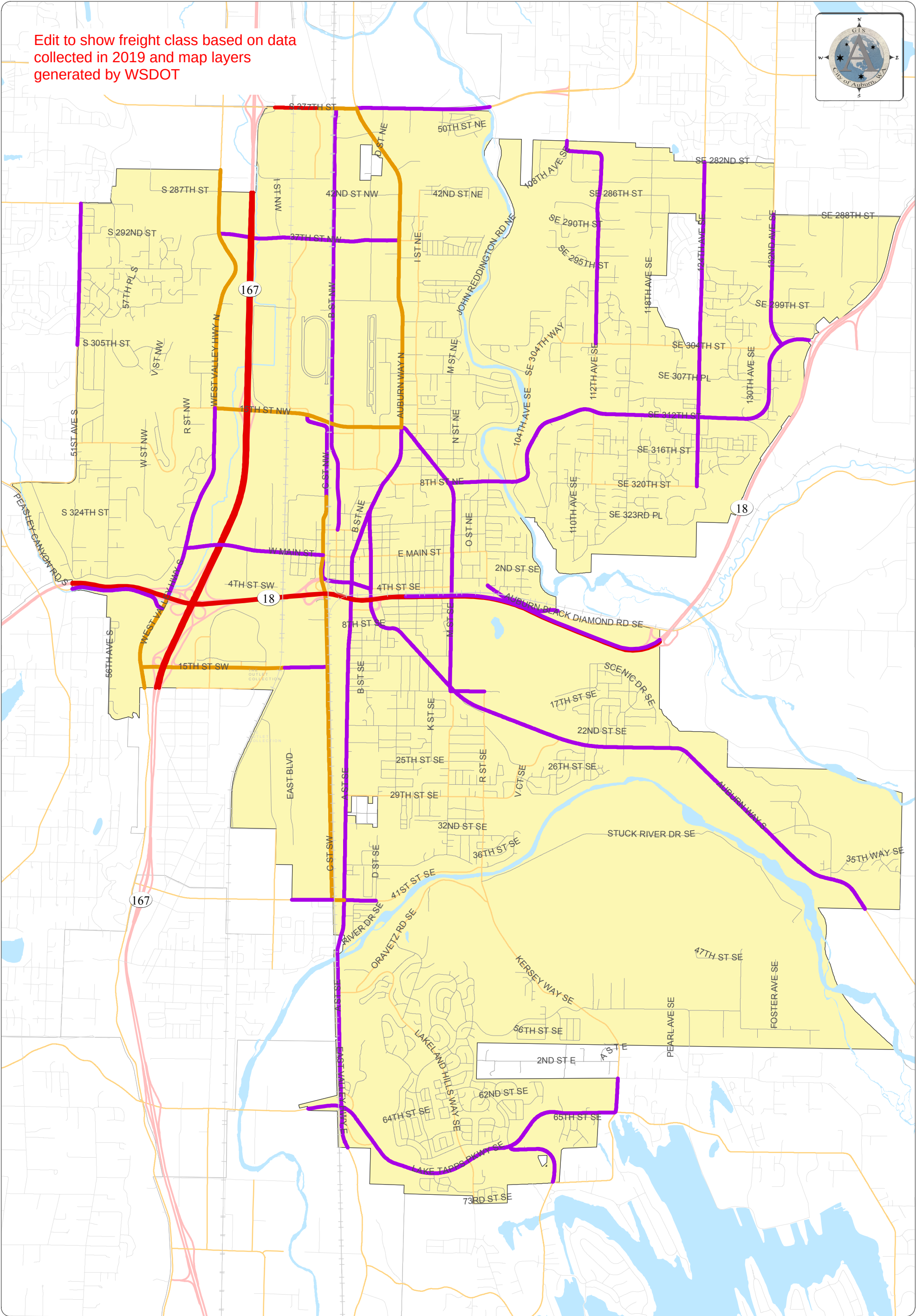


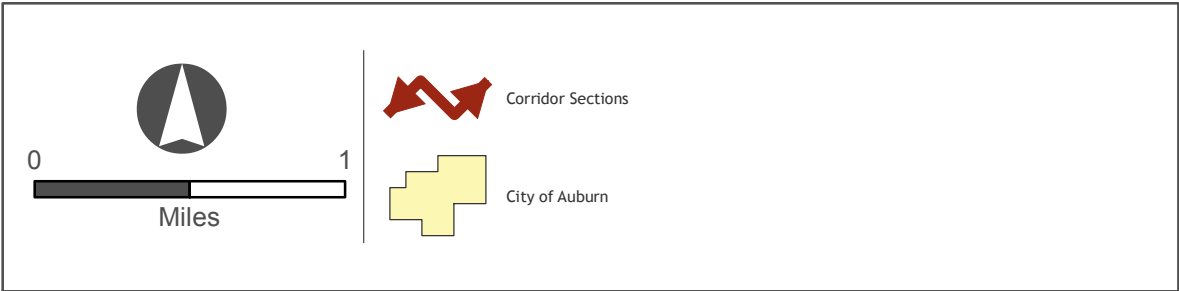
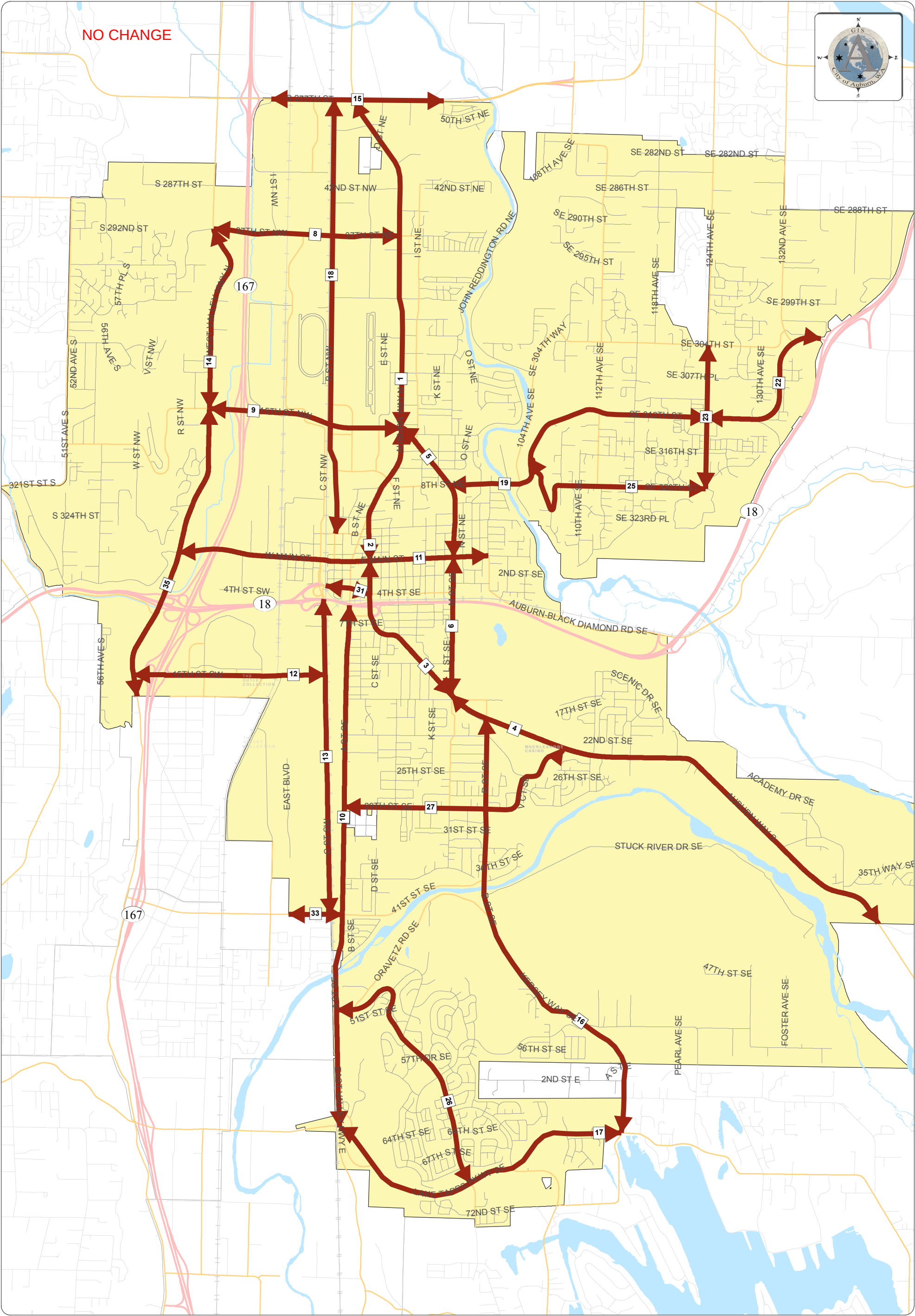
Edit to show ADT based on data collected in 2019

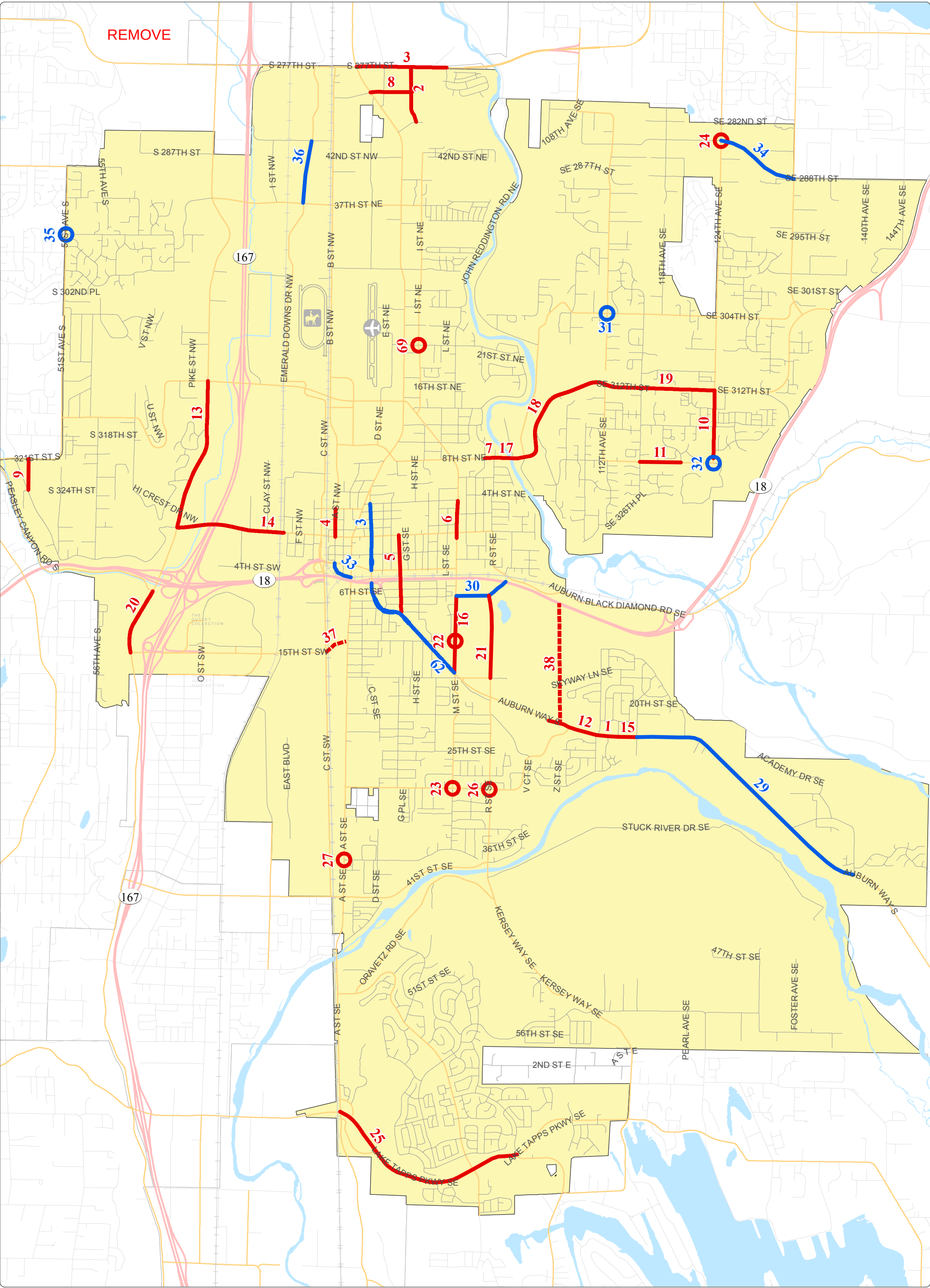




Edit to show freight class based on data collected in 2019 and map layers generated by WSDOT








0 1
Miles

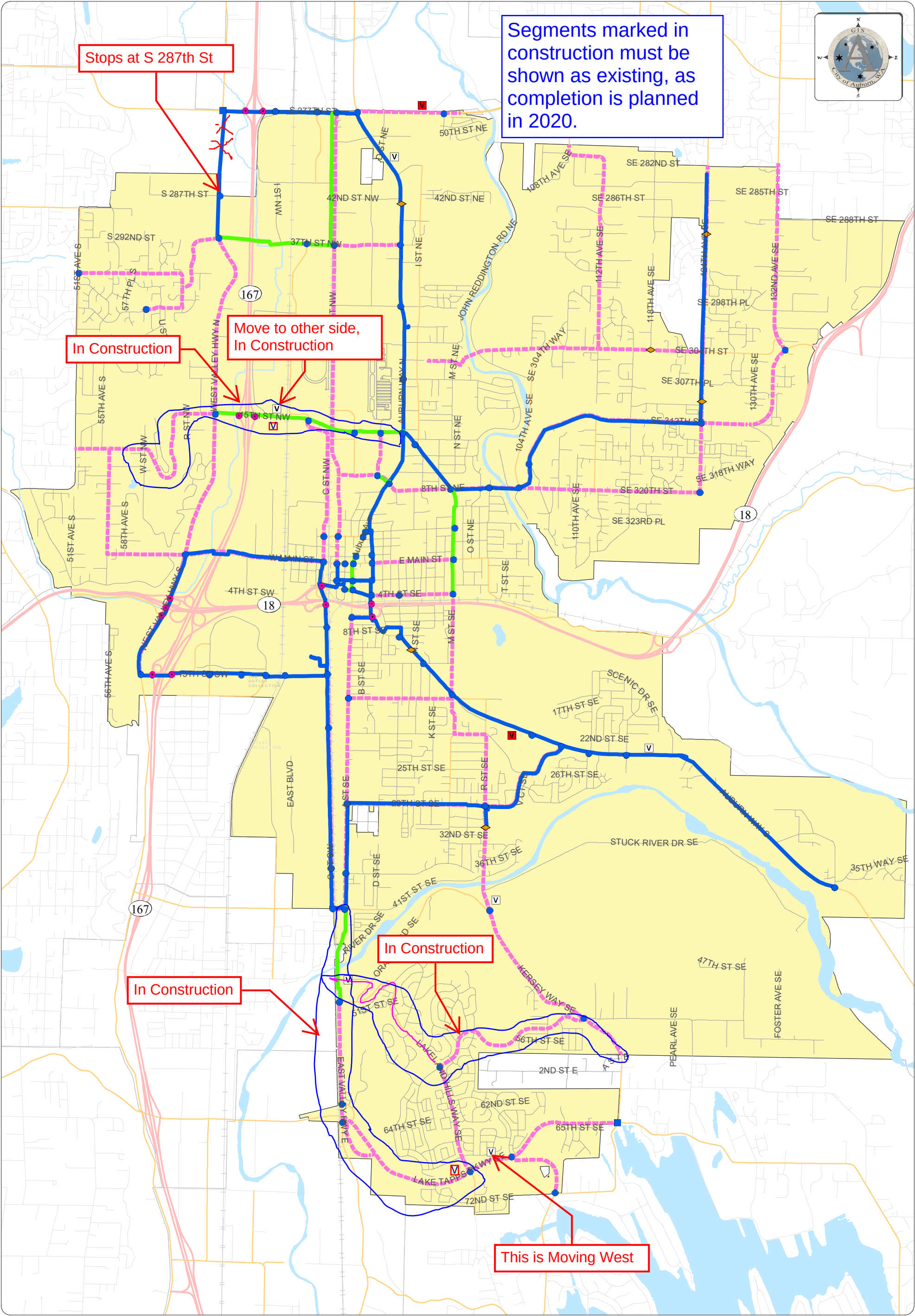
 2022 City Improvements
 2035 City Improvements
 Not in Analysis

 City of Auburn

Auburn Transportation Plan
Transportation Improvement Projects

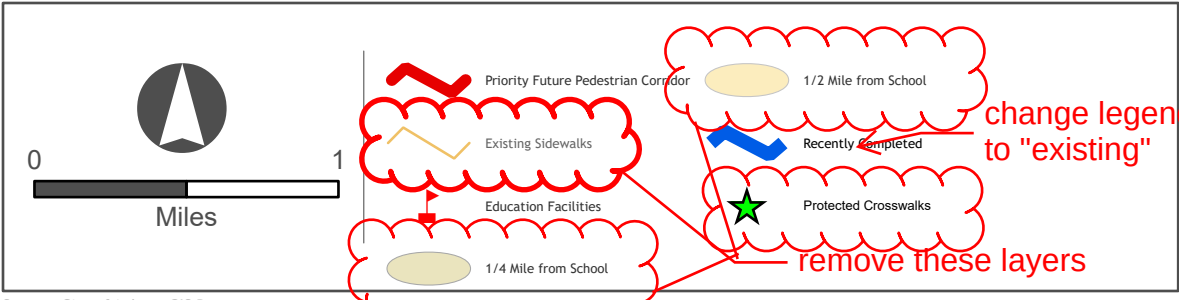
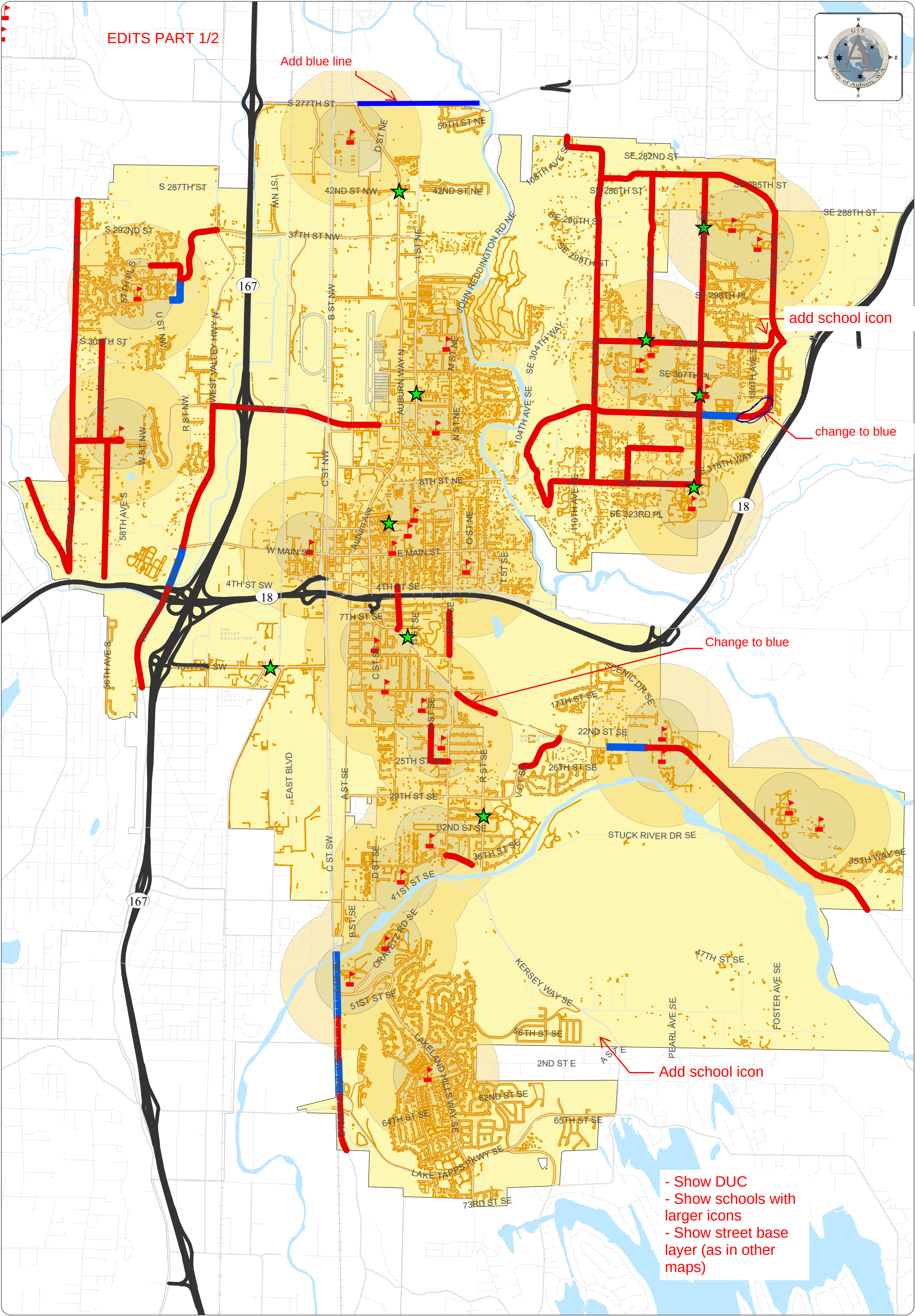
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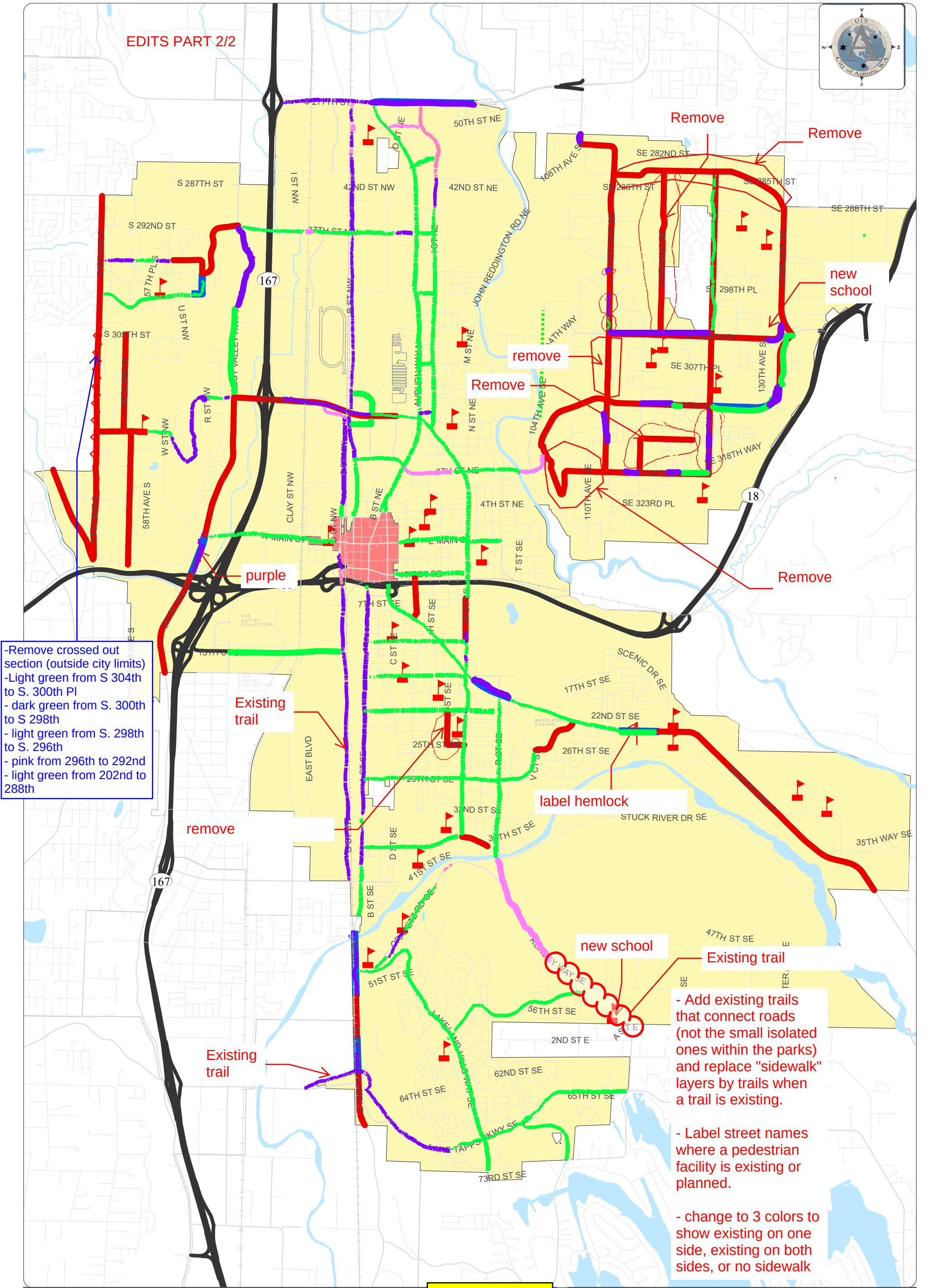
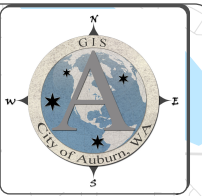
Map 2-6



0 1
Miles

	City of Auburn		PED Signal
	Future Variable Message		County Signal
	Existing Variable Message		WSDOT
	City Signal		ITS Copper
			ITS Fiber
			Future ITS Corridor





-Remove crossed out section (outside city limits)
-Light green from S 304th to S. 300th Pl
- dark green from S. 300th to S 298th
- light green from S. 298th to S. 296th
- pink from 296th to 292nd
- light green from 202nd to 288th

Existing trail

label hemlock

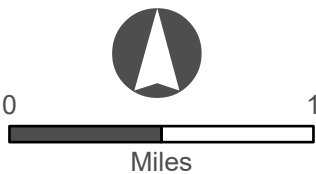
new school

Existing trail

- Add existing trails that connect roads (not the small isolated ones within the parks) and replace "sidewalk" layers by trails when a trail is existing.

- Label street names where a pedestrian facility is existing or planned.

- change to 3 colors to show existing on one side, existing on both sides, or no sidewalk



- Education Facilities
- Priority Future Pedestrian Corridor
- Existing
- DUC

One side existing

both sides existing

add to future ped corridor

Downtown Urban Center (DUC) Zone

Auburn Transportation Plan
Future Priority Sidewalk Corridors

City of Auburn Draft Capital Facilities Plan

TABLE W-1 (continued)

Facilities Inventory Water Facilities

FACILITY	CAPACITY (GPM)	LOCATION
<u>Booster Pump Stations:</u>		
Academy 1: 2 pumps	800	2004 Auburn Way S
Academy 2: 2 pumps	1,500	2004 Auburn Way S
Academy East: 6 pumps	2,820	5031 Auburn Way S
Green River: 4 pumps	4,680	29621 Green River Rd SE
Intertie: 7 pumps	4,830	30502 132nd Ave SE
Lakeland Hills: 5 pumps	3,200	1118 57th Place SE
Lea Hill: 3 pumps	2,100	10406 Lea Hill Rd SE
Terrace View: 3 pumps	1,500	6134 Alexander Place SE
Wilderness Game Farm Pk: 2 pumps	1,050	2401 Stuck River Rd
FACILITY	CAPACITY Primary Valve (PSI - Inlet/Outlet)	LOCATION
<u>Pressure Reducing Stations:</u>		
Serves Valley Pressure Zone:		
25th Street SE #1110-10	N/C	25th St SE & K St SE
B Street Intertie	88/55	3300 B St NW
Green River Pump Station	N/C	29621 Green River Rd SE
Howard Road CCF #1011-10	82/65	Howard Rd
Howard Road CCF By-Pass #1011-20	-	Howard Rd (Bypass)
Lea Hill Pump Station	N/C	10406 Lea Hill Rd SE
Riverwalk # 1111-10	115/80	Riverwalk Dr SE & Howard Rd
Riverwalk # 1111-20	90/50	2204 27th St. SE
Serves Lea Hill:		
132nd Avenue Intertie	150/70	132nd Ave SE & 295th St
Amber View North #711-10	150/65	105th PI SE & 320th PI
Amber View South #711-20	142/60	106th PI SE Near Reservoir 2
Carriage Square Upper #611-30	145/50	Lea Hill Rd & 107 PI
Cobble Creek Lower #411-20	86/40	SE 304th PI & SE 101st Place
Cobble Creek Upper #411-10	94/55	104th Ave SE (South of 303rd Road)
Lea Hill #412-10	84/45	SE 298th Place & 109 Ave SE
Lea Hill #412-30	N/C	300 Block & 108th Ave SE
Lea Hill #511-10	87/45	304th St. SE and 108th Ave SE
Lea Hill #512-10	80/60	304th St. SE and 110th PI SE
Serves Academy:		
Academy Pump Station	N/C	2004 Auburn Way S
Auburn Way South #1011-30	130/80	2003 Auburn Way S
Auburn Way South #1114-10	88/55	4500 Auburn Way S
Lemon Tree	-	5031 Auburn Way S

City of Auburn Draft Capital Facilities Plan

TABLE W-1 (continued)

Facilities Inventory Water Facilities

FACILITY	CAPACITY	
	Primary Valve (PSI - Inlet/Outlet)	LOCATION
Serves Lakeland Hills:		
Lakeland Hills #1309-10	120/55	Mill Pond Dr @ Oravetz Rd
Lakeland Hills #1310-10	130/55	Mill Pond Dr & Mill Pond Loop
Lakeland Hills #1310-20	108/36	Kennedy Ave SE River Rock
Lakeland Hills #1409-10	N/C	Oravetz & Lakeland Hills Way
Lakeland Hills #1409-20	120/56	47th SE & Lakeland Hills Way
Lakeland Hills #1409-30	95/70	Lakeland Hills Way & 51st St SE
Lakeland Hills #1409-40	84/55	Mill Pond Dr & Lakeland Hills Way
Lakeland Hills #1410-10	103/50	5018 Mill Pond Dr
Lakeland Hills #1410-20	N/C	51st St. SE east of Mill Pond Loop
Lakeland Hills #1410-30	125/70	Nathan Ave & Highland Dr
Lakeland Hills #1410-40	82/55	5203 Quincy Ave SE
Lakeland Hills #1411-10	80/42	Bennett Ave & 56th Ave SE
Lakeland Hills #1411-20	82/55	5310 Bennett Ave SE
Lakeland Hills #1411-30	155/73	5100 Kersey Way
Lakeland Hills #1411-40	82/52	2305 54th St SE
Lakeland Hills #1411-50	85/44	5253 Wesley Ave SE
Lakeland Hills #1411-60	90/64	5233 Victoria Avenue
Lakeland Hills #1412-10	82/55	5539 Franklin Ave SE
Lakeland Hills #1412-20	75/40	Kersey Way SE School
Lakeland Hills #1509-10	174/60	Terrace View Lower (6170)
Lakeland Hills #1509-20	160/73	Terrace View Middle (5960)
Lakeland Hills #1509-30	138/47	Terrace View Upper (5810)
Lakeland Hills #1509-40	230/90	Terrace View & Alexander Place SE
Lakeland Hills #1510-10	N/C	Lakeland Hills Way & Evergreen Way
N/C - Normally Closed		
FACILITY	CAPACITY	
	(GPM)	LOCATION
<u>Corrosion Control:</u>		
Howard Road	5,550	2101 Howard Rd SE
Fulmer Field	9,375	1113 5th St NE
<u>Chlorination Stations:</u>		
Coal Creek Springs Station	5,000 (gravity feed)	3401 Stuck River Rd
West Hill Springs Station	625 (gravity feed)	1900 15th St NW
Well 1	2,200	1136 M St SE
Well 4	2,600	950 25th St SE
Well 5A	180	5401 Olive Ave SE
Well 5B	600	1100 63rd St SE

BRAUNWOOD SATELLITE WATER SYSTEM		
FACILITY	CAPACITY	LOCATION
<u>Water Supply:</u>		
Braunwood Satellite 1	0.03 MGD	4501 47th St SE
<u>Storage Facilities:</u>		
Braunwood Satellite 1	0.03 MG	4501 47th St SE
<u>Booster Pump Stations:</u>		
Braunwood: 3 Pumps	2.0 GPM	4501 47th St SE

City of Auburn Draft Capital Facilities Plan

TABLE W-2

**CAPITAL FACILITIES PLAN PROJECTS AND FINANCING
WATER DIVISION**

		2021	2022	2023	2024	2025	2026	Total
Page	<u>Capacity Projects:</u>							
88	Cascade Water Alliance Water Purchase							
	Capital Costs	934,810	934,810	934,805	934,805	934,805	934,805	5,608,840
	Funding Sources:							
	Water Fund	934,810	934,810	934,805	934,805	934,805	934,805	5,608,840
	Bond Proceeds	-	-	-	-	-	-	-
89	Academy Pump Station #1 Pump Replacement							
	Capital Costs	3,000,000	609,500	-	-	-	-	3,609,500
	Funding Sources:							
	Water Fund	-	609,500	-	-	-	-	609,500
	Bond Proceeds	3,000,000	-	-	-	-	-	3,000,000
90	Coal Creek Springs Rehabilitation							
	Capital Costs	-	-	-	-	-	1,125,509	1,125,509
	Funding Sources:							
	Water Fund	-	-	-	-	-	1,125,509	1,125,509
	Bond Proceeds	-	-	-	-	-	-	-
91	Algona Well 1 Decommissioning							
	Capital Costs	-	-	50,000	-	-	-	50,000
	Funding Sources:							
	Water Fund	-	-	50,000	-	-	-	50,000
	Bond Proceeds	-	-	-	-	-	-	-
92	Annual Distribution System Improvements Program							
	Capital Costs	-	-	300,000	1,000,000	300,000	1,000,000	2,600,000
	Funding Sources:							
	Water Fund	-	-	300,000	1,000,000	300,000	1,000,000	2,600,000
	Bond Proceeds	-	-	-	-	-	-	-
93	Howard Road CCTF Expansion							
	Capital Costs	-	-	-	-	-	348,908	348,908
	Funding Sources:							
	Water Fund	-	-	-	-	-	348,908	348,908
	Bond Proceeds	-	-	-	-	-	-	-
94	Valley Service Area Reservoir No. 3							
	Capital Costs	-	50,000	-	-	-	700,000	750,000
	Funding Sources:							
	Water Fund	-	50,000	-	-	-	700,000	750,000
	Bond Proceeds	-	-	-	-	-	-	-
95	Well 5/5A Upgrades							
	Capital Costs	-	-	-	-	947,000	112,000	1,059,000
	Funding Sources:							
	Water Fund	-	-	-	-	947,000	112,000	1,059,000
	Bond Proceeds	-	-	-	-	-	-	-
	<u>Subtotal, Capacity Projects:</u>							
	Capital Costs	3,934,810	1,594,310	1,284,805	1,934,805	2,181,805	4,221,222	15,151,757

City of Auburn Draft Capital Facilities Plan

TABLE W-2 (continued)

	2021	2022	2023	2024	2025	2026	Total
<u>Non-Capacity Projects:</u>							
96	Well Inspection and Redevelopment Program						
	Capital Costs	-	185,000	-	200,000	-	385,000
	Funding Sources:						
	Water Fund	-	185,000	-	200,000	-	385,000
	Bond Proceeds	-	-	-	-	-	-
97	Water Repair & Replacements						
	Capital Costs	-	100,000	1,000,000	300,000	1,000,000	2,700,000
	Funding Sources:						
	Water Fund	-	-	1,000,000	300,000	1,000,000	2,600,000
	Bond Proceeds	-	100,000	-	-	-	100,000
98	Street Utility Improvements						
	Capital Costs	-	200,000	1,000,000	1,000,000	1,000,000	4,200,000
	Funding Sources:						
	Water Fund	-	200,000	1,000,000	1,000,000	1,000,000	4,200,000
	Bond Proceeds	-	-	-	-	-	-
99	Reservoir Seismic Rehabilitation						
	Capital Costs	-	-	262,000	-	298,000	560,000
	Funding Sources:						
	Water Fund	-	-	262,000	-	298,000	560,000
	Bond Proceeds	-	-	-	-	-	-
100	Intertie Booster Pump Station Improvements						
	Capital Costs	-	-	-	-	250,000	250,000
	Funding Sources:						
	Water Fund	-	-	-	-	250,000	250,000
	Bond Proceeds	-	-	-	-	-	-
101	Reservoir Painting						
	Capital Costs	-	-	-	-	1,747,026	1,747,026
	Funding Sources:						
	Water Fund	-	-	-	-	1,747,026	1,747,026
	Bond Proceeds	-	-	-	-	-	-
102	Coal Creek Springs Transmission Main Replacement						
	Capital Costs	10,000	2,425,000	-	-	-	2,435,000
	Funding Sources:						
	Water Fund	10,000	-	-	-	-	10,000
	Grant	-	225,000	-	-	-	225,000
	DWSRF Loan	-	2,200,000	-	-	-	2,200,000
	Bond Proceeds	-	-	-	-	-	-
103	F Street SE Non-Motorized Improvements						
	Capital Costs	10,000	-	-	-	-	10,000
	Funding Sources:						
	Water Fund	10,000	-	-	-	-	10,000
	Bond Proceeds	-	-	-	-	-	-
104	Reservoir Repair and Replacements						
	Capital Costs	50,000	62,000	64,000	66,000	70,000	380,000
	Funding Sources:						
	Water Fund	50,000	62,000	64,000	66,000	70,000	380,000
	Bond Proceeds	-	-	-	-	-	-
105	Pipeline Asset Management Study						
	Capital Costs	10,000	-	-	-	-	10,000
	Funding Sources:						
	Water Fund	10,000	-	-	-	-	10,000
	Bond Proceeds	-	-	-	-	-	-

City of Auburn Draft Capital Facilities Plan

TABLE W-2 (continued)

	2021	2022	2023	2024	2025	2026	Total
<u>Non-Capacity Projects:</u>							
106	2021 Local Street Reconstruction						
	Capital Costs	2,520,000	-	-	-	-	2,520,000
	Funding Sources:						
	Water Fund	-	-	-	-	-	-
	Bond Proceeds	2,520,000	-	-	-	-	2,520,000
107	2022 Local Street Reconstruction						
	Capital Costs	50,000	800,000	-	-	-	850,000
	Funding Sources:						
	Water Fund	50,000	100,000	-	-	-	150,000
	Bond Proceeds	-	700,000	-	-	-	700,000
108	M Street NE Widening						
	Capital Costs	-	37,000	-	320,000	-	357,000
	Funding Sources:						
	Water Fund	-	37,000	-	320,000	-	357,000
	Bond Proceeds	-	-	-	-	-	-
109	Auburn Way South - Hemlock Street SE to Poplar Street SE						
	Capital Costs	-	-	2,176,000	256,000	-	2,432,000
	Funding Sources:						
	Water Fund	-	-	2,176,000	256,000	-	2,432,000
	Bond Proceeds	-	-	-	-	-	-
110	Water Trench Patches Program						
	Capital Costs	150,000	155,000	160,000	165,000	170,000	975,000
	Funding Sources:						
	Water Fund	150,000	155,000	160,000	165,000	170,000	975,000
	Bond Proceeds	-	-	-	-	-	-
111	Lea Hill Pump Station Replacement						
	Capital Costs	-	-	-	491,000	746,333	1,237,333
	Funding Sources:						
	Water Fund	-	-	-	491,000	746,333	1,237,333
	Bond Proceeds	-	-	-	-	-	-
112	Deduct Meter Replacement Program						
	Capital Costs	515,000	485,000	-	-	-	1,000,000
	Funding Sources:						
	Water Fund	-	100,000	-	-	-	100,000
	Bond Proceeds	515,000	385,000	-	-	-	900,000
113	Comprehensive Water Plan						
	Capital Costs	-	263,000	251,000	20,000	-	534,000
	Funding Sources:						
	Water Fund	-	263,000	251,000	20,000	-	534,000
	Bond Proceeds	-	-	-	-	-	-
114	Lea Hill AC Main Replacement						
	Capital Costs	10,000	-	-	-	-	10,000
	Funding Sources:						
	Water Fund	10,000	-	-	-	-	10,000
	Bond Proceeds	-	-	-	-	-	-
115	Reservoir 2 Valves						
	Capital Costs	-	240,000	760,000	-	-	1,000,000
	Funding Sources:						
	Water Fund	-	240,000	760,000	-	-	1,000,000
	Bond Proceeds	-	-	-	-	-	-

City of Auburn Draft Capital Facilities Plan

TABLE W-2 (continued)

		2021	2022	2023	2024	2025	2026	Total
<u>Non-Capacity Projects:</u>								
116	104th Park Development (104th to 102nd Water Main Loop)							
	Capital Costs	250,000	-	-	-	-	-	250,000
	Funding Sources:							
	Water Fund	250,000	-	-	-	-	-	250,000
	Bond Proceeds	-	-	-	-	-	-	-
117	Garden Avenue Realignment							
	Capital Costs	55,000	440,000	-	-	-	-	495,000
	Funding Sources:							
	Water Fund	55,000	440,000	-	-	-	-	495,000
	Grants	-	-	-	-	-	-	-
118	Lead Service Line Replacement							
	Capital Costs	2,900,000	1,600,000	-	-	-	-	4,500,000
	Funding Sources:							
	Water Fund	-	405,000	-	-	-	-	405,000
	Bond Proceeds	205,000	1,195,000	-	-	-	-	1,400,000
	DWSRF Loan	2,695,000	-	-	-	-	-	2,695,000
119	Well 4 Pump Improvements							
	Capital Costs	147,000	830,000	-	-	-	-	977,000
	Funding Sources:							
	Water Fund	147,000	830,000	-	-	-	-	977,000
	Bond Proceeds	-	-	-	-	-	-	-
120	Water Resources Protection Program (Wellhead Protection)							
	Capital Costs	26,800	27,700	28,500	29,400	30,200	31,200	173,800
	Funding Sources:							
	Water Fund	26,800	27,700	28,500	29,400	30,200	31,200	173,800
	Bond Proceeds	-	-	-	-	-	-	-
121	Game Farm Park Pump Station/Distribution System Improvements							
	Capital Costs	-	-	-	-	-	69,782	69,782
	Funding Sources:							
	Water Fund	-	-	-	-	-	69,782	69,782
	Bond Proceeds	-	-	-	-	-	-	-
122	Meter Vault Replacement							
	Capital Costs	10,000	-	-	-	-	-	10,000
	Funding Sources:							
	Water Fund	10,000	-	-	-	-	-	10,000
	Bond Proceeds	-	-	-	-	-	-	-
123	West Hill Springs Water Quality Improvements							
	Capital Costs	-	-	-	100,000	480,000	-	580,000
	Funding Sources:							
	Water Fund	-	-	-	100,000	480,000	-	580,000
	Bond Proceeds	-	-	-	-	-	-	-
<u>Subtotal, Non-Capacity Projects:</u>								
	Capital Costs	6,713,800	7,849,700	5,439,500	2,518,400	3,439,200	4,687,341	30,647,941

City of Auburn Draft Capital Facilities Plan

TABLE W-2 (continued)

SUMMARY:

	2021	2022	2023	2024	2025	2026	Total
CAPITAL COSTS							
Capacity Projects	3,934,810	1,594,310	1,284,805	1,934,805	2,181,805	4,221,222	15,151,757
Non-Capacity Projects	6,713,800	7,849,700	5,439,500	2,518,400	3,439,200	4,687,341	30,647,941
Total Costs	10,648,610	9,444,010	6,724,305	4,453,205	5,621,005	8,908,563	45,799,698
FUNDING SOURCES:							
Water Fund	1,713,610	4,639,010	6,724,305	4,453,205	5,621,005	8,908,563	32,059,698
DWSRF Loan	2,695,000	2,200,000	-	-	-	-	4,895,000
Grants	-	225,000	-	-	-	-	225,000
Bond Proceeds	6,240,000	2,380,000	-	-	-	-	8,620,000
Total Funding	10,648,610	9,444,010	6,724,305	4,453,205	5,621,005	8,908,563	45,799,698

City of Auburn Draft Capital Facilities Plan

WATER FUND (460)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **Cascade Water Alliance Water Purchase**
 Project No: **cp1914**
 Project Type: **Capacity**
 Project Manager: **Susan Fenhaus**

Description:

Financing of System Development Charges for the right to purchase water from Tacoma Public Utilities through the Second Supply Pipeline to meet future projected demand, based on agreements with Cascade Water Alliance. Council approved the agreements for permanent and reserve wholesale supply in September 2013. A new agreement with Tacoma was executed in 2014. Budget reflects purchase of permanent supply - payments of \$934,805 will continue from 2020 through 2029. Reserve supply will not be purchased and is not included.

Comprehensive Plan project S-04.

Progress Summary:

Ongoing payments through 2029

Future Impact on Operating Budget:

None

Activity:

Funding Sources:	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Unrestricted Water Revenue	252,586	934,805	934,810	934,810	2,122,201
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	252,586	934,805	934,810	934,810	2,122,201
Capital Expenditures:					
Water Supply Purchase	252,586	934,805	934,810	934,810	2,122,201
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	252,586	934,805	934,810	934,810	2,122,201

Forecasted Project Cost:

Funding Sources:	2023	2024	2025	2026	Total 2021-2026
Unrestricted Water Revenue	934,805	934,805	934,805	934,805	5,608,840
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	934,805	934,805	934,805	934,805	5,608,840
Capital Expenditures:					
Water Supply Purchase	934,805	934,805	934,805	934,805	5,608,840
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	934,805	934,805	934,805	934,805	5,608,840

City of Auburn Draft Capital Facilities Plan

WATER FUND (460)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Enterprise Funds

Project Title: **Academy Pump Station #1 Pump Replacement**
 Project No: **cp1916**
 Project Type: **Capacity**
 Project Manager: **Jeff Bender**

Description:

The pump station is reaching the end of its useful life. The project will construct a new pump station with 4 pumps to meet peak demands and fire flow requirements. Pump station #1 will be removed and pump station #2 will be used for storage after the pumps are removed. Preliminary design found it to be more cost effective to build a new pump station and decommission both existing pump stations. The backup power generator will be replaced.

Comprehensive Plan project PS-07.

Progress Summary:

In 2018, project costs were escalated at 3% per year from 2015 to year of construction. Design underway in 2020.

Future Impact on Operating Budget:

No significant impact.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	-	-	-	609,500	609,500
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	71,479	671,500	3,000,000	-	3,742,979
Other	-	-	-	-	-
Total Funding Sources:	71,479	671,500	3,000,000	609,500	4,352,479
Capital Expenditures:					
Design	71,479	671,500	-	-	742,979
Right of Way	-	-	-	-	-
Construction	-	-	3,000,000	609,500	3,609,500
Total Expenditures:	71,479	671,500	3,000,000	609,500	4,352,479

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	-	-	-	-	609,500
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	3,000,000
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	3,609,500
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	3,609,500
Total Expenditures:	-	-	-	-	3,609,500

City of Auburn Draft Capital Facilities Plan

WATER FUND (460)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Enterprise Funds

Project Title: **Coal Creek Springs Rehabilitation**
 Project No: **wabd07**
 Project Type: **Capacity**
 Project Manager: **TBD**

Description:

Rehabilitation of the Coal Creek Springs middle collector will improve capacity of the springs resulting in greater utilization of the water right.

Comprehensive Plan project S-09.

Progress Summary:

In 2018, project costs were escalated at 3% per year from 2015 to year of construction.

Future Impact on Operating Budget:

No significant impact.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	-	50,000	-	-	50,000
Grants (Fed, State, Local)	-	-	-	-	-
PWTFL	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Total Funding Sources:	-	50,000	-	-	50,000
Capital Expenditures:					
Design	-	50,000	-	-	50,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	50,000	-	-	50,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	-	-	-	1,125,509	1,125,509
Grants (Fed, State, Local)	-	-	-	-	-
PWTFL	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Total Funding Sources:	-	-	-	1,125,509	1,125,509
Capital Expenditures:					
Design	-	-	-	500,000	500,000
Right of Way	-	-	-	-	-
Construction	-	-	-	625,509	625,509
Total Expenditures:	-	-	-	1,125,509	1,125,509

City of Auburn Draft Capital Facilities Plan

WATER FUND (460)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Enterprise Funds

Project Title: **Algona Well 1 Decommissioning**
 Project No: **wabd08**
 Project Type: **Capacity**
 Project Manager: **TBD**

Description:

The Algona well has been temporarily abandoned and all related facilities removed. This project will have the well properly decommissioned by a State of Washington-licensed well driller, once the water rights have been transferred to an alternate source.

Comprehensive Plan project S-14.

Progress Summary:

Future Impact on Operating Budget:

No significant impact.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	-	50,000	-	-	50,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	50,000	-	-	50,000
Capital Expenditures:					
Design	-	50,000	-	-	50,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	50,000	-	-	50,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	50,000	-	-	-	50,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	50,000	-	-	-	50,000
Capital Expenditures:					
Design	50,000	-	-	-	50,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	50,000	-	-	-	50,000

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WATER FUND (460)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Enterprise Funds

Project Title: **Annual Distribution System Improvements Program**
 Project No: **wabd09, cp1819, cp1904**
 Project Type: **Capacity**
 Project Manager: **TBD**

Description:

Program to fund capacity-related improvements to the water distribution system to address low pressures during peak hour demand and fire flows.

Comprehensive Plan project D-02.

Progress Summary:

Future Impact on Operating Budget:

No significant impact.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	300,000	-	-	-	300,000
Grants (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	300,000	-	-	-	300,000
Capital Expenditures:					
Design	300,000	-	-	-	300,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	300,000	-	-	-	300,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	300,000	1,000,000	300,000	1,000,000	2,600,000
Grants (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	300,000	1,000,000	300,000	1,000,000	2,600,000
Capital Expenditures:					
Design	300,000	-	300,000	-	600,000
Right of Way	-	-	-	-	-
Construction	-	1,000,000	-	1,000,000	2,000,000
Total Expenditures:	300,000	1,000,000	300,000	1,000,000	2,600,000

City of Auburn Draft Capital Facilities Plan

WATER FUND (460)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Enterprise Funds

Project Title: **Howard Road CCTF Expansion**
 Project No: **cpxxxx**
 Project Type: **Capacity**
 Project Manager: **TBD**

Description:

With the completion of the Coal Creek Springs Rehabilitation, the Howard Road Corrosion Control Treatment Facility will exceed its current capacity. This project will add one aeration tower and one blower pump to match the existing towers and blowers. **Comprehensive Plan project S-18.**

Progress Summary:

In 2018, project costs were escalated at 3% per year from 2015 to year of construction. Preliminary planning underway in 2020.

Future Impact on Operating Budget:

The annual maintenance cost is estimated to be approximately \$600.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	-	-	-	-	-
Grants (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	-	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	-	-	-	348,908	348,908
Grants (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	348,908	348,908
Capital Expenditures:					
Design	-	-	-	348,908	348,908
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	348,908	348,908

City of Auburn Draft Capital Facilities Plan

WATER FUND (460)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Enterprise Funds

Project Title: **Valley Service Area Reservoir No. 3**
 Project No: **wabd26**
 Project Type: **Capacity**
 Project Manager: **TBD**

Description:

A new 1 million gallon storage facility is needed to meet future storage requirements in the Valley Service Area.
Comprehensive Plan project R-04.

Progress Summary:

Project costs were escalated in 2018 at 3% per year from 2015 to year of construction. Reservoir siting study will be conducted in 2022, with property acquisition in 2026. Design of the project will be completed in 2028, with construction in 2028-2029.

Future Impact on Operating Budget:

No significant Impact

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	-	-	-	50,000	-
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	50,000	-
Capital Expenditures:					
Design	-	-	-	50,000	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	50,000	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	-	-	-	700,000	750,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	700,000	750,000
Capital Expenditures:					
Design	-	-	-	-	50,000
Property Acquisition	-	-	-	700,000	700,000
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	700,000	750,000

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WATER FUND (460)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Enterprise Funds

Project Title: **Well 5/5A Upgrades**
 Project No: **cpxxx**
 Project Type: **Capacity**
 Project Manager: **TBD**

Description:

This project was identified in the 2016 Facilities Evaluation Study. Well 5 is in need of a new building, backup generator, chlorination, pump, and hydrologic investigation to evaluate the well's production. Due to the small size of the existing site, the acquisition of an adjacent parcel may be required. The Facilities Evaluation Study also identified the need for a new pump and motor in Well 5A.

Comprehensive Plan project S-06.

Progress Summary:

In 2018, project costs were escalated at 3% per year from 2015 to year of construction. The hydrologic study and property acquisition are anticipated to begin in 2025.

Future Impact on Operating Budget:

No significant Impact

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	-	-	-	-	-
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	-	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	-	-	947,000	112,000	1,059,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	947,000	112,000	1,059,000
Capital Expenditures:					
Design	-	-	-	112,000	112,000
Right of Way	-	-	947,000	-	947,000
Construction	-	-	-	-	-
Total Expenditures:	-	-	947,000	112,000	1,059,000

City of Auburn Draft Capital Facilities Plan

WATER FUND (460)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **Well Inspection and Redevelopment Program**
 Project No: **wabd11**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

Program for inspection and redevelopment of supply wells and springs necessary to ensure production at maximum capacity for efficient utilization.
Comprehensive Plan project S-07.

Progress Summary:

2020 funds are estimated carryforward from 2019 budget.

Future Impact on Operating Budget:

No significant impact.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	-	150,000	-	185,000	150,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	150,000	-	185,000	150,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	150,000	-	185,000	150,000
Total Expenditures:	-	150,000	-	185,000	150,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	-	-	200,000	-	385,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	200,000	-	385,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	200,000	-	385,000
Total Expenditures:	-	-	200,000	-	385,000

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WATER FUND (460)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Enterprise Funds

Project Title: **Water Repair & Replacements**
 Project No: **wabd02**
 Project Type: **Non-Capacity (R&R)**
 Project Manager: **Various**

Description:

Program to fund distribution system repair and replacement projects required for meeting peak demands and reducing system losses. Projects will be coordinated with the streets and other utility projects.

Comprehensive Plan project D-09.

Progress Summary:

Future Impact on Operating Budget:

No significant impact.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	-	-	-	-	-
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	170,000	-	100,000	170,000
Other	-	-	-	-	-
Total Funding Sources:	-	170,000	-	100,000	170,000
Capital Expenditures:					
Design	-	170,000	-	100,000	170,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	170,000	-	100,000	170,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	1,000,000	300,000	1,000,000	300,000	2,600,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	100,000
Other	-	-	-	-	-
Total Funding Sources:	1,000,000	300,000	1,000,000	300,000	2,700,000
Capital Expenditures:					
Design	-	300,000	-	300,000	700,000
Right of Way	-	-	-	-	-
Construction	1,000,000	-	1,000,000	-	2,000,000
Total Expenditures:	1,000,000	300,000	1,000,000	300,000	2,700,000

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WATER FUND (460)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **Street Utility Improvements**
 Project No: **wabd01**
 Project Type: **Non-Capacity**
 Project Manager: **Various**

Description:

Water main improvements in coordination with the Local Street Preservation Program and general arterial street improvements.

Comprehensive Plan project D-06.

Progress Summary:

CP1926 was funded under this program and will be completed in 2020.

Future Impact on Operating Budget:

No significant impact

Activity:

	(Previous 2 Years) Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	1,500,000	-	-	200,000	1,500,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	500,000	-	-	500,000
Other	-	-	-	-	-
Total Funding Sources:	1,500,000	500,000	-	200,000	2,000,000
Capital Expenditures:					
Design	100,000	-	-	-	100,000
Right of Way	-	-	-	-	-
Construction	1,400,000	500,000	-	200,000	1,900,000
Total Expenditures:	1,500,000	500,000	-	200,000	2,000,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	1,000,000	1,000,000	1,000,000	1,000,000	4,200,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	1,000,000	1,000,000	1,000,000	1,000,000	4,200,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	1,000,000	1,000,000	1,000,000	1,000,000	4,200,000
Total Expenditures:	1,000,000	1,000,000	1,000,000	1,000,000	4,200,000

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WATER FUND (460)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Enterprise Funds

Project Title: **Reservoir Seismic Rehabilitation**
 Project No: **wabd16**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

Install seismic control valves on outlet piping of Reservoirs 4A, 4B, 8A, and 8B. This project will include a study to identify work to be completed at each site, and to further define project costs at each site. Costs for the remaining reservoirs will be updated based on the study. Seismic control valve for Reservoir 2 is a separate project.

Comprehensive Plan project R-06.

Progress Summary:

In 2018, project costs were escalated at 3% per year from 2015 to year of construction. The study to identify the work to be completed at each site is underway in 2020. Individual sites will be planned based on the study results. 2020 funds are estimated carryforward from 2019 budget.

Future Impact on Operating Budget:

No significant impact

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	-	86,000	-	-	86,000
Grants -Unsecured Federal	-	-	-	-	-
PWTFL	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Total Funding Sources:	-	86,000	-	-	86,000
Capital Expenditures:					
Design	-	86,000	-	-	86,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	86,000	-	-	86,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	-	262,000	-	298,000	560,000
Grants -Unsecured Federal	-	-	-	-	-
PWTFL	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Total Funding Sources:	-	262,000	-	298,000	560,000
Capital Expenditures:					
Design	-	65,000	-	88,000	153,000
Right of Way	-	-	-	-	-
Construction	-	197,000	-	210,000	407,000
Total Expenditures:	-	262,000	-	298,000	560,000

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WATER FUND (460)

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Capital Facilities Plan

Enterprise Funds

Project Title: **Intertie Booster Pump Station Improvements**
 Project No: **wabd05**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

Project will provide additional piping and modify the existing Intertie/ Lea Hill Booster pump station building to utilize the existing Intertie pumps for the Boosted zone. The project will also add pressure reducing valves and control valves at Lea Hill reservoirs, and system valves to provide efficient operation of the 132nd Ave Tacoma Intertie.

Comprehensive Plan projects D-06, and PS-04.

Progress Summary:

In 2018, project costs were escalated at 3% per year from 2015 to year of construction.

Future Impact on Operating Budget:

No significant impact

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	-	-	-	-	-
Grants (Fed,State,Local)	-	-	-	-	-
PWTFL	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	-	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	-	-	-	250,000	250,000
Grants (Fed,State,Local)	-	-	-	-	-
PWTFL	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Total Funding Sources:	-	-	-	250,000	250,000
Capital Expenditures:					
Design	-	-	-	250,000	250,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	250,000	250,000

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WATER FUND (460)

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Enterprise Funds

Project Title: **Reservoir Painting**
 Project No: **cpxxxx**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

Maintenance of reservoirs requires periodic painting to protect the steel and increase the useful life of the reservoir.
Comprehensive Plan project R-05.

Progress Summary:

In 2018, project costs were escalated at 3% per year from 2015 to year of construction.

Future Impact on Operating Budget:

No significant impact

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	-	-	-	-	-
Grants (Fed, State, Local)	-	-	-	-	-
PWTFL	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	-	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	-	-	-	1,747,026	1,747,026
Grants (Fed, State, Local)	-	-	-	-	-
PWTFL	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Total Funding Sources:	-	-	-	1,747,026	1,747,026
Capital Expenditures:					
Design	-	-	-	227,026	227,026
Right of Way	-	-	-	-	-
Construction	-	-	-	1,520,000	1,520,000
Total Expenditures:	-	-	-	1,747,026	1,747,026

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WATER FUND (460)

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Enterprise Funds

Project Title: **Coal Creek Springs Transmission Main Replacement**
 Project No: **cp1603**
 Project Type: **Non-Capacity**
 Project Manager: **Seth Wickstrom**

Description:

The facilities evaluation study conducted in 2013-2014 found a suspected leak on the 24" steel transmission main crossing the White River. This project will provide for full replacement of the river crossing via a pedestrian bridge. Parks Department will participate in the project by providing funding from grants for the trail connections to the bridge. This option eliminates the deep blow-off and allows more flexibility for expansion. A future project would rehabilitate the existing crossing for redundancy.

Comprehensive Plan project D-11.

Progress Summary:

Design underway in 2019 and 2020. A DWSRF loan was applied for in 2020 for construction in 2022.

Future Impact on Operating Budget:

No significant impact

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	164,922	244,945	10,000	-	419,867
Parks Grants (Fed, State, Local)	-	-	-	225,000	-
DWSRF Loan	81,575	135,079	-	2,200,000	216,654
Bond Proceeds	-	-	-	-	-
Total Funding Sources:	246,497	380,024	10,000	2,425,000	636,521
Capital Expenditures:					
Design	246,497	380,024	10,000	-	636,521
Right of Way	-	-	-	-	-
Construction	-	-	-	2,425,000	-
Total Expenditures:	246,497	380,024	10,000	2,425,000	636,521

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	-	-	-	-	10,000
Parks Grants (Fed, State, Local)	-	-	-	-	225,000
DWSRF Loan	-	-	-	-	2,200,000
Bond Proceeds	-	-	-	-	-
Total Funding Sources:	-	-	-	-	2,435,000
Capital Expenditures:					
Design	-	-	-	-	10,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	2,425,000
Total Expenditures:	-	-	-	-	2,435,000

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WATER FUND (460)

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Enterprise Funds

Project Title: **F Street SE Non-Motorized Improvements**
 Project No: **cp1416**
 Project Type: **Non-Capacity**
 Project Manager: **Seth Wickstrom**

Description:

Water main improvements constructed in conjunction with F Street SE street improvements.
Comprehensive Plan project D-06.

Progress Summary:

Construction underway in 2020.

Future Impact on Operating Budget:

No significant impact

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	15,172	55,708	10,000	-	80,880
Grants (Fed, State, Local)	-	-	-	-	-
PWTFL	-	-	-	-	-
Bond Proceeds	-	334,000	-	-	334,000
Total Funding Sources:	15,172	389,708	10,000	-	414,880
Capital Expenditures:					
Design	15,172	-	-	-	15,172
Right of Way	-	-	-	-	-
Construction	-	389,708	10,000	-	399,708
Total Expenditures:	15,172	389,708	10,000	-	414,880

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	-	-	-	-	10,000
Grants (Fed, State, Local)	-	-	-	-	-
PWTFL	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Total Funding Sources:	-	-	-	-	10,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	10,000
Total Expenditures:	-	-	-	-	10,000

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WATER FUND (460)

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Enterprise Funds

Project Title: **Reservoir Repair and Replacements**
 Project No: **wabd12**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

General reservoir maintenance and minor improvements.

Comprehensive Plan project R-03.

Progress Summary:

In 2018, project costs were escalated at 3% per year from 2015 to year of construction.

Future Impact on Operating Budget:

No significant impact.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	50,000	50,000	50,000	62,000	150,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	50,000	50,000	50,000	62,000	150,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	50,000	50,000	50,000	62,000	150,000
Total Expenditures:	50,000	50,000	50,000	62,000	150,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	64,000	66,000	68,000	70,000	380,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	64,000	66,000	68,000	70,000	380,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	64,000	66,000	68,000	70,000	380,000
Total Expenditures:	64,000	66,000	68,000	70,000	380,000

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WATER FUND (460)

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Enterprise Funds

Project Title: **Pipeline Asset Management Study**
 Project No: **cp1934**
 Project Type: **Non-Capacity**
 Project Manager: **Fenhaus**

Description:

Pipeline asset management study will identify the remaining useful life of water mains in the system, prioritize pipe replacements, and develop replacement costs to phase in the replacements. Transmission and distribution mains along Auburn Way South, C St SW, Lea Hill Road and West Hill Springs will be evaluated.

Comprehensive Plan project D-10.

Progress Summary:

In 2018, project costs were escalated at 3% per year from 2015 to year of completion. Assessment underway in 2020.

Future Impact on Operating Budget:

No significant impact.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	-	106,000	10,000	-	116,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	106,000	10,000	-	116,000
Capital Expenditures:					
Design	-	106,000	10,000	-	116,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	106,000	10,000	-	116,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	-	-	-	-	10,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	10,000
Capital Expenditures:					
Design	-	-	-	-	10,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	-	10,000

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WATER FUND (460)

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Enterprise Funds

Project Title: **2021 Local Street Reconstruction**
 Project No: **cp2019**
 Project Type: **Non-Capacity**
 Project Manager: **Kim Troung**

Description:

This project will construct water main improvements on G Street SE between E. Main Street and 4th Street SE and in various streets in the Riverwalk neighborhood. The improvements are coordination with the 2021 Local Street Preservation project and include replacing 1,250 feet of 4" cast iron pipe with 8" ductile iron water main and 43 services on G ST SE. and replacement of 4,360 feet of 6" cast iron pipe and 730 feet of 4" cast iron with 8" ductile iron main and 110 services in the Riverwalk area.

Comprehensive Plan project D-06.

Progress Summary:

Project design underway in 2020.

Future Impact on Operating Budget:

No significant impact

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	-	-	-	-	-
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	100,000	2,520,000	-	2,620,000
Other	-	-	-	-	-
Total Funding Sources:	-	100,000	2,520,000	-	2,620,000
Capital Expenditures:					
Design	-	100,000	-	-	100,000
Right of Way	-	-	-	-	-
Construction	-	-	2,520,000	-	2,520,000
Total Expenditures:	-	100,000	2,520,000	-	2,620,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	-	-	-	-	-
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	2,520,000
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	2,520,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	2,520,000
Total Expenditures:	-	-	-	-	2,520,000

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Enterprise Funds

Project Title: **2022 Local Street Reconstruction**
 Project No: **wabd27**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

This project will construct water main improvements on I Street SE from E. Main Street to 4th Street SE as part of the 2022 Local Street Preservation project. Improvements include replacement of 1,250 feet of 4" cast iron pipe with 8" ductile iron water main and 40 services.

Comprehensive Plan project D-06.

Progress Summary:

Project scoping and preliminary design underway in 2020.

Future Impact on Operating Budget:

No significant impact

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	-	-	50,000	100,000	50,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	700,000	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	50,000	800,000	50,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	50,000	-	50,000
Construction	-	-	-	800,000	-
Total Expenditures:	-	-	50,000	800,000	50,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	-	-	-	-	150,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	700,000
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	850,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	50,000
Construction	-	-	-	-	800,000
Total Expenditures:	-	-	-	-	850,000

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Enterprise Funds

Project Title: **M Street NE Widening**
 Project No: **wabd13**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

Water main improvements constructed in conjunction with streets project: M ST NE widening (E Main to 4th St NE). Work includes replacing 26 services, connecting to existing 12" ductile main, and abandoning 6" cast main in place.
Comprehensive Plan project D-06.

Progress Summary:

In 2018, project costs were escalated at 3% per year from 2015 to year of construction.

Future Impact on Operating Budget:

No significant Impact

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	-	-	-	37,000	-
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	37,000	-
Capital Expenditures:					
Design	-	-	-	37,000	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	37,000	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	-	320,000	-	-	357,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	320,000	-	-	357,000
Capital Expenditures:					
Design	-	-	-	-	37,000
Right of Way	-	-	-	-	-
Construction	-	320,000	-	-	320,000
Total Expenditures:	-	320,000	-	-	357,000

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Enterprise Funds

Project Title: **Auburn Way South - Hemlock Street SE to Poplar Street SE**
 Project No: **cp1622**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

Water main improvements constructed in conjunction with Auburn Way South street improvements. Project will replace approximately 2,300 feet of 10" cast iron line with 12" ductile Iron water main.

Comprehensive Plan project D-06.

Progress Summary:

In 2018, project costs were escalated at 3% per year from 2015 to year of construction. Design underway in 2020 in conjunction with Auburn School District's Chinook Middle School Replacement project.

Future Impact on Operating Budget:

No significant Impact

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	-	66,000	-	-	66,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	66,000	-	-	66,000
Capital Expenditures:					
Design	-	66,000	-	-	66,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	66,000	-	-	66,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	2,176,000	256,000	-	-	2,432,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	2,176,000	256,000	-	-	2,432,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	2,176,000	256,000	-	-	2,432,000
Total Expenditures:	2,176,000	256,000	-	-	2,432,000

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WATER FUND (460)

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Enterprise Funds

Project Title: **Water Trench Patches Program**
 Project No: **wabdx**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

This program provides annual funding for roadway restoration of trench patches from water leak repair and water service installation that are beyond the scope of work done by maintenance staff.

Progress Summary:

Program was developed in 2020 to adhere to pavement restoration requirements in the City Engineering Design standards.

Future Impact on Operating Budget:

No significant impact

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	-	-	150,000	155,000	150,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	150,000	155,000	150,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	150,000	155,000	150,000
Total Expenditures:	-	-	150,000	155,000	150,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	160,000	165,000	170,000	175,000	975,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	160,000	165,000	170,000	175,000	975,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	160,000	165,000	170,000	175,000	975,000
Total Expenditures:	160,000	165,000	170,000	175,000	975,000

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Enterprise Funds

Project Title: **Lea Hill Pump Station Replacement**
 Project No: **wabd18**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

Lea Hill pump station will be reconstructed to provide redundant pumped supply to the Lea Hill area. If the Green River Pump Station is out of service for maintenance, a redundant pump station would avoid the need to purchase more expensive regional surface water through the 132nd Interline. The pump station needs to be relocated from its current location on the shoulder of Lea Hill Road at the base of a steep hill for safety and reliability considerations. The project will also construct approximately 900 feet of 12" transmission main along Lea Hill Rd from Garden Avenue to the existing pump station site.

Comprehensive Plan project PS-10.

Progress Summary:

In 2018, project costs were escalated at 3% per year from 2015 to year of construction. Property acquisition underway in 2020 under Garden Ave Realignment project.

Future Impact on Operating Budget:

No significant Impact

Activity:

Funding Sources:	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Unrestricted Water Revenue	-	-	-	-	-
Grants (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	-	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	-	-	491,000	746,333	1,237,333
Grants (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	491,000	746,333	1,237,333
Capital Expenditures:					
Design	-	-	491,000	-	491,000
Right of Way	-	-	-	-	-
Construction	-	-	-	746,333	746,333
Total Expenditures:	-	-	491,000	746,333	1,237,333

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WATER FUND (460)

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Enterprise Funds

Project Title: **Deduct Meter Replacement Program**
 Project No: **cp1917**
 Project Type: **Non-Capacity**
 Project Manager: **Jeff Bender**

Description:

Approximately 200 non-single family irrigation meters within the water system are connected to the customer's supply line on the customer side of the domestic meter, instead of being directly connected to the water main. Since sewer charges for non-single family customers are based on the domestic water meter reading and irrigation water does not use the sewer system, customers ask to have the irrigation use deducted from their overall domestic use for sewer billing purposes. Thus, irrigation meters installed after the domestic meter are referred to as "deduct meters". To improve the billing process, increase staff efficiencies and eliminate manual calculations in the billing process this project will re-install the irrigation meters to directly connect to the main. Deduct meters will be converted to irrigation meters to more equitably bill water usage.

Progress Summary:

Construction was planned and budgeted to be completed in 4 years. Recent bids indicate the original cost estimate was low. The budget was increased in 2021 and 2022, and the project will be completed in 3 years (2020-2022).

Future Impact on Operating Budget:

No significant impact.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	24,000	12,500	-	100,000	36,500
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	476,000	515,000	385,000	991,000
Other	-	-	-	-	-
Total Funding Sources:	24,000	488,500	515,000	485,000	1,027,500
Capital Expenditures:					
Design	24,000	12,500	15,000	-	51,500
Right of Way	-	-	-	-	-
Construction	-	476,000	500,000	485,000	976,000
Total Expenditures:	24,000	488,500	515,000	485,000	1,027,500

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	-	-	-	-	100,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	900,000
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	1,000,000
Capital Expenditures:					
Design	-	-	-	-	15,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	985,000
Total Expenditures:	-	-	-	-	1,000,000

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WATER FUND (460)

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Enterprise Funds

Project Title: **Comprehensive Water Plan**
 Project No: **wabd25**
 Project Type: **Non-Capacity**
 Project Manager: **Susan Fenhaus**

Description:

Update the Comprehensive Water Plan as required by Washington Department of Health (DOH) by May 2022. DOH changed WAC to require a 10-year planning period which is an increase from the 6-year period. Our current plan was approved before the code change, but was written to include the 10-year period in anticipation of the revised code. We will provide letter to DOH requesting extension of approved plan by the end of 2021. The letter will include a report of the demand forecast compared to actual demand, and report of the capital improvement plan. If the extension is approved, our next complete plan will be due in 2025. However, the water plan will need to be updated in conjunction with the City's Comprehensive Plan due in 2024.

Progress Summary:

Request for current plan extension will be completed in 2021.

Future Impact on Operating Budget:

No significant impact.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	-	122,000	-	263,000	122,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	122,000	-	263,000	122,000
Capital Expenditures:					
Design	-	122,000	-	263,000	122,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	122,000	-	263,000	122,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	251,000	20,000	-	-	534,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	251,000	20,000	-	-	534,000
Capital Expenditures:					
Design	251,000	20,000	-	-	534,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	251,000	20,000	-	-	534,000

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WATER FUND (460)

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Enterprise Funds

Project Title: **Lea Hill AC Main Replacement**
 Project No: **cp1929**
 Project Type: **Non-Capacity**
 Project Manager: **Jai Carter**

Description:

Distribution system repair and replacement project required for meeting peak demands and reducing system losses. Project will replace asbestos cement (AC) water main in the Lea Hill service area.

Progress Summary:

Construction underway in 2020.

Future Impact on Operating Budget:

No significant Impact

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	-	440,000	10,000	-	450,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	31,450	2,466,550	-	-	2,498,000
Other	-	-	-	-	-
Total Funding Sources:	31,450	2,906,550	10,000	-	2,948,000
Capital Expenditures:					
Design	31,450	240,000	-	-	271,450
Right of Way	-	-	-	-	-
Construction	-	2,666,550	10,000	-	2,676,550
Total Expenditures:	31,450	2,906,550	10,000	-	2,948,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	-	-	-	-	10,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	10,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	10,000
Total Expenditures:	-	-	-	-	10,000

City of Auburn Draft Capital Facilities Plan

WATER FUND (460)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Enterprise Funds

Project Title: **Reservoir 2 Valves**
 Project No: **wabd29**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

This project will replace the existing 20" supply valve with a seismic control valve, and replace the 12" drain valve at Reservoir 2. Both valves will be installed in a vault. This project was identified as a maintenance issue due to limited access to the valves. The addition of a seismic control will improve the resiliency of the distribution system.

Progress Summary:

Future Impact on Operating Budget:

No significant impact

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	-	-	-	240,000	-
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	240,000	-
Capital Expenditures:					
Design	-	-	-	240,000	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	240,000	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	760,000	-	-	-	1,000,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	760,000	-	-	-	1,000,000
Capital Expenditures:					
Design	-	-	-	-	240,000
Right of Way	-	-	-	-	-
Construction	760,000	-	-	-	760,000
Total Expenditures:	760,000	-	-	-	1,000,000

City of Auburn Draft Capital Facilities Plan

WATER FUND (460)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Enterprise Funds

Project Title: **104th Park Development (104th to 102nd Water Main Loop)**
 Project No: **cp1619**
 Project Type: **Non-Capacity**
 Project Manager: **Jamie Kelly**

Description:

This project will construct a water main between 102nd Avenue SE and 104 Avenue SE is part of a Parks Department project that is developing a new City park. The new water main will eliminate convert the existing dead-end system to a looped system, as recommended by the Comprehensive Plan.

Progress Summary:

Project design underway in 2020.

Future Impact on Operating Budget:

No significant impact

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	-	50,000	250,000	-	300,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	50,000	250,000	-	300,000
Capital Expenditures:					
Design	-	50,000	-	-	50,000
Right of Way	-	-	-	-	-
Construction	-	-	250,000	-	250,000
Total Expenditures:	-	50,000	250,000	-	300,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	-	-	-	-	250,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	250,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	250,000
Total Expenditures:	-	-	-	-	250,000

City of Auburn Draft Capital Facilities Plan

WATER FUND (460)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Enterprise Funds

Project Title: **Garden Avenue Realignment**
 Project No: **cp2022**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

This project will construct water improvements as part of the Garden Avenue Realignment transportation project. The improvements include installation of 1,000 feet of 12" transmission main from the 20" existing main in 8th St NE along Garden Avenue to the location of a future new booster pump station site on property to be purchased on 102nd Ave SE, and then back to 8th St NE.

Progress Summary:

Property acquisition underway in 2020 to support Lea Hill pump station project.

Future Impact on Operating Budget:

No significant impact

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	-	400,000	55,000	440,000	455,000
Grants (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	400,000	55,000	440,000	455,000
Capital Expenditures:					
Design	-	-	55,000	-	55,000
Right of Way	-	400,000	-	-	400,000
Construction	-	-	-	440,000	-
Total Expenditures:	-	400,000	55,000	440,000	455,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	-	-	-	-	495,000
Grants (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	495,000
Capital Expenditures:					
Design	-	-	-	-	55,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	440,000
Total Expenditures:	-	-	-	-	495,000

City of Auburn Draft Capital Facilities Plan

WATER FUND (460)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **Lead Service Line Replacement**
 Project No: **cp1922**
 Project Type: **Non-Capacity**
 Project Manager: **Jai Carter**

Description:

The City has approximately 1,000 service lines with a lead goose-neck connection at the main. State and Federal agencies are planning a 15 year period for utilities to remove all lead service lines. This project will remove lead service lines and construct associated roadway restoration throughout the City. Any additional lead service lines that are not removed and replaced with this project will be replaced as part of future rehabilitation and replacement projects.

Progress Summary:

City received a Drinking Water State Revolving Fund (DWSRF) loan for replacement of the lead service lines. Design underway in 2020.

Future Impact on Operating Budget:

No significant Impact

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	-	-	-	405,000	-
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	205,000	1,195,000	205,000
DWSRF	12,532	292,468	2,695,000		3,000,000
Total Funding Sources:	12,532	292,468	2,900,000	1,600,000	3,205,000
Capital Expenditures:					
Design	12,532	292,468	-	-	305,000
Right of Way	-	-	-	-	-
Construction	-	-	2,900,000	1,600,000	2,900,000
Total Expenditures:	12,532	292,468	2,900,000	1,600,000	3,205,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	-	-	-	-	405,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	1,400,000
DWSRF	-	-	-	-	2,695,000
Total Funding Sources:	-	-	-	-	4,500,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	4,500,000
Total Expenditures:	-	-	-	-	4,500,000

City of Auburn Draft Capital Facilities Plan

WATER FUND (460)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Enterprise Funds

Project Title: **Well 4 Pump Improvements**
 Project No: **wabd22**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

This project was identified in the Facilities Evaluation Study. The project will include a comprehensive investigation and evaluation of the well operation. Findings from the evaluation will likely result in replacing the generator with a larger unit, possibly replacing the motor soft starter with a variable frequency drive (VFD), and replacing aging control valves, gate valves, and air relief system.

Comprehensive Plan project S-22.

Progress Summary:

In 2018, project costs were escalated at 3% per year from 2015 to year of construction. Design underway in 2020.

Future Impact on Operating Budget:

No significant Impact

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	-	-	147,000	830,000	147,000
Grants (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	147,000	830,000	147,000
Capital Expenditures:					
Design	-	-	147,000	-	147,000
Right of Way	-	-	-	-	-
Construction	-	-	-	830,000	-
Total Expenditures:	-	-	147,000	830,000	147,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	-	-	-	-	977,000
Grants (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	977,000
Capital Expenditures:					
Design	-	-	-	-	147,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	830,000
Total Expenditures:	-	-	-	-	977,000

City of Auburn Draft Capital Facilities Plan

WATER FUND (460)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **Water Resources Protection Program (Wellhead Protection)**
 Project No: **wabd23**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

Annual funding for implementing strategies identified in the Wellhead Protection Plan. Although some tasks will be performed as part of the water operations budget, other tasks will require consultants with expertise in review and investigation of contaminant sites and other environmental databases, development of spill response plans, and leaking underground storage tanks.

Comprehensive Plan project S-08.

Progress Summary:

In 2018, project costs were escalated at 3% per year from 2015 to year of completion.

Future Impact on Operating Budget:

No significant Impact

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	25,300	26,100	26,800	27,700	78,200
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	25,300	26,100	26,800	27,700	78,200
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	25,300	26,100	26,800	27,700	78,200
Total Expenditures:	25,300	26,100	26,800	27,700	78,200

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	28,500	29,400	30,200	31,200	173,800
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	28,500	29,400	30,200	31,200	173,800
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	28,500	29,400	30,200	31,200	173,800
Total Expenditures:	28,500	29,400	30,200	31,200	173,800

City of Auburn Draft Capital Facilities Plan

WATER FUND (460)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **Game Farm Park Pump Station/Distribution System Improvements**
 Project No: **cpxxxx**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

The pumps at Game Farm Wilderness Park are in need of replacement, and the building need repairs. This project was identified in the 2015 Comprehensive Plan as occurring in the short to mid term, or by 2025. Installation of new water main crossing the White River to eliminate the pump station was identified as being completed by 2035. The Coal Creek Springs Transmission Main project will add a pipe crossing the White River to be used for installation of a water main for Game Farm Wilderness Park. Completion of the river crossing will enable the water main project to be completed sooner and eliminate the need for pump station improvements. This project will install new main within the Game Farm Park from the existing 8" near the amphitheater to the river crossing, and from the river crossing to the existing pump station in the Wilderness area. The project will also decommission the existing pump station.

Comprehensive Plan project D16.

Progress Summary:

In 2018, project costs were escalated at 3% per year from 2015 to year of completion.

Future Impact on Operating Budget:

No significant Impact

Activity:

Funding Sources:	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
<i>Unrestricted Water Revenue</i>	-	-	-	-	-
<i>Grants (Fed, State, Local)</i>	-	-	-	-	-
<i>Bond Proceeds</i>	-	-	-	-	-
<i>Other</i>	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-
Capital Expenditures:					
<i>Design</i>	-	-	-	-	-
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	-	-	-	-	-
Total Expenditures:	-	-	-	-	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
<i>Unrestricted Water Revenue</i>	-	-	-	69,782	69,782
<i>Grants (Fed, State, Local)</i>	-	-	-	-	-
<i>Bond Proceeds</i>	-	-	-	-	-
<i>Other</i>	-	-	-	-	-
Total Funding Sources:	-	-	-	69,782	69,782
Capital Expenditures:					
<i>Design</i>	-	-	-	69,782	69,782
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	-	-	-	-	-
Total Expenditures:	-	-	-	69,782	69,782

City of Auburn Draft Capital Facilities Plan

WATER FUND (460)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **Meter Vault Replacement**
 Project No: **cp1807**
 Project Type: **Non-Capacity**
 Project Manager: **Seth Wickstrom**

Description:

Large meter vaults at Washington Elementary School, Cascade Middle School (2 vaults), Forest Ridge Townhomes, Green River Estates, and Neely Station have lids that are unsafe and vaults that are in need of repair. Project will replace the vaults and upgrade piping as needed.

Progress Summary:

Construction underway in 2020.

Future Impact on Operating Budget:

No significant Impact

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	-	326,400	10,000	-	336,400
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	120,101	779,899	-	-	900,000
Other	-	-	-	-	-
Total Funding Sources:	120,101	1,106,299	10,000	-	1,236,400
Capital Expenditures:					
Design	120,101	-	-	-	120,101
Right of Way	-	-	-	-	-
Construction	-	1,106,299	10,000	-	1,116,299
Total Expenditures:	120,101	1,106,299	10,000	-	1,236,400

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	-	-	-	-	10,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	10,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	10,000
Total Expenditures:	-	-	-	-	10,000

City of Auburn Draft Capital Facilities Plan

WATER FUND (460)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **West Hill Springs Water Quality Improvements**
 Project No: **cpxxx**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

The aging chlorination building at West Hill Springs will be replaced and a new liquid chlorination system will be installed. Additionally, aeration to adjust pH will be required.
Comprehensive Plan project S-12.

Progress Summary:

In 2018, project costs were escalated at 3% per year from 2015 to year of completion. Additional cost refinement will be needed due to the need for additional improvements not originally identified in the Comprehensive Plan.

Future Impact on Operating Budget:

No significant Impact

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Water Revenue	-	-	-	-	-
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	-	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Water Revenue	-	100,000	480,000	-	580,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	100,000	480,000	-	580,000
Capital Expenditures:					
Design	-	100,000	-	-	100,000
Right of Way	-	-	-	-	-
Construction	-	-	480,000	-	480,000
Total Expenditures:	-	100,000	480,000	-	580,000

City of Auburn Draft Capital Facilities Plan

TABLE W-3

**Impact on Future Operating Budgets
WATER**

Project:		2022	2023	2024	2025	2026	2027	Total
1	<i>Howard Road Corrosion Control Treatment Facility Expansion</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 600	\$ 600
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 600	\$ 600

SANITARY SEWER

Current Facilities

The City's sanitary sewer service area encompasses approximately 28-square miles that are primarily within the City limits, but includes a total of approximately ½ square mile within Auburn's Proposed Annexation area (PAA). The City contracts with King County for sewage treatment and disposal. The City's Sanitary Sewer Utility is responsible for the collection and transmission of wastewater to the King County trunk lines.

The City's current inventory of approximately 215 miles of sewer lines serves the City's sewer service area. Table S-1, Facilities Inventory, lists the sewage collection and transmission facilities along with their capacities and locations.

Level of Service (LOS)

The Comprehensive Sewerage Plan for the Sewerage Collection System summarizes the level of service (LOS), or design criteria, for the City's sewage collection system. These standards represent the average quantities of sewage that the system is designated to accommodate for residential, industrial, and commercial development.

Capital Facilities Projects and Financing

Investments in the City's sewage collection facilities include primarily non-capacity improvements and replacement projects. Anticipated projects include replacement of aging sewer pipes and manholes in conjunction with arterial and local street improvements, replacement of pipe identified through the sewer program's condition assessment process, replacement of the Rainier Ridge Pump station, and updating the Comprehensive Sewer Plan. Additionally the City will continue to monitor flow rates, primarily within the Valley Basin area to help identify specific areas of the City that show high levels of inflow and infiltration. The City of Auburn's sewer system anticipates costs for thirteen non-capacity projects totaling \$15,936,000. Table S-2 shows the proposed financing plan followed by individual worksheets showing the project detail.

Impact on Future Operating Budgets

There are no operating budget impacts forecasted for sanitary sewer facilities during the six years 2022 – 2027.

City of Auburn Draft Capital Facilities Plan

TABLE S-1

Facilities Inventory
Sewage Facilities

FACILITY	<u>CAPACITY</u> (MGD)	LOCATION
<u>Pump Stations:</u>		
8th Street	0.26	900 8th Street NE
22nd Street	0.79	1950 22nd Street NE
Area 19	0.47	800 71st Street SE
Auburn 40	0.63	4159 O Place NE
Dogwood	0.43	1423 Dogwood Street SE
Ellingson	2.20	100 41st Street SE
F Street	0.86	1700 F Street SE
Hudson	0.76	6408 S 287th Street
North Tapps	0.73	2610 Lake Tapps Pkwy SE
Peasley Ridge	0.36	5225 South 320th Street
Promenade	0.25	12900 SE 312th Street
R Street	0.14	600 R Street NE
Rainier Ridge	0.29	31809 125th Place SE
Riverside	0.58	13900 104th Avenue SE
Terrace View	0.94	104 60th Street SE
Valley Meadows	0.18	2022 4th Street SE
Verdana	2.88	11807 SE 296th Place (Kent, WA)
FACILITY	Pipe Size	LOCATION
<u>River Crossings:</u>		
Inverted Syphon	8 & 12 Inch	Green River & 26th Street NE
8th Street Bridge	14 Inch	Green River & 8th Street NE

City of Auburn Draft Capital Facilities Plan

TABLE S-2

CAPITAL FACILITIES PLAN PROJECTS AND FINANCING
SANITARY SEWER DIVISION

	2021	2022	2023	2024	2025	2026	Total
Page	<u>Non-Capacity Projects:</u>						
129	Sanitary Sewer Repair & Replacement Program						
	Capital Costs	-	300,000	1,500,000	300,000	1,500,000	3,900,000
	Funding Sources:						
	Sewer Fund	-	300,000	1,500,000	300,000	1,500,000	3,900,000
	Bond Proceeds	-	-	-	-	-	-
130	Street Utility Improvements						
	Capital Costs	200,000	200,000	200,000	200,000	200,000	1,200,000
	Funding Sources:						
	Sewer Fund	200,000	200,000	200,000	200,000	200,000	1,200,000
	Bond Proceeds	-	-	-	-	-	-
131	Vector Decant Facility						
	Capital Costs	180,000	-	-	-	-	180,000
	Funding Sources:						
	Sewer Fund	180,000	-	-	-	-	180,000
	Bond Proceeds	-	-	-	-	-	-
132	Manhole Ring and Cover Replacement						
	Capital Costs	80,000	80,000	80,000	80,000	80,000	480,000
	Funding Sources:						
	Sewer Fund	80,000	80,000	80,000	80,000	80,000	480,000
	Bond Proceeds	-	-	-	-	-	-
133	Sewer Pump Station Replacement/Improvement Program						
	Capital Costs	-	-	255,000	525,000	2,900,000	3,680,000
	Funding Sources:						
	Sewer Fund	-	-	255,000	525,000	2,900,000	3,680,000
	Bond Proceeds	-	-	-	-	-	-
134	Pump Station Electrical Improvements						
	Capital Costs	10,000	-	-	-	-	10,000
	Funding Sources:						
	Sewer Fund	10,000	-	-	-	-	10,000
	Bond Proceeds	-	-	-	-	-	-
135	Inflow and Infiltration Study						
	Capital Costs	163,000	167,000	172,000	-	-	502,000
	Funding Sources:						
	Sewer Fund	163,000	167,000	172,000	-	-	502,000
	Bond Proceeds	-	-	-	-	-	-
136	Comprehensive Sewer Plan Update						
	Capital Costs	40,000	140,000	50,000	20,000	-	250,000
	Funding Sources:						
	Sewer Fund	40,000	140,000	50,000	20,000	-	250,000
	Bond Proceeds	-	-	-	-	-	-

City of Auburn Draft Capital Facilities Plan

TABLE S-2 (continued)

		2021	2022	2023	2024	2025	2026	Total
Page	Non-Capacity Projects:							
137	F Street SE Non-Motorized Improvements							
	Capital Costs	10,000	-	-	-	-	-	10,000
	Funding Sources:							
	Sewer Fund	10,000	-	-	-	-	-	10,000
	Bond Proceeds	-	-	-	-	-	-	-
138	M Street NE Widening							
	Capital Costs	-	12,000	-	112,000	-	-	124,000
	Funding Sources:							
	Sewer Fund	-	12,000	-	112,000	-	-	124,000
	Bond Proceeds	-	-	-	-	-	-	-
139	Rainier Ridge Pump Station Rehabilitation/Replacement							
	Capital Costs	450,000	2,900,000	-	-	-	-	3,350,000
	Funding Sources:							
	Sewer Fund	450,000	2,900,000	-	-	-	-	3,350,000
	Bond Proceeds	-	-	-	-	-	-	-
140	2nd Street SE Preservation							
	Capital Costs	150,000	-	-	-	-	-	150,000
	Funding Sources:							
	Sewer Fund	150,000	-	-	-	-	-	150,000
	Bond Proceeds	-	-	-	-	-	-	-
141	2021 Sewer Repair and Replacement							
	Capital Costs	2,100,000	-	-	-	-	-	2,100,000
	Funding Sources:							
	Sewer Fund	2,100,000	-	-	-	-	-	2,100,000
	Bond Proceeds	-	-	-	-	-	-	-
	Subtotal, Non-Capacity Projects:							
	Capital Costs	3,383,000	3,799,000	2,257,000	1,237,000	4,680,000	580,000	15,936,000
SUMMARY:								
CAPITAL COSTS								
	Capacity Projects	-	-	-	-	-	-	-
	Non-Capacity Projects	3,383,000	3,799,000	2,257,000	1,237,000	4,680,000	580,000	15,936,000
	Total Costs	3,383,000	3,799,000	2,257,000	1,237,000	4,680,000	580,000	15,936,000
FUNDING SOURCES:								
	Utility Funds (Sewer)	3,383,000	3,799,000	2,257,000	1,237,000	4,680,000	580,000	15,936,000
	Bond Proceeds	-	-	-	-	-	-	-
	Total Funding	3,383,000	3,799,000	2,257,000	1,237,000	4,680,000	580,000	15,936,000

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SEWER FUND (461)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **Sanitary Sewer Repair & Replacement/System Improvements Program**
 Project No: **sebd01**
 Project Type: **Non-Capacity (Repair and Replacement)**
 Project Manager: **Bob Elwell**

Description:

Repair and replace (R&R) broken sewer mains and other facilities. These lines will be identified through television inspection and routine cleaning. This program includes funding for R&R projects which have not been identified as a separate R&R project or are not associated transportation projects. Anticipated projects include bi-annual, stand-alone, repair and replacement projects for sewer lines which are broken, misaligned, "bellied" or otherwise require an inordinate amount of maintenance effort or present a risk of backup or trench failure, and facilities which generate consistent odor complaints. Additionally, system improvements which enhance the ability to maintain service are included here.

Comprehensive Plan Project #1.

Progress Summary:

21 Sites were identified 2017. Funds from this program were transferred to CP1805 - 2019 Sewer Repair and Replacement project which used those funds to complete four of the sites using cured in place pipe (CIPP) lining. 2020 and 2021 funds will be used to complete the remaining sites as part of project CP2010.

Future Impact on Operating Budget:

This should slightly decrease the operating budget by correcting the problems that require operation staff's attention.

Activity:

	(Previous 2 Yrs.)	2020 YE			2021 Year End
	Prior to 2020	Estimate	2021 Budget	2022 Budget	Project Total
Funding Sources:					
Unrestricted Sewer Revenue			-	300,000	-
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	300,000	-
Capital Expenditures:					
Design	-	-	-	250,000	-
Right of Way	-	-	-	20,000	-
Construction	-	-	-	30,000	-
Total Expenditures:	-	-	-	300,000	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Sewer Revenue	1,500,000	300,000	1,500,000	300,000	3,900,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	1,500,000	300,000	1,500,000	300,000	3,900,000
Capital Expenditures:					
Design	150,000	250,000	150,000	250,000	1,050,000
Right of Way	-	20,000	-	20,000	60,000
Construction	1,350,000	30,000	1,350,000	30,000	2,790,000
Total Expenditures:	1,500,000	300,000	1,500,000	300,000	3,900,000

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Enterprise Funds

Project Title: **Street Utility Improvements**
 Project No: **sebd02**
 Project Type: **Non Capacity (Repair and Replacement)**
 Project Manager: **Bob Elwell**

Description:

Sewer system repair and replacements in coordination with transportation projects.
Comprehensive Plan Project #2.

Progress Summary:

Ongoing

Future Impact on Operating Budget:

No significant Impact

Activity:

	(Previous 2 Yrs.) Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Sewer Revenue	-	-	200,000	200,000	200,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	200,000	200,000	200,000
Capital Expenditures:					
Design			30,000	30,000	30,000
Right of Way			-	-	-
Construction			170,000	170,000	170,000
Total Expenditures:	-	-	200,000	200,000	200,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Sewer Revenue	200,000	200,000	200,000	200,000	1,200,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	200,000	200,000	200,000	200,000	1,200,000
Capital Expenditures:					
Design	30,000	30,000	30,000	30,000	180,000
Right of Way	-	-	-	-	-
Construction	170,000	170,000	170,000	170,000	1,020,000
Total Expenditures:	200,000	200,000	200,000	200,000	1,200,000

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Enterprise Funds

Project Title: **Sewer Vactor Decant Facility**
 Project No: **sebd03**
 Project Type: **Non-Capacity (Improvements)**
 Project Manager: **TBD**

Description:

Currently the City hauls vactored sewage waste to the County landfill on a biweekly basis. The sewage sludge is considerably wet, thus Utility funds are paying for the disposal of water. This project consists of a study/analysis to assess the City's vactor disposal method and identify a cost-effective alternative to the status quo. Possible recommendations may include maintaining current operations, constructing a gravity decant facility, incorporating special equipment into the vactor truck to increase decanting ability, purchasing specialized dewatering machinery, or collaborating with neighboring utilities for the shared use of facilities and equipment.

Comprehensive Plan Project #3.

Progress Summary:

Future Impact on Operating Budget:

This project could decrease the future operating budget by reducing the expenses associated with hauling saturated waste to the County landfill.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Sewer Revenue	-	-	180,000	-	180,000
Grants (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	180,000	-	180,000
Capital Expenditures:					
Design	-	-	180,000	-	180,000
Right of Way/Property Acquisition	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	180,000	-	180,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Sewer Revenue	-	-	-	-	180,000
Grants (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	180,000
Capital Expenditures:					
Design	-	-	-	-	180,000
Right of Way/Property Acquisition	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	-	180,000

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SEWER FUND (461)

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Enterprise Funds

Project Title: **Manhole Ring and Cover Replacement**
 Project No: **sebd04**
 Project Type: **Non-Capacity (Repair and Replacement)**
 Project Manager: **Bob Elwell**

Description:

As manholes and roads age and their condition deteriorates, access covers and the rings in which they sit can become loose and/or misaligned, and can become a road hazard requiring maintenance staff attention and increasing the City's liability. This annual project will replace approximately 50 sewer manhole rings and covers to maintain access to the sewer system and to decrease the likelihood of the manholes becoming road hazards. In some years, this replacement will be as a stand-alone project, and in some years many of these replacements will be in conjunction with other City capital projects. **Comprehensive Plan Project #7.**

Progress Summary:

Ongoing

Future Impact on Operating Budget:

This project could decrease the future operating budget by reducing the need for staff to respond to loose manholes or lids.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Sewer Revenue	-	-	80,000	80,000	80,000
Grants (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	80,000	80,000	80,000
Capital Expenditures:					
Design	-	-	8,000	8,000	8,000
Right of Way/Property Acquisition	-	-	-	-	-
Construction	-	-	72,000	72,000	72,000
Total Expenditures:	-	-	80,000	80,000	80,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Sewer Revenue	80,000	80,000	80,000	80,000	480,000
Grants (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	80,000	80,000	80,000	80,000	480,000
Capital Expenditures:					
Design	8,000	8,000	8,000	8,000	48,000
Right of Way/Property Acquisition	-	-	-	-	-
Construction	72,000	72,000	72,000	72,000	432,000
Total Expenditures:	80,000	80,000	80,000	80,000	480,000

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Enterprise Funds

Project Title: **Sewer Pump Station Replacement/Improvement Program**
 Project No: **sebd05**
 Project Type: **Non-Capacity (Repair and Replacement/Improvements)**
 Project Manager: **Bob Elwell**

Description:

The Sewer Utility's infrastructure currently consists of 17 public sewer pump stations that range in age from 1 to over 50 years old. As those stations age, and utility operations change, considerations such as station condition, component condition, capacity, reliability, and safety suggest that stations be upgraded, rehabilitated, and replaced. This program fund will provide funding to meet those needs over the next six years.

Comprehensive Plan Project #4.

Progress Summary:

Following the results of the systematic pump station evaluation study, the 2017-2022 funds for this program were divided into the Pump Station Electrical Improvements project (for common improvements at many stations) and the Pump Station Replacement project (for Rainier Ridge). As future considerations of reliability, capacity, and condition are evaluated, and specific projects are developed, these funds will be designated for those projects. In 2018, the program cost was adjusted to reflect escalation of 3% per year from 2017.

Future Impact on Operating Budget:

This project will not have a significant effect on operating budget.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Sewer Revenue	-	-	-	-	-
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way/Property Acquisition	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	-	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Sewer Revenue	255,000	525,000	2,900,000	-	3,680,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	255,000	525,000	2,900,000	-	3,680,000
Capital Expenditures:					
Design	255,000	525,000	230,000	-	1,010,000
Right of Way/Property Acquisition	-	-	-	-	-
Construction	-	-	2,670,000	-	2,670,000
Total Expenditures:	255,000	525,000	2,900,000	-	3,680,000

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Capital Facilities Plan

Enterprise Funds

Project Title: **Pump Station Electrical Improvements**
 Project No: **cp1812**
 Project Type: **Non-capacity**
 Project Manager: **Jeff Bender**

Description:

This project will design and construction improvements to the City's sewer pump stations' electrical systems that were identified by the 2016 Pump Station Condition Assessment Project. The additions and modifications are intended to increase employee safety as well as operational efficiency. They include adding dry well control panel disconnects, bringing intrinsically safe wiring up to code, organizing, labelling, and dressing out control panel boxes, adding dry well HMI computer screens, creating uniform as-built wiring diagrams for each station, as well as several other modifications identified for specific stations. Funding for this project was derived from the Sewer Pump Station Replacement/Improvement program (sebd05).

Progress Summary:

For reasons of efficiency in design and constructions, some elements of the design applicable to all the stations and the specific design and construction of improvements for the 22nd Street and 'R' Street Pump Stations were completed as part of CP1719. Specific design for the remainder of the project will begin in 2019, and the project will be complete in 2021. In 2018, the program cost was adjusted to reflect escalation of 3% per year from 2017.

Future Impact on Operating Budget:

This project will not have a significant effect on operating budget.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Sewer Revenue	29,429	1,133,055	10,000	-	1,172,484
Grants (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	29,429	1,133,055	10,000	-	1,172,484
Capital Expenditures:					
Design	6,692	226,656	2,000	-	235,348
Right of Way	-	-	-	-	-
Construction	-	906,399	8,000	-	914,399
Total Expenditures:	6,692	1,133,055	10,000	-	1,149,747

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Sewer Revenue	-	-	-	-	10,000
Grants (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	10,000
Capital Expenditures:					
Design	-	-	-	-	2,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	8,000
Total Expenditures:	-	-	-	-	10,000

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Enterprise Funds

Project Title: **Inflow and Infiltration Study**
 Project No: **sebd11**
 Project Type: **Non-Capacity (Improvement)**
 Project Manager: **TBD**

Description:

This project will assess portions of the City Sewer Service Area for infiltration/inflow (I/I) values. Excessive localized I/I can be an indicator of poor sewer main and side sewer conditions and could contribute to capacity issues in the future. This project will monitor flow in the collection system over several years. This data will then be used to help identify repair and replacement needs, modeling purposes, and for I/I assessment in future updates to the Comprehensive Sewer Plan.

Comprehensive Plan Project #9.

Progress Summary:

In 2018, the program cost was adjusted to reflect escalation of 3% per year from 2014. Initial flow monitors were installed in May, 2020 with additional monitors to be added in September/October, 2020. Monitoring locations in future years will be determined based on the results of the initial phase of monitoring. The next two years of data collection coincides with King County's flow monitoring program which will allow the data to be shared and correlated.

Future Impact on Operating Budget:

This project will not have a significant effect on operating budget.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Sewer Revenue	-	312,000	163,000	167,000	475,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	312,000	163,000	167,000	475,000
Capital Expenditures:					
Design/Analysis	-	312,000	163,000	167,000	475,000
Right of Way/Property Acquisition	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	312,000	163,000	167,000	475,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Sewer Revenue	172,000	-	-	-	502,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	172,000	-	-	-	502,000
Capital Expenditures:					
Design/Analysis	172,000	-	-	-	502,000
Right of Way/Property Acquisition	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	172,000	-	-	-	502,000

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Enterprise Funds

Project Title: **Comprehensive Sewer Plan Update**
 Project No: **sebd12**
 Project Type: **Non-Capacity (Repair and Replacement/Improvement)**
 Project Manager: **Bob Elwell**

Description:

This project will prepare an update to the City's Sewer Comprehensive Plan to be adopted by City Council as part of the City's overall Comprehensive Plan to be completed by June 2024. City staff will prepare portions of the plan and will engage consultants to complete some of the tasks including hydraulic modeling, financial analysis, and cost estimation.
Comprehensive Plan Project #10.

Progress Summary:

The deadline for completion of the City's Comprehensive Plan has been extended from June 2023 to June 2024. Preliminary project planning underway in 2020.

Future Impact on Operating Budget:

This project will not have a significant effect on operating budget.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Sewer Revenue	-	-	40,000	140,000	40,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	40,000	140,000	40,000
Capital Expenditures:					
Design	-	-	40,000	140,000	40,000
Right of Way/Property Acquisition	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	40,000	140,000	40,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Sewer Revenue	50,000	20,000	-	-	250,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	50,000	20,000	-	-	250,000
Capital Expenditures:					
Design	50,000	20,000	-	-	250,000
Right of Way/Property Acquisition	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	50,000	20,000	-	-	250,000

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Enterprise Funds

Project Title: **F Street SE Non-Motorized Improvements**
 Project No: **cp1416**
 Project Type: **Non-Capacity (Repair and Replacement)**
 Project Manager: **Seth Wickstrom**

Description:

Replace approximately 420 LF of 15"-18" diameter clay pipe as part of the City's transportation project: F Street SE Non-Motorized Improvements project. Constructing this project in association with a road improvement project reduces costs and avoids damage to the new roadway that would occur if the pipe was not replaced and experienced a failure or blockage.

Progress Summary:

Project construction underway in 2020. Funds shown in 2021 are a placeholder for a potential 2020 project budget carryforward.

Future Impact on Operating Budget:

This project saves money and avoids damage to the new roadway that could occur if the pipe was not replaced and experienced a failure of blockage.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Sewer Revenue	14,463	163,200	10,000	-	187,663
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	14,463	163,200	10,000	-	187,663
Capital Expenditures:					
Design	14,463	5,000	8,000	-	27,463
Right of Way/Property Acquisition	-	-	-	-	-
Construction	-	158,200	2,000	-	160,200
Total Expenditures:	14,463	163,200	10,000	-	187,663

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Sewer Revenue	-	-	-	-	10,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	10,000
Capital Expenditures:					
Design	-	-	-	-	8,000
Right of Way/Property Acquisition	-	-	-	-	-
Construction	-	-	-	-	2,000
Total Expenditures:	-	-	-	-	10,000

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Enterprise Funds

Project Title: **M Street NE Widening**
 Project No: **sebd08**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

Replace approximately 170 LF of 12" and 20 LF of 8" vitrified clay sewer line in M St NE between Main Street and 1st St NE and replace approximately 100 LF of 8" PVC between 2nd and 3rd Street NE to repair a belly at the downstream end of the pipe in conjunction with street improvements.

Progress Summary:

Future Impact on Operating Budget:

No significant Impact

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Sewer Revenue	-	-	-	12,000	-
Grants (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	12,000	-
Capital Expenditures:					
Design	-	-	-	12,000	12,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	12,000	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Sewer Revenue	-	112,000	-	-	124,000
Grants (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	112,000	-	-	124,000
Capital Expenditures:					
Design	-	12,000	-	-	24,000
Right of Way	-	-	-	-	-
Construction	-	100,000	-	-	100,000
Total Expenditures:	-	112,000	-	-	124,000

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Enterprise Funds

Project Title: **Rainier Ridge Pump Station Rehabilitation/Replacement**
 Project No: **cp2009**
 Project Type: **Non-capacity**
 Project Manager: **Jai Carter**

Description:

The Rainer Ridge Pump Station was constructed in 1980. Most of the property within its tributary basin has been fully developed, and the station has very little excess capacity. As such, there is a very short response time in the event of a pump failure, especially during peak use. Additionally, the PVC force main has had several breaks, and should be replaced. The initial phase of this project will examine the alternatives of rehabilitating the station, replacing major components, or replacing the entire station. The proposed funding assumes a complete replacement, and will be adjusted pending the alternatives analysis. Funding for this project was derived from the Sewer Pump Station Replacement/Improvement program (sebd05).

Progress Summary:

The 2016 Pump Station Evaluation project identified both the 22nd Street and Rainier Ridge Pump Stations to be rehabilitated or replaced. While 22nd Street was initially considered the more critical of the two, several improvements have been made to that station which has increased its useful life, so rehabilitation/replacement of Rainier Ridge became the more critical task. In 2018, the program cost was adjusted to reflect escalation of 3% per year from 2017.

Future Impact on Operating Budget:

This project will not have a significant effect on operating budget.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Sewer Revenue	-	65,000	450,000	2,900,000	515,000
Grants (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	65,000	450,000	2,900,000	515,000
Capital Expenditures:					
Design	-	65,000	450,000	220,000	515,000
Right of Way	-	-	-	-	-
Construction	-	-	-	2,680,000	-
Total Expenditures:	-	65,000	450,000	2,900,000	515,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Sewer Revenue	-	-	-	-	3,350,000
Grants (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	3,350,000
Capital Expenditures:					
Design	-	-	-	-	670,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	2,680,000
Total Expenditures:	-	-	-	-	3,350,000

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SEWER FUND (461)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **2nd Street SE Preservation**
 Project No: **CP2003**
 Project Type: **Non-capacity**
 Project Manager: **Jai Carter**

Description:

This project replaces approximately 450 LF of 8" concrete sewer line with 8" PVC and replaces 2 manholes as part of a street reconstruction project for 2nd Street SE between A Street SE and Auburn Way South.

Progress Summary:

City was awarded transportation grant funding in 2019 and the project design began in 2020. Sewer funds for this project will be transferred from sebd02 (2020), with a \$30,000 in-fund transfer, and \$150,000 "rebudgeting" in 2021.

Future Impact on Operating Budget:

No significant impact

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Sewer Revenue	-	30,000	150,000	-	180,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	30,000	150,000	-	180,000
Capital Expenditures:					
Design	-	30,000	10,000	-	40,000
Right of Way	-	-	-	-	-
Construction	-	-	140,000	-	140,000
Total Expenditures:	-	30,000	150,000	-	180,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Sewer Revenue	-	-	-	-	150,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	150,000
Capital Expenditures:					
Design	-	-	-	-	10,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	140,000
Total Expenditures:	-	-	-	-	150,000

City of Auburn Draft Capital Facilities Plan

SEWER FUND (461)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Enterprise Funds

Project Title: **2021 Sewer Repair and Replacement**
 Project No: **CP2010**
 Project Type: **Non-capacity**
 Project Manager: **Jai Carter**

Description:

This project is a continuation of the 2019 Sewer R&R project (CP1805), and proposes to complete the design and construction of the repairs not completed during the construction phase of that project and to add three new sites. This project plans to replace a total of approximately 2585 LF of 8"-10" diameter sewer line at 9 separate sites, and to complete 10 spot repairs.

Progress Summary:

Project design began in 2020. The 2021 budget for project has been increased by \$600,000 over the previously programmed \$1,500,000 based on unspent funds budgeted in 2020 for project CP1805.

Future Impact on Operating Budget:

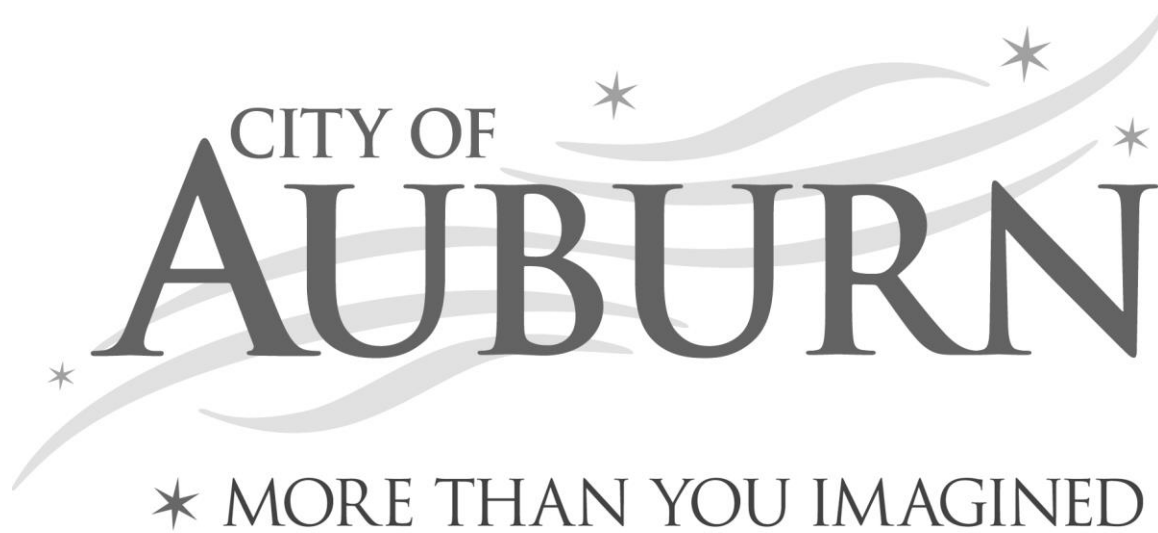
This project should slightly decrease the operating budget by correcting the problems that require operation staff's attention.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Sewer Revenue	-	300,000	2,100,000	-	2,400,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	300,000	2,100,000	-	2,400,000
Capital Expenditures:					
Design	-	300,000	100,000	-	400,000
Right of Way	-	-	-	-	-
Construction	-	-	2,000,000	-	2,000,000
Total Expenditures:	-	300,000	2,100,000	-	2,400,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Sewer Revenue	-	-	-	-	2,100,000
Grants (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	2,100,000
Capital Expenditures:					
Design	-	-	-	-	100,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	2,000,000
Total Expenditures:	-	-	-	-	2,100,000



STORM DRAINAGE

Current Facilities

The City's storm drainage service area encompasses the municipal boundaries of the City. For management purposes, the service area is divided into 59 drainage sub-basins. The City's drainage system consists of a combination of closed conveyance pipes and open ditch conveyance facilities, with seven pumping stations. Table SD-1 Facilities Inventory lists the facilities along with their current capacities and location.

Level of Service (LOS)

The City's Comprehensive Drainage Plan summarizes the level of service (LOS), or design criteria, for the City's storm drainage system. Generally, these standards represent a 25-year/24-hour design storm capacity within the 59 drainage sub-basins.

Capital Facilities Projects and Financing

The City's storm drainage facilities anticipate one capacity project in the amount of \$208,100 and twenty non-capacity projects totaling \$21,097,000 for a six-year planning expectation total of \$21,305,100. Table SD-2 shows the proposed financing plan followed by individual worksheets showing the project detail.

Impact on Future Operating Budgets

There are no operating budget impacts forecasted for storm drainage facilities during the six years 2022 – 2027.

City of Auburn Draft Capital Facilities Plan

TABLE SD-1

Facilities Inventory
Storm Drainage Facilities

FACILITY	CAPACITY			LOCATION
	Acres	Feet of Pipeline	Feet of Open Channels	
<i>Drainage Basins:</i>				
A	562	38,226	1,440	<i>See City of Auburn's Comprehensive Drainage Plan, Dec. 2015</i>
AA	410	17,179	3,479	
AAA	296	3,031	5,187	
AZ	779	70,921	18,314	
B	865	104,655	0	
BB	15	1,626	0	
BBB	73	0	0	
C	836	91,901	5,842	
CC	242	2,595	0	
CCC	986	72,192	18,492	
D	168	20,973	177	
DD	231	30	0	
DDD	63	4,047	0	
E	726	59,724	8,478	
EE	563	3,611	0	
F	83	9,731	0	
FF	361	2,719	1358	
G	134	20,090	0	
GG	226	4,923	413	
H	561	43,362	614	
HH	392	0	0	
I	238	28,161	3,081	
II	305	0	0	
J	255	5,096	1,571	
JJ	1,185	36,581	3,177	
K	268	14,715	22	
KK	391	0	0	
L	87	14,483	3,747	
LL	198	117	2,586	
LS	1,138	78,592	13,392	
M	547	39,958	6,796	
MM	332	1,949	184	
N	128	10,582	0	
NN	562	11,913	6,058	
NNN	175	2,717	705	
O	176	19,431	2,368	
OO	1,397	51,884	17,648	
P	189	8,161	1,368	
PP	110	1,459	0	
PPP	161	3,863	2,091	
QQ	334	13,313	3,777	

City of Auburn Draft Capital Facilities Plan

TABLE SD-1 (continued)

Facilities Inventory
Storm Drainage Facilities

FACILITY	CAPACITY			LOCATION
	Acres	Feet of Pipeline	Feet of Open Channels	
R	55	7,221	0	
RR	249	12,038	673	
S	287	17,121	2,227	
SS	333	20,929	2,140	
T	698	94,609	4,026	
TT	137	2,076	1,254	
U	365	10,934	0	
UU	456	20,304	3,430	
V	662	38,491	7,182	
W	289	37,158	5,041	
WC	101	10,099	0	
WW	71	1,176	1,708	
X	40	3,616	0	
YY	326	20,244	3,756	
YYY	105	155	639	
Z	70	9,678	0	
ZZ	935	59,355	19,262	
ZZZ	238	0	0	
Total	22,165	1,279,715	183,703	

FACILITY	(GPM)	LOCATION
<u>Pump Stations:</u>		
Brannan Park Pump Station #4	20,200	Brannan Park
White River Pump Station	17,700	5000 block A Street SE
Emerald Corp. Park Pump Station	6,500	C Street NE near 42nd Street
M St SE Grade Separation	1,500	328 M St SE
A Street SE Pump Station	1,380	A Street SE near SR-18 and BNRR overpass
West Main Street Pump Station	1,200	1420 West Main Street
Auburn Way S Pump Station #3	1,000	Auburn Way S near SR-18 and BNRR overpass

City of Auburn Draft Capital Facilities Plan

TABLE SD-2

**CAPITAL FACILITIES PLAN PROJECTS AND FINANCING
STORM DRAINAGE DIVISION**

		2021	2022	2023	2024	2025	2026	Total
Page	<u>Capacity Projects:</u>							
149	37th St. NW Storm Improvement							
	Capital Costs	208,100	-	-	-	-	-	208,100
	Funding Sources:							
	Storm Fund	26,130	-	-	-	-	-	26,130
	King Co. Opportunity Fund	181,970	-	-	-	-	-	181,970
	<u>Subtotal, Capacity Projects:</u>							
	Capital Costs	208,100	-	-	-	-	-	208,100
	<u>Non-Capacity Projects:</u>							
150	Pipeline Repair & Replacement Program							
	Capital Costs	324,000	125,000	1,250,000	125,000	1,250,000	125,000	3,199,000
	Funding Sources:							
	Storm Fund	324,000	125,000	1,250,000	125,000	1,250,000	125,000	3,199,000
	Bond Proceeds	-	-	-	-	-	-	-
151	2021 Storm Renewal & Replacement Project							
	Capital Costs	1,000,000	-	-	-	-	-	1,000,000
	Funding Sources:							
	Storm Fund	926,000	-	-	-	-	-	926,000
	Pierce Co. Opportunity Fund	74,000	-	-	-	-	-	74,000
	Bond Proceeds	-	-	-	-	-	-	-
152	30th Street NE Area Flooding, Phase 3							
	Capital Costs	-	-	-	-	673,000	2,244,000	2,917,000
	Funding Sources:							
	Storm Fund	-	-	-	-	673,000	2,244,000	2,917,000
	Bond Proceeds	-	-	-	-	-	-	-
153	Street Utility Improvements							
	Capital Costs	250,000	250,000	250,000	250,000	250,000	250,000	1,500,000
	Funding Sources:							
	Storm Fund	250,000	250,000	250,000	250,000	250,000	250,000	1,500,000
	Bond Proceeds	-	-	-	-	-	-	-
154	2021 Local Street Preservation - G Street SE and Riverwalk/Forest Ridge							
	Capital Costs	440,000	-	-	-	-	-	440,000
	Funding Sources:							
	Storm Fund	440,000	-	-	-	-	-	440,000
	Bond Proceeds	-	-	-	-	-	-	-
155	AWN Preservation Project Phase 3							
	Capital Costs	10,000	-	-	-	-	-	10,000
	Funding Sources:							
	Storm Fund	10,000	-	-	-	-	-	10,000
	Bond Proceeds	-	-	-	-	-	-	-

City of Auburn Draft Capital Facilities Plan

TABLE SD-2 (continued)

		2021	2022	2023	2024	2025	2026	Total
Page	<u>Non-Capacity Projects:</u>							
156	Comprehensive Storm Drainage Plan Update							
	Capital Costs	40,000	140,000	50,000	20,000	-	-	250,000
	Funding Sources:							
	Storm Fund	40,000	140,000	50,000	20,000	-	-	250,000
	Bond Proceeds	-	-	-	-	-	-	-
157	Vegetation Sorting Facility							
	Capital Costs	902,000	-	-	-	-	-	902,000
	Funding Sources:							
	Storm Fund	902,000	-	-	-	-	-	902,000
	Bond Proceeds	-	-	-	-	-	-	-
158	Auburn Municipal Airport Runway Enhancements							
	Capital Costs	10,000	-	-	-	-	-	10,000
	Funding Sources:							
	Storm Fund	10,000	-	-	-	-	-	10,000
	Bond Proceeds	-	-	-	-	-	-	-
159	North Airport Area Improvements							
	Capital Costs	175,000	1,100,000	-	-	-	-	1,275,000
	Funding Sources:							
	Storm Fund	175,000	1,100,000	-	-	-	-	1,275,000
	Bond Proceeds	-	-	-	-	-	-	-
160	D St. SE Storm Improvement							
	Capital Costs	508,000	1,742,000	-	-	-	-	2,250,000
	Funding Sources:							
	Storm Fund	508,000	1,742,000	-	-	-	-	2,250,000
	Bond Proceeds	-	-	-	-	-	-	-
161	S. 330th St. & 46th Pl. S. Storm Improvement							
	Capital Costs	294,000	-	-	-	-	-	294,000
	Funding Sources:							
	Storm Fund	294,000	-	-	-	-	-	294,000
	Bond Proceeds	-	-	-	-	-	-	-
162	23rd Street SE Storm Improvement							
	Capital Costs	174,000	596,000	-	-	-	-	770,000
	Funding Sources:							
	Storm Fund	174,000	596,000	-	-	-	-	770,000
	Bond Proceeds	-	-	-	-	-	-	-
163	Riverwalk Drive SE Non-Motorized Improvements							
	Capital Costs	68,000	454,000	-	-	-	-	522,000
	Funding Sources:							
	Storm Fund	68,000	454,000	-	-	-	-	522,000
	Bond Proceeds	-	-	-	-	-	-	-
164	S. 314th St. & 54th Ave S. Storm Improvement Ph. 1							
	Capital Costs	-	102,000	416,000	-	-	-	518,000
	Funding Sources:							
	Storm Fund	-	102,000	416,000	-	-	-	518,000
	Bond Proceeds	-	-	-	-	-	-	-

City of Auburn Draft Capital Facilities Plan

TABLE SD-2 (continued)

	2021	2022	2023	2024	2025	2026	Total
Page	<u>Non-Capacity Projects:</u>						
165	S. 314th St. & 54th Ave S. Storm Improvement Ph. 2						
	Capital Costs	-	-	115,000	281,000	-	396,000
	Funding Sources:						
	Storm Fund	-	-	115,000	281,000	-	396,000
	Bond Proceeds	-	-	-	-	-	-
166	M Street NE Widening						
	Capital Costs	-	50,000	-	350,000	-	400,000
	Funding Sources:						
	Storm Fund	-	50,000	-	350,000	-	400,000
	Bond Proceeds	-	-	-	-	-	-
167	West Main Street Pump Station Upgrade						
	Capital Costs	-	-	850,000	2,914,000	-	3,764,000
	Funding Sources:						
	Storm Fund	-	-	850,000	2,514,000	-	3,364,000
	King Co. Opportunity Fund	-	-	-	400,000	-	400,000
168	Manhole & Catchbasin Frame and Grate Replacement						
	Capital Costs	80,000	80,000	80,000	80,000	80,000	480,000
	Funding Sources:						
	Storm Fund	80,000	80,000	80,000	80,000	80,000	480,000
	Bond Proceeds	-	-	-	-	-	-
169	Auburn Way North and 1st St NE Signal Replacement						
	Capital Costs	200,000	-	-	-	-	200,000
	Funding Sources:						
	Storm Fund	200,000	-	-	-	-	200,000
	Bond Proceeds	-	-	-	-	-	-
	<u>Subtotal, Non-Capacity Projects:</u>						
	Capital Costs	4,475,000	4,639,000	3,011,000	4,020,000	2,253,000	21,097,000

	2020	2021	2022	2023	2024	2025	Total
SUMMARY:							
CAPITAL COSTS							
Capacity Projects	208,100	-	-	-	-	-	208,100
Non-Capacity Projects	4,475,000	4,639,000	3,011,000	4,020,000	2,253,000	2,699,000	21,097,000
Total Costs	4,683,100	4,639,000	3,011,000	4,020,000	2,253,000	2,699,000	21,305,100
FUNDING SOURCES:							
Storm Fund	4,427,130	4,639,000	3,011,000	3,620,000	2,253,000	2,699,000	20,649,130
King Co. Opportunity Fund	181,970	-	-	400,000	-	-	581,970
Pierce Co. Opportunity Fund	74,000	-	-	-	-	-	74,000
Bond Proceeds	-	-	-	-	-	-	-
Total Funding	4,683,100	4,639,000	3,011,000	4,020,000	2,253,000	2,699,000	21,305,100

City of Auburn Draft Capital Facilities Plan

STORM DRAINAGE FUND (462)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **37th St. NW Storm Improvement**
 Project No: **cp1724**
 Project Type: **Capacity**
 Project Manager: **Luis Barba**

Description:

This project will replace the damaged and eroded existing pipes spanning the PSE substation access driveway in vicinity of 37th ST. NE near I St NW. During periods of prolonged heavy flows, this side channel to Mill Creek exceeds the capacity of the combined culverts and backs up onto 37th St. NW and also impacts the Interurban Trail.

Comprehensive Plan Project #2

Progress Summary:

The city has been awarded a \$210,000 King County Opportunity Grant. Hydraulic modeling and preliminary culvert design and initial meetings with the permitting agencies have been completed. Coordination with PSE is ongoing to establish the available location of the culvert spanning the substation driveway.

Future Impact on Operating Budget:

None

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Storm Revenue	7,845	30,000	26,130	-	63,975
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
King County Opportunity Grant	28,035	-	181,970	-	210,005
Total Funding Sources:	35,880	30,000	208,100	-	273,980
Capital Expenditures:					
Design	35,880	30,000	-	-	65,880
Right of Way	-	-	-	-	-
Construction	-	-	208,100	-	208,100
Total Expenditures:	35,880	30,000	208,100	-	273,980

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Storm Revenue	-	-	-	-	26,130
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
King County Opportunity Grant	-	-	-	-	181,970
Total Funding Sources:	-	-	-	-	208,100
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	208,100
Total Expenditures:	-	-	-	-	208,100

Grants / Other Sources: King County Opportunity Grant

City of Auburn Draft Capital Facilities Plan

STORM DRAINAGE FUND (462)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **Pipeline Repair & Replacement Program**
 Project No: **sdbd03**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

This program provides funding for projects involving replacement of existing infrastructure. These projects support street repairs and other utility replacement programs, requiring coordination. This program recently funded the 2018 Storm Repair & Replacement Project (cp1823).

Comprehensive Plan Project #1.

Progress Summary:

Construction of project CP1823 underway in 2020.

Future Impact on Operating Budget:

Repair and replacement of aging infrastructure should reduce operating costs.

Activity:

	(Previous 2 Years) Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Storm Revenue	942,092	-	324,000	125,000	1,266,092
Grants- Secured (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	942,092	-	324,000	125,000	1,266,092
Capital Expenditures:					
Design	187,891	-	-	125,000	187,891
Right of Way	-	-	-	-	-
Construction	754,201	-	324,000	-	1,078,201
Total Expenditures:	942,092	-	324,000	125,000	1,266,092

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Storm Revenue	1,250,000	125,000	1,250,000	125,000	3,199,000
Grants- Secured (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	1,250,000	125,000	1,250,000	125,000	3,199,000
Capital Expenditures:					
Design	-	125,000	-	125,000	375,000
Right of Way	-	-	-	-	-
Construction	1,250,000	-	1,250,000	-	2,824,000
Total Expenditures:	1,250,000	125,000	1,250,000	125,000	3,199,000

City of Auburn Draft Capital Facilities Plan

STORM DRAINAGE FUND (462)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **2021 Storm Renewal & Replacement Project**
 Project No: **cp2017**
 Project Type: **Non-Capacity**
 Project Manager: **Luis Barba**

Description:

This project will provide improvements to the existing storm drainage system to eliminate known drainage issues and reduce maintenance at six sites: Eastpoint Storm Pond, Mountain View Cemetery, SE 304th Street at 108th Ave SE, A St NE near 7th St NE, S 316th Street near 55th Ave S, and south side of Mill Pond Drive near Oravetz Rd.

Progress Summary:

Project design underway in 2020.

Future Impact on Operating Budget:

Lower maintenance costs due to reducing stormwater runoff onto roadways and sidewalks.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Storm Revenue	-	100,000	926,000	-	1,026,000
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Pierce County FCZD Opportunity Fund	-	-	74,000	-	74,000
Total Funding Sources:	-	100,000	1,000,000	-	1,100,000
Capital Expenditures:					
Design	-	100,000	-	-	100,000
Right of Way	-	-	-	-	-
Construction	-	-	1,000,000	-	1,000,000
Total Expenditures:	-	100,000	1,000,000	-	1,100,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Storm Revenue	-	-	-	-	926,000
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Pierce County FCZD Opportunity Fund	-	-	-	-	74,000
Total Funding Sources:	-	-	-	-	1,000,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	1,000,000
Total Expenditures:	-	-	-	-	1,000,000

City of Auburn Draft Capital Facilities Plan

STORM DRAINAGE FUND (462)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **30th Street NE Area Flooding, Phase 3**
 Project No: **cpxxxx**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

This project will reduce potential flooding in C St. NE by redirecting wet weather high flows southward to the 42-inch diameter (Phase 1) storm drain in 30th St. NE. By redirecting the C St. NE drainage into the Brannan Park system, these flows would no longer be affected by high water levels in Mill Creek. To avoid deepening the Phase 1 gravity line (and extensive retrofits to the Brannan Park pump station), this project would include a wet weather pump station and force main connection to 30th St. NE. The upgraded 42-inch diameter pipe in 30th St. NE would have sufficient capacity for these additional flows. Key components of Phase 3 include: Wet weather pump station (estimated capacity of 4.5 to 7 cfs), 1,730 feet of 15-inch diameter force main; Diversion structure in C St. NE for pump station.

Comprehensive Plan Project #4B.

Progress Summary:

This project was moved from 2023-2024 to 2024-2025 to balance storm funding requirements throughout the capital facilities plan. In 2020, the program cost was adjusted to reflect escalation of 3% per year from 2015.

Future Impact on Operating Budget:

Impacts are expected to increase due to high level of maintenance required for pump stations.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Storm Revenue	-	-	-	-	-
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	-	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Storm Revenue	-	-	673,000	2,244,000	2,917,000
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	673,000	2,244,000	2,917,000
Capital Expenditures:					
Design	-	-	673,000	-	673,000
Right of Way	-	-	-	-	-
Construction	-	-	-	2,244,000	2,244,000
Total Expenditures:	-	-	673,000	2,244,000	2,917,000

City of Auburn Draft Capital Facilities Plan

STORM DRAINAGE FUND (462)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **Street Utility Improvements**
 Project No: **sdbd04**
 Project Type: **Non Capacity**
 Project Manager: **TBD**

Description:

Storm system repair and replacements in coordination with transportation projects.
Comprehensive Plan Project #12.

Progress Summary:

In 2020, this program is funding the AWN Preservation Project Phase 3 (cp1904).

Future Impact on Operating Budget:

No significant Impact.

Activity:

	Previous 2 years Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Storm Revenue	200,000	20,000	250,000	250,000	470,000
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	200,000	20,000	250,000	250,000	470,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	200,000	20,000	250,000	250,000	470,000
Total Expenditures:	200,000	20,000	250,000	250,000	470,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Storm Revenue	250,000	250,000	250,000	250,000	1,500,000
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	250,000	250,000	250,000	250,000	1,500,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	250,000	250,000	250,000	250,000	1,500,000
Total Expenditures:	250,000	250,000	250,000	250,000	1,500,000

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STORM DRAINAGE FUND (462)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **2021 Local Street Preservation - G Street SE and Riverwalk/Forest Ridge**
 Project No: **cp2019**
 Project Type: **Non-Capacity**
 Project Manager: **Troung**

Description:

This improvement will replace undersized and deteriorated storm line with the street project. Approximately 1150 feet of 12" storm line with catchbasins and manholes will be constructed.

Progress Summary:

Conceptual level design underway in 2020.

Future Impact on Operating Budget:

Repair and replacement of aging infrastructure should reduce operating costs.

Activity:

	(Previous 2 Years)	2020 YE			2021 Year End
	Prior to 2020	Estimate	2021 Budget	2022 Budget	Project Total
Funding Sources:					
Unrestricted Storm Revenue	-	60,000	440,000	-	500,000
Grants- Secured (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	60,000	440,000	-	500,000
Capital Expenditures:					
Design	-	60,000	-	-	60,000
Right of Way	-	-	-	-	-
Construction	-	-	440,000	-	440,000
Total Expenditures:	-	60,000	440,000	-	500,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Storm Revenue	-	-	-	-	440,000
Grants- Secured (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	440,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	440,000
Total Expenditures:	-	-	-	-	440,000

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STORM DRAINAGE FUND (462)

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Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **AWN Preservation Project Phase 3**
 Project No: **cp1904**
 Project Type: **Non Capacity**
 Project Manager: **TBD**

Description:

This improvement will construct storm improvements with transportation project CP1904 - AWN Preservation Project Phase 3, including eliminating cross connection(s) and installing new pipe and manhole(s).

Progress Summary:

Funding from Street Utility Improvements Program sdbd04 (\$90,000) and from Drainage Assessment Program sdbd07 (\$100,000). Project construction underway in 2020.

Future Impact on Operating Budget:

No significant Impact.

Activity:

	Previous 2 years Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Storm Revenue	-	190,000	10,000	-	200,000
Grants- Secured (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	190,000	10,000	-	200,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	190,000	10,000	-	200,000
Total Expenditures:	-	190,000	10,000	-	200,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Storm Revenue	-	-	-	-	10,000
Grants- Secured (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	10,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	10,000
Total Expenditures:	-	-	-	-	10,000

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STORM DRAINAGE FUND (462)

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Capital Facilities Plan

Enterprise Funds

Project Title: **Comprehensive Storm Drainage Plan Update**
 Project No: **sdbd16**
 Project Type: **Non-Capacity**
 Project Manager: **Tim Carlaw**

Description:

This project will prepare an update to the City's Storm Drainage Comprehensive Plan to be adopted by City Council as part of the City's overall Comprehensive Plan to be completed by June 2024. City staff will prepare portions of the plan and will engage consultants to complete some of the tasks including hydraulic modeling, financial analysis, and cost estimation.

Comprehensive Plan Project #9.

Progress Summary:

In 2018, the project costs were escalated an average of 3% per year from 2015 to the year of completion. The deadline for completion of the City's Comprehensive Plan has been extended from June 2023 to June 2024. Preliminary project planning underway in 2020.

Future Impact on Operating Budget:

None

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Storm Revenue	-	-	40,000	140,000	40,000
Grants- Secured (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	40,000	140,000	40,000
Capital Expenditures:					
Design	-	-	40,000	140,000	40,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	40,000	140,000	40,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Storm Revenue	50,000	20,000	-	-	250,000
Grants- Secured (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	50,000	20,000	-	-	250,000
Capital Expenditures:					
Design	50,000	20,000	-	-	250,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	50,000	20,000	-	-	250,000

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STORM DRAINAGE FUND (462)

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Enterprise Funds

Project Title: **Vegetation Sorting Facility**
 Project No: **sdbd12**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

This project will prepare an evaluation of the benefits and costs of acquiring property to use as a vegetation sorting facility prior to disposal or reuse of materials from storm drainage maintenance activities (e.g., pond and ditch cleaning). The evaluation will identify potential use of a sorting facility by other City departments and by neighboring jurisdictions as a regional facility. If evaluation shows a reasonable benefit/cost ratio, the project implementation proceed with property acquisition and site improvements to construct the vegetation sorting facility. Cost includes bin barriers and sorting equipment to facilitate materials handling and separation.

Comprehensive Plan Project #10.

Progress Summary:

In 2018, the project costs were escalated an average of 3% per year from 2015 to the year of completion. Preliminary project scoping underway in 2020.

Future Impact on Operating Budget:

Overall operating costs should decrease as a result of improved efficiency from the sorting facility.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Storm Revenue	-	64,000	902,000	-	966,000
Grants- Secured (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	64,000	902,000	-	966,000
Capital Expenditures:					
Design	-	64,000	64,000	-	128,000
Right of Way	-	-	750,000	-	750,000
Construction/Equipment	-	-	88,000	-	88,000
Total Expenditures:	-	64,000	902,000	-	966,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Storm Revenue	-	-	-	-	902,000
Grants- Secured (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	902,000
Capital Expenditures:					
Design	-	-	-	-	64,000
Right of Way	-	-	-	-	750,000
Construction/Equipment	-	-	-	-	88,000
Total Expenditures:	-	-	-	-	902,000

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STORM DRAINAGE FUND (462)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **Auburn Municipal Airport Runway Enhancements**
 Project No: **cp1516**
 Project Type: **Non-Capacity**
 Project Manager: **Wickstrom**

Description:

Comprehensive Plan Project #6 includes excavating additional storage capacity in Pond I, replacing the existing inlet pipe to Pond I at a lower elevation to direct additional flow into Pond I, and installing a backflow preventer at the outlet from the pond. Subsequent storm modeling has indicated that excess storage exists within the 4 open ponds at the airport but requires a larger inlet pipe to deliver greater flows into the ponds to maximize the storage. The scope of the project has been revised to include installation of 150 feet of 30" storm pipe to improve the inlet into Pond I, and 390 feet of 15" storm pipe to direct flows from the north hanger area into Pond I. The new underground stormwater detention system is being constructed as part of, and funded by, the runway extension.

Progress Summary:

Project construction underway in 2020 as a change order for with project CP1516 - Airport Runway Enhancements.

Future Impact on Operating Budget:

None

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Storm Revenue	-	127,500	10,000	-	137,500
Grants- Secured (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	127,500	10,000	-	137,500
Capital Expenditures:					
Design	-	12,500	-	-	12,500
Right of Way	-	-	-	-	-
Construction	-	115,000	10,000	-	125,000
Total Expenditures:	-	127,500	10,000	-	137,500

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Storm Revenue	-	-	-	-	10,000
Grants- Secured (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	10,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	10,000
Total Expenditures:	-	-	-	-	10,000

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STORM DRAINAGE FUND (462)

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Capital Facilities Plan

Enterprise Funds

Project Title: **North Airport Area Improvements**
 Project No: **sdbd10**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

This project will eliminate Pond F and underground Pond G within subsurface chambers. Storm modeling for the north auburn airport area has determined that overall storage capacity is sufficient and will eliminate the existing bird netting and vegetation management for these two ponds.

Progress Summary:

The scope of this project has been revised to include the undergrounding of a portion of the open detention storage ponds at the Airport. The original project which included replacing the existing inlet pipe to Pond I at a lower elevation to capture additional flow is being constructed with a change order for CP1516 and will be completed in 2020. This will reduce the potential for flooding occurrence in this area.

Future Impact on Operating Budget:

Eliminating Pond F and undergrounding Pond G will significantly reduce the costs to maintain the bird netting and vegetation management within the ponds.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Storm Revenue	-	-	175,000	1,100,000	175,000
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	175,000	1,100,000	175,000
Capital Expenditures:					
Design	-	-	175,000	-	175,000
Right of Way	-	-	-	-	-
Construction	-	-	-	1,100,000	-
Total Expenditures:	-	-	175,000	1,100,000	175,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Storm Revenue	-	-	-	-	1,275,000
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	1,275,000
Capital Expenditures:					
Design	-	-	-	-	175,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	1,100,000
Total Expenditures:	-	-	-	-	1,275,000

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STORM DRAINAGE FUND (462)

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Enterprise Funds

Project Title: **D St. SE Storm Improvement**
 Project No: **sdbd18**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

This project will install approximately 990 L.F. 30-inch, 630 L.F. 24-inch and 1230 L.F. 12-inch of new gravity storm drain pipe to convey the 25-year flow along D Street SE from a flooding area that caused by failing dry wells located near the intersection of D Street SE and 25th Street SE. Additionally, the project will install approximately 380 LF 12-inch gravity storm drain pipe in F Street SE from 27th to 26th Street SE to complete a missing line connection. Both of these systems direct flows to the existing 21st Street storm pond.

Comprehensive Plan Project #7.

Progress Summary:

in 2018, project costs were escalated at 3% per year from 2015 to the year of construction.

Future Impact on Operating Budget:

Operating expenses are expected to decrease with the elimination of existing drywells.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Storm Revenue	-	-	508,000	1,742,000	508,000
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	508,000	1,742,000	508,000
Capital Expenditures:					
Design	-	-	508,000	-	508,000
Right of Way	-	-	-	-	-
Construction	-	-	-	1,742,000	-
Total Expenditures:	-	-	508,000	1,742,000	508,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Storm Revenue	-	-	-	-	2,250,000
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	2,250,000
Capital Expenditures:					
Design	-	-	-	-	508,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	1,742,000
Total Expenditures:	-	-	-	-	2,250,000

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STORM DRAINAGE FUND (462)

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Enterprise Funds

Project Title: **S. 330th St. & 46th Pl. S. Storm Improvement**
 Project No: **cp2018**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

As part of the City's efforts to improve the drainage system in the West Hill annexation area, this project construct improvements near S. 330th Street and 46th Place S. where public storm drainage currently discharges within a large open ditch. The improvement will re-route the drainage within the right-of-way to the existing outfall.

Comprehensive Plan Project #5A

Progress Summary:

In 2018, project costs were escalated at 3% per year from 2015 to the year of construction. Project design underway in 2020.

Future Impact on Operating Budget:

None

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Storm Revenue	-	85,000	294,000	-	379,000
Grants- Secured (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	85,000	294,000	-	379,000
Capital Expenditures:					
Design	-	70,000	-	-	70,000
Easement	-	15,000	-	-	15,000
Construction	-	-	294,000	-	294,000
Total Expenditures:	-	85,000	294,000	-	379,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Storm Revenue	-	-	-	-	294,000
Grants- Secured (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	294,000
Capital Expenditures:					
Design	-	-	-	-	-
Easement	-	-	-	-	-
Construction	-	-	-	-	294,000
Total Expenditures:	-	-	-	-	294,000

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STORM DRAINAGE FUND (462)

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Enterprise Funds

Project Title: **23rd Street SE Storm Improvement**
 Project No: **sdbd17**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

This project will improve existing drainage conditions in vicinity of 23rd St. SE & K St. SE. Phase 1 includes installation of 600 LF of 15-inch line along K St. SE from 23rd St. SE to 21st St. SE to alleviate flooding associated with the pedestrian entrance to Pioneer Elementary School. Phase 2 includes installation of 560 LF of 18-inch line along 23rd St. SE from F St. SE to K St. SE. to convey flows to the F St. SE trunkline for discharge into the 21st St. SE regional infiltration facility. Phases 1 and 2 will be constructed simultaneously.

Comprehensive Plan Project #8 (Phase 1+2).

Progress Summary:

In 2020, the project costs were escalated at 3% per year from 2015 to the year of construction. In 2020, the project implementation has been moved from 2020 to 2021 to coordinate with the redevelopment of Pioneer Elementary School.

Future Impact on Operating Budget:

None

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Storm Revenue	-	-	174,000	596,000	174,000
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	174,000	596,000	174,000
Capital Expenditures:					
Design	-	-	174,000	-	174,000
Right of Way	-	-	-	-	-
Construction	-	-	-	596,000	-
Total Expenditures:	-	-	174,000	596,000	174,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Storm Revenue	-	-	-	-	770,000
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	770,000
Capital Expenditures:					
Design	-	-	-	-	174,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	596,000
Total Expenditures:	-	-	-	-	770,000

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Enterprise Funds

Project Title: **Riverwalk Drive SE Non-Motorized Improvements**
 Project No: **sdbd14**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

This project will construct large diameter storm piping to replace the existing roadside ditch, and expand the Riverwalk ponds to accommodate increased capacity due to the lost infiltration of the upstream ditch along Riverwalk Drive. The project will be implemented as part of the transportation project that will construct sidewalks along the east side of Riverwalk Drive SE from Howard Road and Auburn Way South.

Progress Summary:

In 2020, the City applied Grant funding for the transportation portion of the project (sidewalks) and the City continues working with the Muckleshoot Indian Tribe to establish partnership and potential funding.

Future Impact on Operating Budget:

Maintenance costs should decrease as a result of the project.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Storm Revenue	-	-	68,000	454,000	68,000
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	68,000	454,000	68,000
Capital Expenditures:					
Design	-	-	68,000	-	68,000
Right of Way	-	-	-	-	-
Construction	-	-	-	454,000	-
Total Expenditures:	-	-	68,000	454,000	68,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Storm Revenue	-	-	-	-	522,000
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	522,000
Capital Expenditures:					
Design	-	-	-	-	68,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	454,000
Total Expenditures:	-	-	-	-	522,000

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STORM DRAINAGE FUND (462)

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Enterprise Funds

Project Title: **S. 314th St. & 54th Ave S. Storm Improvement Ph. 1**
 Project No: **sdbd19**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

As part of the City's efforts to improve the drainage system in the West Hill annexation area, this project will construct improvements near S. 314th Street. and 54th Avenue S. to redirect flows and implement Low Impact Development (LIID) techniques.

Comprehensive Project #5B Phase 1.

Progress Summary:

In 2018, project costs were escalated at 3% per year from 2015 to the year of construction.

Future Impact on Operating Budget:

None

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Storm Revenue	-	-	-	102,000	-
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	102,000	-
Capital Expenditures:					
Design	-	-	-	102,000	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	102,000	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Storm Revenue	416,000	-	-	-	518,000
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	416,000	-	-	-	518,000
Capital Expenditures:					
Design	-	-	-	-	102,000
Right of Way	-	-	-	-	-
Construction	416,000	-	-	-	416,000
Total Expenditures:	416,000	-	-	-	518,000

City of Auburn Draft Capital Facilities Plan

STORM DRAINAGE FUND (462)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **S. 314th St. & 54th Ave S. Storm Improvement Ph. 2**
 Project No: **cpXXXX**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

As part of the City's efforts to improve the drainage system in the West Hill annexation area, this project will construct near S 314th Street and 54th Avenue S. to route the public storm drainage through a new easement and pipe to the downstream system.
Comprehensive Drainage Plan Project #5B Phase 2.

Progress Summary:

In 2018, project costs were escalated at 3% per year from 2015 to the year of construction.

Future Impact on Operating Budget:

None

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Storm Revenue	-	-	-	-	-
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	-	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Storm Revenue	115,000	281,000	-	-	396,000
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	115,000	281,000	-	-	396,000
Capital Expenditures:					
Design	89,000	-	-	-	89,000
Right of Way	26,000	-	-	-	26,000
Construction	-	281,000	-	-	281,000
Total Expenditures:	115,000	281,000	-	-	396,000

City of Auburn Draft Capital Facilities Plan

STORM DRAINAGE FUND (462)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **M Street NE Widening**
 Project No: **sdbd20**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

This project will construction replace approximately 450 L.F. of undersized and deteriorated storm drain pipe and install approximatey 300 feet of new storm drain pipe with catch basins and manholes storm line. The project will be implemented as part of the transportation project: M Street NE Widening from E. Main Street to 4th Street NE.

Progress Summary:

Project scope developed in 2020.

Future Impact on Operating Budget:

None

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Storm Revenue	-	-	-	50,000	-
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	50,000	-
Capital Expenditures:					
Design	-	-	-	50,000	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	50,000	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Storm Revenue	-	350,000	-	-	400,000
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	350,000	-	-	400,000
Capital Expenditures:					
Design	-	-	-	-	50,000
Right of Way	-	-	-	-	-
Construction	-	350,000	-	-	350,000
Total Expenditures:	-	350,000	-	-	400,000

City of Auburn Draft Capital Facilities Plan

STORM DRAINAGE FUND (462)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **West Main Street Pump Station Upgrade**
 Project No: **sdbd11**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

This project will upgrade the existing pump station by providing a redundant pump, force main, and outlet to meet level of service goals.

Comprehensive Plan Project #1.

Progress Summary:

In 2018, project costs were escalated at 3% per year from 2015 to the year of construction. In 2020, project implementation was moved from 2022-2023 to 2023-2024 for balance funding in the capital facilities plan period.

Future Impact on Operating Budget:

None

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2020 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Storm Revenue	-	-	-	-	-
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	-	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Storm Revenue	850,000	2,514,000	-	-	3,364,000
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
King County Opportunity Fund	-	400,000	-	-	400,000
Total Funding Sources:	850,000	2,914,000	-	-	3,764,000
Capital Expenditures:					
Design	850,000	-	-	-	850,000
Right of Way	-	-	-	-	-
Construction	-	2,914,000	-	-	2,914,000
Total Expenditures:	850,000	2,914,000	-	-	3,764,000

City of Auburn Draft Capital Facilities Plan

STORM DRAINAGE FUND (462)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **Manhole & Catchbasin Frame and Grate Replacement**
 Project No: **sdbd21**
 Project Type: **Non-Capacity (Repair and Replacement)**
 Project Manager: **TBD**

Description:

As manholes & catchbasins age and their condition deteriorates, frame and grates can become loose and/or misoriented, or due to age are not meeting standards. This annual project will replace approximately 50 storm manhole and catchbasin frame and grates to maintain access to the storm system and to decrease the likelihood of the manholes becoming road hazards. In some years, this replacement will be as a stand-alone project, and in some years many of these replacements will be in conjunction with other City capital projects.

Progress Summary:

New program

Future Impact on Operating Budget:

Reduced risk of road hazard claims.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Storm Revenue	-		80,000	80,000	80,000
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	80,000	80,000	80,000
Capital Expenditures:					
Design	-		8,000	8,000	8,000
Right of Way	-		-	-	-
Construction	-		72,000	72,000	72,000
Total Expenditures:	-	-	80,000	80,000	80,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Storm Revenue	80,000	80,000	80,000	80,000	480,000
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	80,000	80,000	80,000	80,000	480,000
Capital Expenditures:					
Design	8,000	8,000	8,000	8,000	48,000
Right of Way	-	-	-	-	-
Construction	72,000	72,000	72,000	72,000	432,000
Total Expenditures:	80,000	80,000	80,000	80,000	480,000

City of Auburn Draft Capital Facilities Plan

STORM DRAINAGE FUND (462)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **Auburn Way North and 1st St NE Signal Replacement**
 Project No: **cp1927**
 Project Type: **Non-Capacity**
 Project Manager: **Koshman**

Description:

This project addresses an existing storm-to-sanitary sewer cross connection(s) at the intersection of Auburn Way North and 1st Street SE with installation of new 12" storm pipes and manholes. The project is being implement with the transportation project that is replacing the traffic signal and curb ramps at the intersection.

Progress Summary:

Project design underway in 2020.

Future Impact on Operating Budget:

None

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Storm Revenue	-		200,000	-	200,000
Grants- Secured (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	200,000	-	200,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-		200,000	-	200,000
Total Expenditures:	-	-	200,000	-	200,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Storm Revenue	-	-	-	-	200,000
Grants- Secured (Fed, State, Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	200,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	200,000
Total Expenditures:	-	-	-	-	200,000



PARKS, ARTS AND RECREATION

Current Facilities

The City of Auburn's park system consists of a total of 953.39 acres of neighborhood and community parks, special use areas, open space and linear parks (trails).

Table PR – 1 "Facilities Inventory" lists all park and recreation land in the City's park system along with their current capacity and location.

Level of Service (LOS)

The current LOS provided by the City's park system represents the existing inventory of City-owned park acres divided by the 2021 projected City population of 83,005. This equates to 0.78 acres per 1,000 population for neighborhood parks, 2.83 acres per 1,000 population for community parks, 0.20 acres for linear parks, 4.61 acres for open space, and 3.06 acres for special use areas.

The proposed LOS provided by the City's park system represents the planned 2026 inventory of City-owned park acres divided by the 2026 projected City population of 87,239. This equates to 0.85 acres per 1,000 population for neighborhood parks, 3.20 acres per 1,000 population for community parks, 0.23 acres per 1,000 population for linear parks, 4.44 acres per 1,000 population for open space, and 2.92 acres per 1,000 population for special use areas.

Capital Facilities Projects and Financing

Parks and Recreation facilities include eleven capacity projects at a cost of \$12,843,850 and five non-capacity projects totaling \$740,000 for a 6-year planning total of \$13,583,850. Table PR – 2 shows the proposed financing plan followed by individual worksheets showing the project detail.

Impact on Future Operating Budgets

As Table PR – 3 shows, operating budget impacts of \$103,000 are forecasted for parks and recreation facilities during the six years 2022 – 2027.

City of Auburn Draft Capital Facilities Plan

TABLE PR-1

Facilities Inventory

Parks, Arts and Recreation, Land

FACILITY	<u>CAPACITY</u> (Acres)	LOCATION
Neighborhood Parks:		
<u>Existing Inventory:</u>		
21st Street Playground	0.17	405 21st St. SE
Auburndale Park	9.74	31802 108th Ave. SE
Ballard Park	0.68	1612 37th Way SE
Cameron Park	3.85	3727 Lemon Tree Lane
Cedar Lane Park	8.36	1002 25th St. SE
Dorothy Bothell Park	4.35	1087 Evergreen Way SE
Dykstra Park	1.67	1487 22nd St. NE
Forest Villa mini-park	0.21	1647 Fir St. SE
Gaines Park	1.33	1008 Pike St. NW
Indian Tom Park	0.42	1316 6th St. NE
Jornada Park	1.89	1433 U Ct. NW
Kersey 3 Park A	2.73	5480 Charlotte Ave. SE
Kersey 3 Park B	0.79	5530 Udall Ave. SE
Lakeland Hills Park	5.06	1401 Evergreen Way SE
Lea Hill Courts	1.18	32121 105th Pl. SE
Lewis Lake Nature Park	9.25	32054 58th Ave. S
Riversands Park	1.76	5014 Pike St NE
Rotary Park	3.89	2635 Alpine St. NE
Scoutie Brown Park	1.68	1403 Henry Rd. NE
Shaughnessy Park	3.46	3302 21st St. SE
Terminal Park	1.22	1292 C St. SE
Village Square	1.10	12111 SE 310th St.
Total Neighborhood Parks	64.79	
<u>Proposed Capacity Projects:</u>		
Auburndale II Park	9.35	29700 118th Street SE
Total Proposed Capacity Projects	9.35	
2026 Projected Inventory Total		
- Neighborhood Parks -	74.14	
Community Parks:		
<u>Existing Inventory:</u>		
Brannan Park	21.68	1019 28th St. NE
Fulmer Field	5.04	1101 5th St. NE
Game Farm Park	57.20	3030 R St. SE
Game Farm Wilderness Park	48.50	2407 Stuck River Dr. SE
GSA Park	5.31	413 15th St. SW
Isaac Evans Park	19.87	29627 Green River Road NE
Lea Hill Park	5.26	31693 124th Ave. SE
Les Gove Park	26.07	910 9th St. SE
Mill Pond	4.20	4582 Mill Pond Dr, SE
Roegner Park	19.22	601 Oravetz Road
Sunset Park	15.15	1420 69th St SE
Veteran's Memorial Park	7.67	405 E St. NE
Total Community Parks	235.17	
<u>Proposed Capacity Projects:</u>		
104th Avenue SE	14.73	31495 104th Ave. SE
Jacobson Tree Farm	29.30	29387 132nd Ave SE
Total Proposed Capacity Projects	44.03	
2026 Projected Inventory Total		
- Community Parks -	279.20	

City of Auburn Draft Capital Facilities Plan

TABLE PR-1 (continued)

Linear Parks:		
<u>Existing Inventory:</u>		
Interurban Trail	9.14	804 West Main St.
Lake Tapps Parkway Trail	2.36	1420 69th St SE
Lakeland Hills Trail	1.66	1087 Evergreen Way SE
Reddington Levee Trail	2.50	1019 28th St NE
White River Trail	0.93	601 Oravetz St. NE
Total Linear Parks	16.59	
<u>Proposed Capacity Projects:</u>		
Green River Trail	0.83	277th to Reddington Levee Trail
Jacobsen Tree Farm to Green River Trail	2.75	
White River Trail Extension	0.05	
Total Proposed Capacity Projects	3.63	
2026 Projected Inventory Total		
- Linear Parks -	20.22	
Special Use Areas:		
<u>Existing Inventory:</u>		
Auburn Environmental Park	16.84	413 Western Ave NW
B Street Plaza	0.10	148 East Main St.
Bicentennial Park	1.07	502 Auburn Way S.
Centennial Viewpoint Park	0.70	402 Mountain View Dr.
City Hall Plaza	1.10	25 West Main St.
Clark Plaza	0.25	1420 Auburn Way N.
Community Garden A	1.04	1030 8th St. NE
Fenster/Green River Access	12.58	10502 Auburn Black Diamond Road
Golf Course	139.71	29630 Green River Road SE
Mountain View Cemetery	60.00	2020 Mountain View Dr.
Olson Canyon Farmstead	20.00	28728 Green River Road
Pioneer Cemetery	0.76	802 Auburn Way N,
Plaza Park	0.19	2 West Main St.
Slaughter Memorial	0.02	2988 Auburn Way N.
Total Special Use Areas	254.36	
<u>Proposed Capacity Projects:</u>		
None	-	
Total Proposed Capacity Projects	-	
2026 Projected Inventory Total		
- Special Use Areas -	254.36	
Open Space Areas:		
<u>Existing Inventory:</u>		
Auburn Environmental Park Open Space	190.91	413 Western Ave. NW
Clark Property	26.68	TBD
Game Farm Open Space	26.00	3030 R St. SE
Golf Course Open Space	40.98	29630 Green River Road SE
Lakeland Hills Nature Area	46.07	500 182nd Ave. S
Olson Canyon Open Space	47.00	28728 Green River Road
Qares Property	0.99	TBD
Riverpoint Open Space	3.85	1450 32nd St. NE
Total Open Space Areas	382.48	
<u>Proposed Capacity Projects:</u>		
West Hill Park Open Space	5.00	TBD
Total Proposed Capacity Projects	5.00	
2026 Projected Inventory Total		
- Open Space Areas -	387.48	

City of Auburn Draft Capital Facilities Plan

TABLE PR-2

CAPITAL FACILITIES PLAN PROJECTS AND FINANCING

**PARKS, ARTS and RECREATION
(Municipal Parks Construction Fund)**

	2021	2022	2023	2024	2025	2026	Total
Page	<u>Capacity Projects:</u>						
177	Park Acquisitions/Development						
	Capital Costs	30,000	30,000	50,000	125,000	125,000	485,000
	Funding Sources:						
	Fund Balance	-	-	-	-	-	-
	Grants (Fed,State,Local)	-	-	-	-	-	-
	Bond Proceeds	-	-	-	-	-	-
	KC Prop 2	30,000	30,000	50,000	125,000	125,000	485,000
178	Jacobsen Tree Farm Development						
	Capital Costs	-	3,415,050	-	-	5,000,000	8,415,050
	Funding Sources:						
	Fund Balance	-	-	-	-	-	-
	Grants (Fed,State,Local)	-	500,000	-	-	1,000,000	1,500,000
	KC Prop 2	-	333,500	-	-	-	333,500
	Other (TBD)	-	-	-	2,000,000	-	2,000,000
	Park Impact Fees	-	2,581,550	-	2,000,000	-	4,581,550
179	West Hill Park Acquisition						
	Capital Costs	800,000	-	-	-	-	800,000
	Funding Sources:						
	Fund Balance	-	-	-	-	-	-
	Grants (Fed,State,Local)	400,000	-	-	-	-	400,000
	Park Impact Fees	400,000	-	-	-	-	400,000
180	Game Farm Park Improvements						
	Capital Costs	1,000,000	-	-	-	-	1,000,000
	Funding Sources:						
	Park Mitigation Fees	-	-	-	-	-	-
	Grants (Fed,State,Local)	-	-	-	-	-	-
	REET 1	1,000,000	-	-	-	-	1,000,000
	Park Impact Fees	-	-	-	-	-	-
181	Auburndale Park						
	Capital Costs	100,000	-	-	-	-	100,000
	Funding Sources:						
	Fund Balance	-	-	-	-	-	-
	KC Prop 2	-	-	-	-	-	-
	Park Impact Fees	100,000	-	-	-	-	100,000
182	Auburndale Park II						
	Capital Costs	-	-	575,000	-	-	575,000
	Funding Sources:						
	Fund Balance	-	-	-	-	-	-
	Grants (Fed,State,Local)	-	-	-	-	-	-
	Other	-	-	575,000	-	-	575,000
183	Sunset Park Improvements						
	Capital Costs	177,800	-	-	-	-	177,800
	Funding Sources:						
	Fund Balance	-	-	-	-	-	-
	Park Impact Fees	177,800	-	-	-	-	177,800
	Other (Contributions)	-	-	-	-	-	-
184	Cedar Lanes Bike Park						
	Capital Costs	341,000	-	-	-	-	341,000
	Funding Sources:						
	Fund Balance	-	-	-	-	-	-
	Grants (Fed,State,Local)	118,000	-	-	-	-	118,000
	Park Impact Fees	223,000	-	-	-	-	223,000

City of Auburn Draft Capital Facilities Plan

TABLE PR-2 (continued)

		2021	2022	2023	2024	2025	2026	Total
Page	<u>Capacity Projects:</u>							
185	BPA Trail on Lea Hill							
	Capital Costs	-	-	150,000	-	-	-	150,000
	Funding Sources:							
	Fund Balance	-	-	-	-	-	-	-
	Grants (Fed,State,Local)	-	-	150,000	-	-	-	150,000
	KC Prop 2	-	-	-	-	-	-	-
186	Lakeland Hills Nature Area							
	Capital Costs	-	-	25,000	-	75,000	100,000	200,000
	Funding Sources:							
	Fund Balance	-	-	-	-	-	-	-
	Park Mitigation Fees	-	-	-	-	-	-	-
	Park Impact Fees	-	-	25,000	-	75,000	100,000	200,000
187	Miscellaneous Parks Improvements							
	Capital Costs	100,000	100,000	100,000	100,000	100,000	100,000	600,000
	Funding Sources:							
	Fund Balance	50,000	50,000	50,000	50,000	50,000	50,000	300,000
	Grants (Fed,State,Local)	-	-	-	-	-	-	-
	REET 2	-	-	-	-	-	-	-
	Park Impact Fees	50,000	50,000	50,000	50,000	50,000	50,000	300,000
	Subtotal, Capacity Projects:							
	Capital Costs	2,548,800	3,545,050	900,000	225,000	5,300,000	325,000	12,843,850
Page	<u>Non-Capacity Projects:</u>							
188	Cameron Park							
	Capital Costs	-	-	55,000	-	55,000	-	110,000
	Funding Sources:							
	Fund Balance	-	-	-	-	-	-	-
	Grants (Fed,State,Local)	-	-	55,000	-	55,000	-	110,000
	Other	-	-	-	-	-	-	-
189	Fulmer Park Playground Replacement							
	Capital Costs	-	150,000	-	-	-	-	150,000
	Funding Sources:							
	Fund Balance	-	-	-	-	-	-	-
	Grants (Private)	-	50,000	-	-	-	-	50,000
	KC Prop 2	-	100,000	-	-	-	-	100,000
190	Lea Hill Mini Soccer Field Turf Replacement							
	Capital Costs	50,000	-	-	-	-	-	50,000
	Funding Sources:							
	Fund Balance	-	-	-	-	-	-	-
	Grants (Fed,State,Local)	50,000	-	-	-	-	-	50,000
	Other	-	-	-	-	-	-	-

City of Auburn Draft Capital Facilities Plan

TABLE PR-2 (continued)

	2021	2022	2023	2024	2025	2026	Total
Page	Non-Capacity Projects:						
191	Fairway Drainage Improvement						
	Capital Costs	30,000	30,000	30,000	30,000	30,000	180,000
	Funding Sources:						
	Fund Balance	-	-	-	-	-	-
	Grants (Fed,State,Local)	-	-	-	-	-	-
	REET 2	30,000	30,000	30,000	30,000	30,000	180,000
192	Community Center Parking Lot Improvements						
	Capital Costs	250,000	-	-	-	-	250,000
	Funding Sources:						
	Fund Balance	-	-	-	-	-	-
	Grants (Fed,State,Local)	-	-	-	-	-	-
	REET 1	250,000	-	-	-	-	250,000
	Subtotal, Non-Capacity Projects:						
	Capital Costs	330,000	180,000	85,000	30,000	85,000	740,000
	2021	2022	2023	2024	2025	2026	Total
SUMMARY:							
CAPITAL COSTS							
Capacity Projects	2,548,800	3,545,050	900,000	225,000	5,300,000	325,000	12,843,850
Non-Capacity Projects	330,000	180,000	85,000	30,000	85,000	30,000	740,000
Total Costs	2,878,800	3,725,050	985,000	255,000	5,385,000	355,000	13,583,850
FUNDING SOURCES:							
Fund Balance	50,000	50,000	50,000	50,000	50,000	50,000	300,000
Grants (Fed,State,Local)	568,000	500,000	205,000	-	1,055,000	-	2,328,000
Grants -Private	-	50,000	-	-	-	-	50,000
KC Prop 2	30,000	463,500	50,000	125,000	125,000	125,000	918,500
Parks Impact	950,800	2,631,550	75,000	50,000	2,125,000	150,000	5,982,350
Parks Mitigation	-	-	-	-	-	-	-
REET 1	1,250,000	-	-	-	-	-	1,250,000
REET 2	30,000	30,000	30,000	30,000	30,000	30,000	180,000
Other	-	-	575,000	-	2,000,000	-	2,575,000
Total Funding	2,878,800	3,725,050	985,000	255,000	5,385,000	355,000	13,583,850

City of Auburn Draft Capital Facilities Plan

MUNICIPAL PARKS CONSTRUCTION FUND (321)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Capital Projects Fund

Project Title: **Park Acquisitions/Development**
 Project No: **gpbd04**
 Project Type: **Capacity**
 Project Manager: **Daryl Faber**

Description:

Land and other property acquisitions to occur based on demand and deficiencies including parks, open space, trails, corridors and recreational facilities.

Progress Summary:

The City purchased the Auburn Avenue Theater in 2020

Future Impact on Operating Budget:

None

Activity:

	(Previous 2 Yrs.) Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Fund 321 -Unrestricted Fund Balance	-	-	-	-	-
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
REET1	-	656,790	-	-	656,790
KC Prop 2	-	65,516	30,000	30,000	95,516
Total Funding Sources:	-	722,306	30,000	30,000	752,306
Capital Expenditures:					
Design	-	-	-	-	-
Acquisition	-	722,306	30,000	30,000	752,306
Construction	-	-	-	-	-
Total Expenditures:	-	722,306	30,000	30,000	752,306

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Fund 321 -Unrestricted Fund Balance	-	-	-	-	-
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
REET1	-	-	-	-	-
KC Prop 2	50,000	125,000	125,000	125,000	485,000
Total Funding Sources:	50,000	125,000	125,000	125,000	485,000
Capital Expenditures:					
Design	-	-	-	-	-
Acquisition	50,000	125,000	125,000	125,000	485,000
Construction	-	-	-	-	-
Total Expenditures:	50,000	125,000	125,000	125,000	485,000

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MUNICIPAL PARKS CONSTRUCTION FUND (321)

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Capital Facilities Plan

Capital Projects Fund

Project Title: **Jacobsen Tree Farm Development**
 Project No: **cp0609, cp2020**
 Project Type: **Capacity**
 Project Manager: **Daryl Faber**

Description:

Develop the 29.3 acre site into a Community Park. A Master Plan for the park was completed in 2009 and will serve as a roadmap for development of the site. The newly annexed Lea Hill area of the City is deficient in park acreage.

Progress Summary:

Future Impact on Operating Budget:

No significant impact due to master plan. Future park development will result in maintenance and utility expenses undeterminable at this time.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
<i>Fund 321 -Unrestricted Fund Balance</i>	25,321	-	-	-	25,321
<i>Grants- Unsecured State</i>	-	-	-	500,000	-
<i>King County Prop 2</i>	-	14,000	-	333,500	14,000
<i>Park Impact Fees</i>	-	-	-	2,581,550	-
<i>Other (TBD)</i>	-	-	-	-	-
Total Funding Sources:	25,321	14,000	-	3,415,050	39,321
Capital Expenditures:					
<i>Design</i>	25,321	14,000	-	300,000	39,321
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	-	-	-	3,115,050	-
Total Expenditures:	25,321	14,000	-	3,415,050	39,321

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
<i>Fund 321 -Unrestricted Fund Balance</i>	-	-	-	-	-
<i>Grants- Unsecured State</i>	-	-	1,000,000	-	1,500,000
<i>King County Prop 2</i>	-	-	-	-	333,500
<i>Park Impact Fees</i>	-	-	2,000,000	-	4,581,550
<i>Other (TBD)</i>	-	-	2,000,000	-	2,000,000
Total Funding Sources:	-	-	5,000,000	-	8,415,050
Capital Expenditures:					
<i>Design</i>	-	-	500,000	-	800,000
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	-	-	4,500,000	-	7,615,050
Total Expenditures:	-	-	5,000,000	-	8,415,050

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MUNICIPAL PARKS CONSTRUCTION FUND (321)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Capital Projects Fund

Project Title: **West Hill Park Acquisition**
 Project No: **gpbd27**
 Project Type: **Capacity**
 Project Manager: **Jamie Kelly**

Description:

Acquire property on the West Hill for future park development.

Progress Summary:

Grant funding will be from the King County Conservation Futures Grant.

Future Impact on Operating Budget:

None

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
<i>Municipal Parks Construction Fund</i>	-	-	-	-	-
<i>KCCF Grant (Unsecured)</i>	-	-	400,000	-	400,000
<i>Bond Proceeds</i>	-	-	-	-	-
<i>REET</i>	-	-	-	-	-
<i>Park Impact Fees</i>	-	-	400,000	-	400,000
Total Funding Sources:	-	-	800,000	-	800,000
Capital Expenditures:					
<i>Design</i>	-	-	-	-	-
<i>Right of Way</i>	-	-	-	-	-
<i>Acquisition</i>	-	-	800,000	-	800,000
Total Expenditures:	-	-	800,000	-	800,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
<i>Municipal Parks Construction Fund</i>	-	-	-	-	-
<i>KCCF Grant (Unsecured)</i>	-	-	-	-	400,000
<i>Bond Proceeds</i>	-	-	-	-	-
<i>REET</i>	-	-	-	-	-
<i>Park Impact Fees</i>	-	-	-	-	400,000
Total Funding Sources:	-	-	-	-	800,000
Capital Expenditures:					
<i>Design</i>	-	-	-	-	-
<i>Right of Way</i>	-	-	-	-	-
<i>Acquisition</i>	-	-	-	-	800,000
Total Expenditures:	-	-	-	-	800,000

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MUNICIPAL PARKS CONSTRUCTION FUND (321)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Capital Projects Fund

Project Title: **Game Farm Park Improvements**
 Project No: **gpbd08, cp1720, cp1924**
 Project Type: **Capacity**
 Project Manager: **Daryl Faber**

Description:

Improve interior lighting and pathways and provide access from the newly acquired property on southwest corner of the park. The project will also replace synthetic turf on two full sized soccer fields.

Progress Summary:

Future Impact on Operating Budget:

None

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Fund 321 -Unrestricted Fund Balance	13,431	-	-	-	13,431
Grants- Unsecured State	-	-	-	-	-
Grants- Secured Local -KCYSF	-	150,000	-	-	150,000
REET	-	-	1,000,000	-	1,000,000
Other (Park Mitigation Fee)	-	-	-	-	-
Other (Park Impact Fee)	40,000	294,010	-	-	334,010
Total Funding Sources:	53,431	444,010	1,000,000	-	1,497,441
Capital Expenditures:					
Design	-	-	40,000	-	40,000
Right of Way	-	-	-	-	-
Construction	53,431	444,010	960,000	-	1,457,441
Total Expenditures:	53,431	444,010	1,000,000	-	1,497,441

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Fund 321 -Unrestricted Fund Balance	-	-	-	-	-
Grants- Unsecured State	-	-	-	-	-
Grants- Secured Local -KCYSF	-	-	-	-	-
REET	-	-	-	-	1,000,000
Other (Park Mitigation Fee)	-	-	-	-	-
Other (Park Impact Fee)	-	-	-	-	-
Total Funding Sources:	-	-	-	-	1,000,000
Capital Expenditures:					
Design	-	-	-	-	40,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	960,000
Total Expenditures:	-	-	-	-	1,000,000

Grants / Other Sources: King County Youth Sports Facilities Grant

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MUNICIPAL PARKS CONSTRUCTION FUND (321)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Capital Projects Fund

Project Title: **Auburndale Park**
 Project No: **gpbd01**
 Project Type: **Capacity**
 Project Manager: **Daryl Faber**

Description:

Develop a Master Plan for the Park, install an irrigation system, new play structure and improve signage. Create an entrance to the park from the east via 110th Ave SE to allow access from the adjacent neighborhoods. Construct new section of trail in the western portion of the park.

Progress Summary:

Future Impact on Operating Budget:

Utilities would increase by \$5,000

Progress Summary:

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
<i>Fund 321 -Unrestricted Fund Balance</i>	-	-	-	-	-
<i>Grants- Secured (Fed,State,Local)</i>	-	-	-	-	-
<i>Bond Proceeds</i>	-	-	-	-	-
<i>Other (Park Impact Fee)</i>	-	-	100,000	-	100,000
<i>Other (KC Prop 2)</i>	-	-	-	-	-
Total Funding Sources:		-	100,000	-	100,000
Capital Expenditures:					
<i>Design</i>	-	-	5,000	-	5,000
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	-	-	95,000	-	95,000
Total Expenditures:	-	-	100,000	-	100,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
<i>Fund 321 -Unrestricted Fund Balance</i>	-	-	-	-	-
<i>Grants- Secured (Fed,State,Local)</i>	-	-	-	-	-
<i>Bond Proceeds</i>	-	-	-	-	-
<i>Other (Park Impact Fee)</i>	-	-	-	-	100,000
<i>Other (KC Prop 2)</i>	-	-	-	-	-
Total Funding Sources:	-	-	-	-	100,000
Capital Expenditures:					
<i>Design</i>	-	-	-	-	5,000
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	-	-	-	-	95,000
Total Expenditures:	-	-	-	-	100,000

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MUNICIPAL PARKS CONSTRUCTION FUND (321)

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Capital Facilities Plan

Capital Projects Fund

Project Title: **Auburndale Park II**
 Project No: **gpbd05**
 Project Type: **Capacity**
 Project Manager: **Daryl Faber**

Description:

Develop a Master Plan, improve the existing trail system and install signage and play structure.

Progress Summary:

Future Impact on Operating Budget:

Increased utility costs of \$2,000

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
<i>Fund 321 -Unrestricted Fund Balance</i>	-	-	-	-	-
<i>Grants- Secured (Fed,State,Local)</i>	-	-	-	-	-
<i>Bond Proceeds</i>	-	-	-	-	-
<i>REET</i>	-	-	-	-	-
<i>Other TBD</i>	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-
Capital Expenditures:					
<i>Design</i>	-	-	-	-	-
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	-	-	-	-	-
Total Expenditures:	-	-	-	-	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
<i>Fund 321 -Unrestricted Fund Balance</i>	-	-	-	-	-
<i>Grants- Secured (Fed,State,Local)</i>	-	-	-	-	-
<i>Bond Proceeds</i>	-	-	-	-	-
<i>REET</i>	-	-	-	-	-
<i>Other TBD</i>	575,000	-	-	-	575,000
Total Funding Sources:	575,000	-	-	-	575,000
Capital Expenditures:					
<i>Design</i>	75,000	-	-	-	75,000
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	500,000	-	-	-	500,000
Total Expenditures:	575,000	-	-	-	575,000

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MUNICIPAL PARKS CONSTRUCTION FUND (321)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Capital Projects Fund

Project Title: **Sunset Park Improvements**
 Project No: **cp1921**
 Project Type: **Capacity**
 Project Manager: **Daryl Faber**

Description:

Expand playground area to include spray park and additional play activities. Coordinate improvements with service club and Lakeland Hills Homeowners Association.

Progress Summary:

Future Impact on Operating Budget:

Increase in Utilities of \$10,000 per year

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
<i>Fund 321 -Unrestricted Fund Balance</i>	-	-	-	-	-
<i>Grants- Secured (Fed,State,Local)</i>	-	-	-	-	-
<i>Bond Proceeds</i>	-	-	-	-	-
<i>Park Impact Fees</i>	22,235	-	177,800	-	200,035
<i>Other -Contributions & Donations</i>	-	-	-	-	-
Total Funding Sources:	22,235	-	177,800	-	200,035
Capital Expenditures:					
<i>Design</i>	-	-	15,000	-	15,000
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	22,235	-	162,800	-	185,035
Total Expenditures:	22,235	-	177,800	-	200,035

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
<i>Fund 321 -Unrestricted Fund Balance</i>	-	-	-	-	-
<i>Grants- Secured (Fed,State,Local)</i>	-	-	-	-	-
<i>Bond Proceeds</i>	-	-	-	-	-
<i>Park Impact Fees</i>	-	-	-	-	177,800
<i>Other -Contributions & Donations</i>	-	-	-	-	-
Total Funding Sources:	-	-	-	-	177,800
Capital Expenditures:					
<i>Design</i>	-	-	-	-	15,000
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	-	-	-	-	162,800
Total Expenditures:	-	-	-	-	177,800

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MUNICIPAL PARKS CONSTRUCTION FUND (321)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Capital Projects Fund

Project Title: **Cedar Lanes Bike Park**
 Project No: **gpbd28**
 Project Type: **Capacity**
 Project Manager: **Jamie Kelly**

Description:

Construct a bike park and restroom at Cedar Lanes Park. Bike park to include an asphalt pump track and skills course. Pedestrian trails in the park will also be improved

Progress Summary:

Future Impact on Operating Budget:

None

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
<i>Municipal Parks Construction Fund</i>	-	-	-	-	-
<i>KC Youth Sports Grant (Secured)</i>	-	-	118,000	-	118,000
<i>Bond Proceeds</i>	-	-	-	-	-
<i>REET</i>	-	-	-	-	-
<i>Park Impact Fees</i>	-	-	223,000	-	223,000
Total Funding Sources:	-	-	341,000	-	341,000
Capital Expenditures:					
<i>Design</i>	-	-	15,000	-	15,000
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	-	-	326,000	-	326,000
Total Expenditures:	-	-	341,000	-	341,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
<i>Municipal Parks Construction Fund</i>	-	-	-	-	-
<i>KC Youth Sports Grant (Secured)</i>	-	-	-	-	118,000
<i>Bond Proceeds</i>	-	-	-	-	-
<i>REET</i>	-	-	-	-	-
<i>Park Impact Fees</i>	-	-	-	-	223,000
Total Funding Sources:	-	-	-	-	341,000
Capital Expenditures:					
<i>Design</i>	-	-	-	-	15,000
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	-	-	-	-	326,000
Total Expenditures:	-	-	-	-	341,000

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MUNICIPAL PARKS CONSTRUCTION FUND (321)

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Capital Facilities Plan

Capital Projects Fund

Project Title: **BPA Trail on Lea Hill**
 Project No: **gpbd23**
 Project Type: **Capacity**
 Project Manager: **Daryl Faber**

Description:

Develop a feasibility study related to constructability of a pedestrian trail linking the Jacobsen Tree Farm site to the west end of Lea Hill. This trail would follow the alignment of the Bonneville Power Administration (BPA) transmission lines from 132nd to 108th Avenue SE. Construction would be in phases based on constructability.

Progress Summary:

Future Impact on Operating Budget:

None

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
<i>Fund 321 -Unrestricted Fund Balance</i>	-	-	-	-	-
<i>Grants- Unsecured (State RCO)</i>	-	-	-	-	-
<i>Bond Proceeds</i>	-	-	-	-	-
<i>REET</i>	-	-	-	-	-
<i>Other (KC Prop. 2)*</i>	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-
Capital Expenditures:					
<i>Predesign</i>	-	-	-	-	-
<i>Design</i>	-	-	-	-	-
<i>Construction</i>	-	-	-	-	-
Total Expenditures:	-	-	-	-	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
<i>Fund 321 -Unrestricted Fund Balance</i>	-	-	-	-	-
<i>Grants- Unsecured (State RCO)</i>	150,000	-	-	-	150,000
<i>Bond Proceeds</i>	-	-	-	-	-
<i>REET</i>	-	-	-	-	-
<i>Other (KC Prop. 2)*</i>	-	-	-	-	-
Total Funding Sources:	150,000	-	-	-	150,000
Capital Expenditures:					
<i>Predesign</i>	25,000	-	-	-	25,000
<i>Design</i>	125,000	-	-	-	125,000
<i>Construction</i>	-	-	-	-	-
Total Expenditures:	150,000	-	-	-	150,000

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MUNICIPAL PARKS CONSTRUCTION FUND (321)

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Capital Facilities Plan

Capital Projects Fund

Project Title: **Lakeland Hills Nature Area**
 Project No: **gpbd11**
 Project Type: **Capacity**
 Project Manager: **Daryl Faber**

Description:

Complete Master Plan to include the development and construction of an environmental community park. Trails, fencing, parking and visitor amenities are included in the project.

Progress Summary:

Future Impact on Operating Budget:

Increased maintenance costs of \$5,000

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
<i>Fund 321 -Unrestricted Fund Balance</i>	-	-	-	-	-
<i>Grants- Secured (Fed,State,Local)</i>	-	-	-	-	-
<i>Bond Proceeds</i>	-	-	-	-	-
<i>Park Impact Fees</i>	-	-	-	-	-
<i>Park Mitigation Fees</i>	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-
Capital Expenditures:					
<i>Design</i>	-	-	-	-	-
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	-	-	-	-	-
Total Expenditures:	-	-	-	-	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
<i>Fund 321 -Unrestricted Fund Balance</i>	-	-	-	-	-
<i>Grants- Secured (Fed,State,Local)</i>	-	-	-	-	-
<i>Bond Proceeds</i>	-	-	-	-	-
<i>Park Impact Fees</i>	25,000	-	75,000	100,000	200,000
<i>Park Mitigation Fees</i>	-	-	-	-	-
Total Funding Sources:	25,000	-	75,000	100,000	200,000
Capital Expenditures:					
<i>Design</i>	25,000	-	-	-	25,000
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	-	-	75,000	100,000	175,000
Total Expenditures:	25,000	-	75,000	100,000	200,000

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MUNICIPAL PARKS CONSTRUCTION FUND (321)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Capital Projects Fund

Project Title: **Miscellaneous Parks Improvements**
 Project No: **gpbd03**
 Project Type: **Capacity/Non-Capacity**
 Project Manager: **Daryl Faber**

Description:

Minor park improvements including shelters, roofs, playgrounds, irrigation and restrooms.

Progress Summary:

Project funding includes the Mill Pond Dock Improvement (cp1915) in 2019 and the Brannan Park Kompan Soccer Field improvements (cp1706) in 2018

Future Impact on Operating Budget:

None

Activity:

	(Previous 2 Yrs.) Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
<i>Fund 321 -Unrestricted Fund Balance</i>	30,715	80,000	50,000	50,000	160,715
<i>Grants- Unsecured State</i>	-	-	-	-	-
<i>Local Grant</i>	-	-	-	-	-
<i>REET 2</i>	-	-	-	-	-
<i>Other (Park Impact Fee)</i>	-	63,869	50,000	50,000	113,869
Total Funding Sources:	30,715	143,869	100,000	100,000	274,584
Capital Expenditures:					
<i>Professional Services</i>	-	-	-	-	-
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	30,715	143,869	100,000	100,000	274,584
Total Expenditures:	30,715	143,869	100,000	100,000	274,584

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
<i>Fund 321 -Unrestricted Fund Balance</i>	50,000	50,000	50,000	50,000	300,000
<i>Grants- Unsecured State</i>	-	-	-	-	-
<i>Local Grant</i>	-	-	-	-	-
<i>REET 2</i>	-	-	-	-	-
<i>Other (Park Impact Fee)*</i>	50,000	50,000	50,000	50,000	300,000
Total Funding Sources:	100,000	100,000	100,000	100,000	600,000
Capital Expenditures:					
<i>Professional Services</i>	-	-	-	-	-
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	100,000	100,000	100,000	100,000	600,000
Total Expenditures:	100,000	100,000	100,000	100,000	600,000

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MUNICIPAL PARKS CONSTRUCTION FUND (321)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Capital Projects Fund

Project Title: **Cameron Park**
 Project No: **gpbd24**
 Project Type: **Non-Capacity**
 Project Manager: **Daryl Faber**

Description:

This project will improve the pedestrian trail and add landscape and fencing to serve as buffer to the neighborhood and play structure. This project is identified in the Parks Improvement Plan.

Progress Summary:

Future Impact on Operating Budget:

None

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
<i>Fund 321 -Unrestricted Fund Balance</i>	-	-	-	-	-
<i>Grants- Unsecured Local</i>	-	-	-	-	-
<i>Bond Proceeds</i>	-	-	-	-	-
<i>REET</i>	-	-	-	-	-
<i>Other</i>	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-
Capital Expenditures:					
<i>Design</i>	-	-	-	-	-
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	-	-	-	-	-
Total Expenditures:	-	-	-	-	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
<i>Fund 321 -Unrestricted Fund Balance</i>	-	-	-	-	-
<i>Grants- Unsecured Local</i>	55,000	-	55,000	-	110,000
<i>Bond Proceeds</i>	-	-	-	-	-
<i>REET</i>	-	-	-	-	-
<i>Other</i>	-	-	-	-	-
Total Funding Sources:	55,000	-	55,000	-	110,000
Capital Expenditures:					
<i>Design</i>	5,000	-	5,000	-	10,000
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	50,000	-	50,000	-	100,000
Total Expenditures:	55,000	-	55,000	-	110,000

City of Auburn Draft Capital Facilities Plan

MUNICIPAL PARKS CONSTRUCTION FUND (321)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Capital Projects Fund

Project Title: **Fulmer Park Playground Replacement**
 Project No: **gpbd25**
 Project Type: **Non-Capacity**
 Project Manager: **Jamie Kelly**

Description:

Replace aging playground.

Progress Summary:

Future Impact on Operating Budget:

None

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
<i>Municipal Parks Construction Fund</i>	-	-	-	-	-
<i>Grants- Kaboom</i>	-	-	-	50,000	-
<i>Bond Proceeds</i>	-	-	-	-	-
<i>REET</i>	-	-	-	-	-
<i>KC Prop 2</i>	-	-	-	100,000	-
Total Funding Sources:	-	-	-	150,000	-
Capital Expenditures:					
<i>Design</i>	-	-	-	7,500	-
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	-	-	-	142,500	-
Total Expenditures:	-	-	-	150,000	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
<i>Municipal Parks Construction Fund</i>	-	-	-	-	-
<i>Grants- Kaboom</i>	-	-	-	-	50,000
<i>Bond Proceeds</i>	-	-	-	-	-
<i>REET</i>	-	-	-	-	-
<i>KC Prop 2</i>	-	-	-	-	100,000
Total Funding Sources:	-	-	-	-	150,000
Capital Expenditures:					
<i>Design</i>	-	-	-	-	7,500
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	-	-	-	-	142,500
Total Expenditures:	-	-	-	-	150,000

City of Auburn Draft Capital Facilities Plan

MUNICIPAL PARKS CONSTRUCTION FUND (321)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Capital Projects Fund

Project Title: **Lea Hill Mini Soccer Field Turf Replacement**
 Project No: **gpbd26**
 Project Type: **Non-Capacity**
 Project Manager: **Daryl Faber**

Description:

Replace synthetic turf in the Kompan mini soccer field. Based on heavy use of this facility surface replacement is expected to be needed at approximate 5 year intervals.

Progress Summary:

Future Impact on Operating Budget:

None

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Municipal Parks Construction Fund	-	-	-	-	-
Grants- Unsecured (Interlocal KCYSFG)	-	-	50,000	-	50,000
REET	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	50,000	-	50,000
Capital Expenditures:					
Design	-	-	2,500	-	2,500
Right of Way	-	-	-	-	-
Construction	-	-	47,500	-	47,500
Total Expenditures:	-	-	50,000	-	50,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Municipal Parks Construction Fund	-	-	-	-	-
Grants- Unsecured (Interlocal KCYSFG)	-	-	-	-	50,000
REET	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	50,000
Capital Expenditures:					
Design	-	-	-	-	2,500
Right of Way	-	-	-	-	-
Construction	-	-	-	-	47,500
Total Expenditures:	-	-	-	-	50,000

City of Auburn Draft Capital Facilities Plan

MUNICIPAL PARKS CONSTRUCTION FUND (321)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Capital Projects Fund

Project Title: **Fairway Drainage Improvement**
 Project No: **gpbd19, cp1911, cp2002**
 Project Type: **Non-capacity**
 Project Manager: **Daryl Faber**

Description:

Apply top dressing sand to the first five fairways in order to firm up these landing areas so that the holes are playable year round. Sand will be applied with a three yard topdressing machine. Sand will be applied bi/weekly at a tenth of an inch of sand throughout the fairways. Fairways will start to show improvements once four inches of sand are applied.

Progress Summary:

Future Impact on Operating Budget:

None

Activity:

	(Previous 2 Yrs.) Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
<i>Municipal Parks Construction Fund</i>	1,623	-	-	-	1,623
<i>Grants- Secured (Fed,State,Local)</i>	-	-	-	-	-
<i>Bond Proceeds</i>	-	-	-	-	-
<i>REET</i>	59,958	30,000	30,000	30,000	119,958
<i>Other</i>	-	-	-	-	-
Total Funding Sources:	61,581	30,000	30,000	30,000	121,581
Capital Expenditures:					
<i>Design</i>	-	-	-	-	-
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	61,581	30,000	30,000	30,000	121,581
Total Expenditures:	61,581	30,000	30,000	30,000	121,581

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
<i>Municipal Parks Construction Fund</i>	-	-	-	-	-
<i>Grants- Secured (Fed,State,Local)</i>	-	-	-	-	-
<i>Bond Proceeds</i>	-	-	-	-	-
<i>REET</i>	30,000	30,000	30,000	30,000	180,000
<i>Other</i>	-	-	-	-	-
Total Funding Sources:	30,000	30,000	30,000	30,000	180,000
Capital Expenditures:					
<i>Design</i>	-	-	-	-	-
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	30,000	30,000	30,000	30,000	180,000
Total Expenditures:	30,000	30,000	30,000	30,000	180,000

City of Auburn Draft Capital Facilities Plan

MUNICIPAL PARKS CONSTRUCTION FUND (321)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Capital Projects Fund

Project Title: **Community Center Parking Lot Improvements**
 Project No: **gpbd29**
 Project Type: **Non-Capacity**
 Project Manager: **Jamie Kelly**

Description:

Resurface the main drive that serves the Community and Event Center at Les Gove Park. The existing pervious concrete surface is deteriorated from weather and heavy use. Parks staff will work with Public Works and industry professionals to determine appropriate surfacing.

Progress Summary:

Future Impact on Operating Budget:

None

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Municipal Parks Construction Fund	-	-	-	-	-
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
REET	-	-	250,000	-	250,000
Other	-	-	-	-	-
Total Funding Sources:	-	-	250,000	-	250,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	250,000	-	250,000
Total Expenditures:	-	-	250,000	-	250,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Municipal Parks Construction Fund	-	-	-	-	-
Grants- Secured (Fed,State,Local)	-	-	-	-	-
Bond Proceeds	-	-	-	-	-
REET	-	-	-	-	250,000
Other	-	-	-	-	-
Total Funding Sources:	-	-	-	-	250,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	250,000
Total Expenditures:	-	-	-	-	250,000

City of Auburn Draft Capital Facilities Plan

TABLE PR-3

Impact on Future Operating Budgets
PARKS, ARTS & RECREATION - MUNICIPAL PARKS CONSTRUCTION

Project:	2022	2023	2024	2025	2026	2027	Total
1 <i>Auburndale Park</i>	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 30,000
2 <i>Auburndale Park II</i>	-	-	2,000	2,000	2,000	2,000	8,000
3 <i>Sunset Park</i>	10,000	10,000	10,000	10,000	10,000	10,000	60,000
4 <i>Lakeland Hills Nature Area</i>	-	-	-	-	-	5,000	5,000
Total	\$ 15,000	\$ 15,000	\$ 17,000	\$ 17,000	\$ 17,000	\$ 22,000	\$ 103,000

City of Auburn Draft Capital Facilities Plan

SENIOR CENTER

Current Facilities

The City of Auburn currently has one Senior Center. Table PR-5 Facilities Inventory lists the facility along with its current capacity and location.

Level of Service (LOS)

The current LOS of 146.98 square feet per 1,000 population is based on the existing inventory divided by the 2021 citywide population of 83,005. The proposed LOS of 139.85 square feet per 1,000 population is based on the projected inventory divided by the 2026-projected citywide population of 87,239.

Capital Facilities Projects and Financing

The CFP does not include any senior center capital facilities projects during 2021-2026

Impact on Future Operating Budgets

There are no operating budget impacts forecasted for the senior center facility during the six years 2022 – 2027.

TABLE PR-5

Facilities Inventory

Senior Center

FACILITY	<u>CAPACITY</u> (Square Feet)	LOCATION
<i>Existing Inventory:</i>		
<i>Senior Center</i>	12,200	808 9th Street SE
<i>Total Existing Inventory</i>	12,200	
<i>Proposed Capacity Projects:</i>		
<i>None</i>	-	
<i>Total Proposed Capacity Projects</i>	-	
2026 Projected Inventory Total	12,200	

GENERAL MUNICIPAL BUILDINGS

Current Facilities

The current inventory of City government administration and operations facilities include 207,629 square feet for general government operations, 66,469 square feet for police services, and 38,646 square feet for fire protection, for a total of 312,744 square feet. Table GM – 1 “Facilities Inventory” lists the facilities along with their current capacity and location.

Level of Service (LOS)

The current LOS of 3,767.77 square feet per 1,000 population is based on the existing inventory divided by the 2021 citywide population of 83,005. The proposed LOS of 3,630.76 square feet per 1,000 population is based on the projected inventory divided by the 2026-projected citywide population of 87,239.

Capital Facilities Projects and Financing

The City’s General Municipal Building facilities include six capital projects at a cost of \$3,719,820 and debt service at a cost of \$3,941,500 for a total of \$7,661,320. The major projects include (1) \$1,440,000 for the Auburn Arts & Culture Center Renovation, (2) \$470,000 for Equipment Rental Vehicle Maintenance Bay (3) \$320,000 for M&O Fuel Tank and \$3,941,500 for City Hall Annex debt service costs. Table GM – 2 shows the proposed financing plan followed by individual worksheets showing the project detail.

Impact on Future Operating Budgets

As Table GM-3 shows, operating budget impacts of \$570,000 are forecasted for General Municipal buildings facilities during the six years 2022 - 2027.

City of Auburn Draft Capital Facilities Plan

TABLE GM-1

Facilities Inventory General Municipal Buildings

FACILITY	<u>CAPACITY</u> (Square Feet)	LOCATION
<i>Existing Inventory:</i>		
<u>General Government:</u>		
City Hall	61,721	25 W Main Street
City Hall Annex	45,034	1 W Main Street
City Maintenance & Operations Facility	17,940	1305 C Street SW
Community Center	13,973	910 9th Street SE
Municipal Court (Justice Center-Leased to King County)	12,200	340 E Main Street
Activity Center	10,074	910 9th Street SE
Auburn Arts & Culture Center	8,744	100 Auburn Avenue
Auburn Avenue Theater	7,560	10 Auburn Avenue
Youth Center	7,132	910 9th Street SE
Auburn Valley Humane Society -(Leased to AVHS)	5,900	4910 A Street
GSA Building	5,580	2905 C Street SW #815
R Street Building	4,977	2840 Riverwalk Drive
Les Gove Storage Building	4,044	910 9th Street SE
Street Waste Handling Facility	2,750	1305 C Street SW
Total	207,629	
<u>Police:</u>		
Gun range	32,880	1600 Block 15th St NW
Headquarters (Justice Center)	24,800	340 E Main Street
R Street Building (Leased to Puget Sound Theft Task Force)	4,789	2840 Riverwalk Drive
Seized vehicle parking stalls	3,000	2905 C Street SW
GSA Building	1,000	2905 C Street SW #815
Total	66,469	
<u>Fire:</u>		
<u>Stations:</u>		
GSA Station #35	16,526	2905 C Street SW
North Station #31	12,220	1101 D Street NE
South Station #32	5,200	1951 R Street SE
<u>Other Facilities:</u>		
North Station Maint. Facility	4,700	1101 D Street NE
Total	38,646	
Total Existing Inventory	312,744	
<u>Proposed Capacity Projects:</u>		
Maintenance & Operations New Maintenance Bay	4,000	
Total Proposed Capacity Projects	4,000	
2026 Projected Inventory Total	316,744	

City of Auburn Draft Capital Facilities Plan

TABLE GM-2

**CAPITAL FACILITIES PLAN PROJECTS AND FINANCING
GENERAL MUNICIPAL BUILDINGS**

	2021	2022	2023	2024	2025	2026	Total
Page <u>Capacity Projects:</u>							
199 Auburn Arts & Culture Center Renovation							
Capital Costs	440,000	-	1,000,000	-	-	-	1,440,000
Funding Sources:							
Fund Balance	-	-	-	-	-	-	-
Grants	90,000	-	500,000	-	-	-	590,000
Other (Cumulative Reserve F122)	-	-	-	-	-	-	-
Other Park Impact Fees	350,000	-	500,000	-	-	-	850,000
<u>Subtotal, Capacity Projects:</u>							
Capital Costs	440,000	-	1,000,000	-	-	-	1,440,000
<u>Non-Capacity Projects:</u>							
200 M & O Vehicle Storage Bay Improvements							
Capital Costs	200,000	-	-	-	-	-	200,000
Funding Sources:							
Equipment Rental Fund	55,000	-	-	-	-	-	55,000
Operating Transfer -Water	48,334	-	-	-	-	-	48,334
Operating Transfer -Sewer	48,333	-	-	-	-	-	48,333
Operating Transfer -Storm	48,333	-	-	-	-	-	48,333
201 Equipment Rental Vehicle Maintenance Bay							
Capital Costs	470,000	-	-	-	-	-	470,000
Funding Sources:							
Equipment Rental Fund	123,000	-	-	-	-	-	123,000
Operating Transfer -Water	115,666	-	-	-	-	-	115,666
Operating Transfer -Sewer	115,667	-	-	-	-	-	115,667
Operating Transfer -Storm	115,667	-	-	-	-	-	115,667
202 M&O Fuel Tank Replacement							
Capital Costs	320,000	-	-	-	-	-	320,000
Funding Sources:							
Equipment Rental Fund	80,000	-	-	-	-	-	80,000
Operating Transfer -Water	80,000	-	-	-	-	-	80,000
Operating Transfer -Sewer	80,000	-	-	-	-	-	80,000
Operating Transfer -Storm	80,000	-	-	-	-	-	80,000
203 M&O Lunchroom Expansion							
Capital Costs	150,000	-	-	-	-	-	150,000
Funding Sources:							
Equipment Rental Fund	40,000	-	-	-	-	-	40,000
Operating Transfer -Water	36,666	-	-	-	-	-	36,666
Operating Transfer -Sewer	36,667	-	-	-	-	-	36,667
Operating Transfer -Storm	36,667	-	-	-	-	-	36,667
204 HVAC Equipment Replacement							
Capital Costs	1,102,310	37,510	-	-	-	-	1,139,820
Funding Sources:							
Operating Transfer -Facilities	371,470	37,510	-	-	-	-	408,980
REET 1	730,840	-	-	-	-	-	730,840

City of Auburn Draft Capital Facilities Plan

TABLE GM-2 (continued)

	2021	2022	2023	2024	2025	2026	Total
Page <u>Non-Capacity Projects:</u>							
205 City Hall Annex							
Long-Term Debt	656,600	658,000	656,400	656,900	657,000	656,600	3,941,500
Funding Sources:							
REET 1	656,600	658,000	656,400	656,900	657,000	656,600	3,941,500
Subtotal, Non-Capacity Projects:							
Capital Costs	2,242,310	37,510	-	-	-	-	2,279,820
SUMMARY:							
CAPITAL COSTS							
Capacity Projects	440,000	-	1,000,000	-	-	-	1,440,000
Non-Capacity Projects	2,242,310	37,510	-	-	-	-	2,279,820
Long-Term Debt	656,600	658,000	656,400	656,900	657,000	656,600	3,941,500
Total Costs	3,338,910	695,510	1,656,400	656,900	657,000	656,600	7,661,320
FUNDING SOURCES:							
Equipment Rental Fund	298,000	-	-	-	-	-	298,000
Operating Transfer -Water	280,666	-	-	-	-	-	280,666
Operating Transfer -Sewer	280,667	-	-	-	-	-	280,667
Operating Transfer -Storm	280,667	-	-	-	-	-	280,667
Operating Transfer -Facilities	371,470	37,510	-	-	-	-	408,980
Grants	90,000	-	500,000	-	-	-	590,000
Cumulative Reserve Fund 122	-	-	-	-	-	-	-
Park Impact Fees	350,000	-	500,000	-	-	-	850,000
REET 1	1,387,440	658,000	656,400	656,900	657,000	656,600	4,672,340
Total Funding	3,338,910	695,510	1,656,400	656,900	657,000	656,600	7,661,320

City of Auburn Draft Capital Facilities Plan

CAPITAL IMPROVEMENT FUND (328)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Capital Projects Fund

Project Title: **Auburn Arts & Culture Center Renovation**
 Project No: **cp1612**
 Project Type: **Capacity**
 Project Manager: **Daryl Faber**

Description:

Renovation to the property and building located at 20 Auburn Avenue (100 Auburn Avenue) Building for the creation of an Arts & Culture Center in downtown Auburn. The renovation of this building will allow increased access to the arts for all of Auburn residents and visitors. Having a dedicated Art Center alongside the Auburn Avenue Theater performing arts series has the potential to transform Auburn into an arts tourism destination within the South Puget Sound. This project is a high priority for the City of Auburn and the purchase of this important building was completed in 2016.

Progress Summary:

The City has secured \$898,000 in grant funding. The historic window restoration was completed in 2018, interior demolition started in 2019, and final renovation designs completed in 2020. It is anticipated that Phase 1 renovation of the main floor will begin in 2020 and continue through 2021. As a landmark building, exterior renovations must maintain the historic character of the building. Phase 2 renovations for the basement are expected to begin in 2023 at which time the City intends to apply for additional grant funds.

Future Impact on Operating Budget:

The annual operating budget fiscal impact is estimated to be \$95,000.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Fund Balance	-	-	-	-	-
Grants- Secured (State)	-	400,000	90,000	-	490,000
Grants- Secured (Local)	264,042	143,808	-	-	407,850
Grants - Local Unsecured	-	-	-	-	-
Other -(Cumulative Reserve)	-	42,200	-	-	42,200
REET	-	-	-	-	-
Other (Park Impact Fee)	5,418	494,582	350,000	-	850,000
Total Funding Sources:	269,460	1,080,590	440,000	-	1,790,050
Capital Expenditures:					
Design	66,021	55,000	-	-	121,021
Right of Way	-	-	-	-	-
Construction	203,439	1,025,590	440,000	-	1,669,029
Total Expenditures:	269,460	1,080,590	440,000	-	1,790,050

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Fund Balance	-	-	-	-	-
Grants- Secured (State)	-	-	-	-	90,000
Grants- Secured (Local)	-	-	-	-	-
Grants - Local Unsecured	500,000	-	-	-	500,000
Other -(Cumulative Reserve)	-	-	-	-	-
REET	-	-	-	-	-
Other (Park Impact Fee)	500,000	-	-	-	850,000
Total Funding Sources:	1,000,000	-	-	-	1,440,000
Capital Expenditures:					
Design	75,000	-	-	-	75,000
Right of Way	-	-	-	-	-
Construction	925,000	-	-	-	1,365,000
Total Expenditures:	1,000,000	-	-	-	1,440,000

City of Auburn Draft Capital Facilities Plan

EQUIPMENT RENTAL FUND (560)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **M&O Vehicle Storage Bay Improvements**
 Project No: **cp0711**
 Project Type: **Non-Capacity**
 Project Manager: **Tyler Thompson**

Description:

Enclose the 8 existing bays to provide necessary weather protection for street sweepers, vactors, sanding, and snow plow equipment. Construct storage shed to facilitate removal of portable containers, improving space utilization and traffic flow throughout M&O.

Progress Summary:

Future Impact on Operating Budget:

None

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Equip. Rental Revenue	5,451	-	55,000	-	60,451
REET 1	-	-	-	-	-
Other (Water, Sewer, Storm)	-	-	145,000	-	145,000
Total Funding Sources:	5,451	-	200,000	-	205,451
Capital Expenditures:					
Design	-	-	10,000	-	10,000
Right of Way	-	-	-	-	-
Construction	5,451	-	190,000	-	195,451
Total Expenditures:	5,451	-	200,000	-	205,451

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Equip. Rental Revenue	-	-	-	-	55,000
REET 1	-	-	-	-	-
Other (Water, Sewer, Storm)	-	-	-	-	145,000
Total Funding Sources:	-	-	-	-	200,000
Capital Expenditures:					
Design	-	-	-	-	10,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	190,000
Total Expenditures:	-	-	-	-	200,000

City of Auburn Draft Capital Facilities Plan

EQUIPMENT RENTAL FUND (560)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **Equipment Rental Vehicle Maintenance Bay**
 Project No: **cp1223**
 Project Type: **Non-Capacity**
 Project Manager: **Tyler Thompson**

Description:

Build additional vehicle bay at Equipment Rental shop for heavy equipment and large vehicles to improve efficiency and remove choke points. Adding a large vehicle bay with a large vehicle lift will enable us to perform inspections and maintenance on more than one large vehicle at a time, this becomes extremely important during emergency operations such as snow and ice events. The City currently has 2.5 maintenance bays, this project will add one more maintenance bay for a total of 3.5 bays.

Progress Summary:

Future Impact on Operating Budget:

None

Activity:

Funding Sources:	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
<i>Unrestricted Equip. Rental Revenue</i>	29,276	-	123,000	-	152,276
<i>REET 1</i>	-	-	-	-	-
<i>Other (Water, Sewer, Storm)</i>	-	-	347,000	-	347,000
Total Funding Sources:	29,276	-	470,000	-	499,276
Capital Expenditures:					
<i>Design</i>	-	-	22,000	-	22,000
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	29,276	-	448,000	-	477,276
Total Expenditures:	29,276	-	470,000	-	499,276

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
<i>Unrestricted Equip. Rental Revenue</i>	-	-	-	-	123,000
<i>REET 1</i>	-	-	-	-	-
<i>Other (Water, Sewer, Storm)</i>	-	-	-	-	347,000
Total Funding Sources:	-	-	-	-	470,000
Capital Expenditures:					
<i>Design</i>	-	-	-	-	22,000
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	-	-	-	-	448,000
Total Expenditures:	-	-	-	-	470,000

City of Auburn Draft Capital Facilities Plan

EQUIPMENT RENTAL FUND (560)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **M&O Fuel Tank Replacement**
 Project No: **erbd01**
 Project Type: **Non-Capacity**
 Project Manager: **Tyler Thompson**

Description:

Replace three 10,000 gallon underground tanks with new above ground tanks. The existing tanks were installed in 1989 and are single wall fiberglass tanks. It will be a benefit to the City to have the tanks above ground in the future due to the reduced maintenance and inspection cost.

Progress Summary:

Future Impact on Operating Budget:

This project should reduce the operating budget due to lower maintenance and inspection costs.

Activity:

Funding Sources:	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
<i>Unrestricted Equip. Rental Revenue</i>	-	-	80,000	-	80,000
<i>REET 1</i>	-	-	-	-	-
<i>Other (Water, Sewer, Storm)</i>	-	-	240,000	-	240,000
Total Funding Sources:	-	-	320,000	-	320,000
Capital Expenditures:					
<i>Design</i>	-	-	25,000	-	25,000
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	-	-	295,000	-	295,000
Total Expenditures:	-	-	320,000	-	320,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
<i>Unrestricted Equip. Rental Revenue</i>	-	-	-	-	80,000
<i>REET 1</i>	-	-	-	-	-
<i>Other (Water, Sewer, Storm)</i>	-	-	-	-	240,000
Total Funding Sources:	-	-	-	-	320,000
Capital Expenditures:					
<i>Design</i>	-	-	-	-	25,000
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	-	-	-	-	295,000
Total Expenditures:	-	-	-	-	320,000

City of Auburn Draft Capital Facilities Plan

EQUIPMENT RENTAL FUND (560)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **M&O Lunchroom Expansion**
 Project No: **erbd02**
 Project Type: **Non-Capacity**
 Project Manager: **Tyler Thompson**

Description:

Expansion of the current lunchroom by redesigning the area to accommodate All-Staff meetings, provide for a training facility, lunch room and also serve as the Department Operations Center (DOC) during an emergency event. In addition, the design will include sliding doors which will allow the area to serve two purposes at once, for example, one half of the room being used as a DOC and the other half open to employees to use as a lunch/break room.

Progress Summary:

Future Impact on Operating Budget:

None

Activity:

Funding Sources:	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Unrestricted Equip. Rental Revenue	-	-	40,000	-	40,000
REET 1	-	-	-	-	-
Other (Water, Sewer, Storm)	-	-	110,000	-	110,000
Total Funding Sources:	-	-	150,000	-	150,000
Capital Expenditures:					
Design	-	-	10,000	-	10,000
Right of Way	-	-	-	-	-
Construction	-	-	140,000	-	140,000
Total Expenditures:	-	-	150,000	-	150,000

Forecasted Project Cost:

Funding Sources:	2023	2024	2025	2026	Total 2021-2026
Unrestricted Equip. Rental Revenue	-	-	-	-	40,000
REET 1	-	-	-	-	-
Other (Water, Sewer, Storm)	-	-	-	-	110,000
Total Funding Sources:	-	-	-	-	150,000
Capital Expenditures:					
Design	-	-	-	-	10,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	140,000
Total Expenditures:	-	-	-	-	150,000

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CAPITAL IMPROVEMENT FUND (328)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Capital Projects Fund

Project Title: **HVAC Equipment Replacement**
 Project No: **gcbd17**
 Project Type: **Non-Capacity**
 Project Manager: **Lisa Moore**

Description:

Replace HVAC Equipment at City Hall, Auburn Senior Center, Mountain View Cemetery, Arts & Culture Center building, Maintenance and Operations building and the Auburn Avenue Theater.

Progress Summary:

Future Impact on Operating Budget:

This project will reduce operating costs through energy conservation and reduced maintenance and repair.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Fund Balance	-	-	-	-	-
Grants - Unsecured State	-	-	-	-	-
Grants - Local Unsecured	-	-	-	-	-
REET 1	-	-	730,840	-	730,840
Facilities Fund-Transfer In	-	-	371,470	37,510	371,470
Total Funding Sources:	-	-	1,102,310	37,510	1,102,310
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	1,102,310	37,510	1,102,310
Total Expenditures:	-	-	1,102,310	37,510	1,102,310

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Fund Balance	-	-	-	-	-
Grants - Unsecured State	-	-	-	-	-
Grants - Local Unsecured	-	-	-	-	-
REET 1	-	-	-	-	730,840
Facilities Fund-Transfer In	-	-	-	-	408,980
Total Funding Sources:	-	-	-	-	1,139,820
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	1,139,820
Total Expenditures:	-	-	-	-	1,139,820

City of Auburn Draft Capital Facilities Plan

CAPITAL IMPROVEMENT FUND (328)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Capital Projects Fund

Project Title: **City Hall Annex**

Project No:

Project Type:

Project Manager:

Description:

To pay scheduled debt service costs on 2010 General Obligation bonds issued for the City Hall Annex.

Progress Summary:

Future Impact on Operating Budget:

N/A

Activity:

	(Previous 2 Yrs.) Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Fund Balance	-	-	-	-	-
Grants - Secured (Fed, State, Local)	-	-	-	-	-
REET 1	1,315,311	658,700	656,600	658,000	2,630,611
Total Funding Sources:	1,315,311	658,700	656,600	658,000	2,630,611
Capital Expenditures:					
Design	-	-	-	-	-
Construction	-	-	-	-	-
Long-Term Debt Service	1,315,311	658,700	656,600	658,000	2,630,611
Total Expenditures:	1,315,311	658,700	656,600	658,000	2,630,611

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Fund Balance	-	-	-	-	-
Grants - Secured (Fed, State, Local)	-	-	-	-	-
REET 1	656,400	656,900	657,000	656,600	3,941,500
Total Funding Sources:	656,400	656,900	657,000	656,600	3,941,500
Capital Expenditures:					
Design	-	-	-	-	-
Construction	-	-	-	-	-
Long-Term Debt Service	656,400	656,900	657,000	656,600	3,941,500
Total Expenditures:	656,400	656,900	657,000	656,600	3,941,500

City of Auburn Draft Capital Facilities Plan

TABLE GM-3

**Impact on Future Operating Budgets
GENERAL MUNICIPAL BUILDINGS**

Project:	2022	2023	2024	2025	2026	2027	Total
1 Auburn Arts & Culture Ctr. Renovation	\$ 95,000	\$95,000	\$ 95,000	\$ 95,000	\$ 95,000	\$ 95,000	\$ 570,000
Total	\$ 95,000	\$95,000	\$ 95,000	\$ 95,000	\$ 95,000	\$ 95,000	\$ 570,000

COMMUNITY IMPROVEMENTS

Current Facilities

Community Improvements include sidewalk and traffic signal improvements, neighborhood traffic calming program, Main Street urban design improvements, public art and phase two of the Auburn Environmental Park Boardwalk project.

Level of Service (LOS)

No Level of Service for community improvement projects have been identified at this time.

Capital Facilities Projects and Financing

The City's proposed Community Improvements include thirteen capital projects at a cost of \$7,134,310 and debt service at a cost of 1,332,000 for a total of \$8,466,310. Table CI-2 shows the proposed financing plan followed by individual work sheets showing the project detail.

Impact on Future Operating Budgets

As Table CI-3 shows, because of the City Street light LED retrofit program the operating budget will save approximately \$807,500 for community improvement facilities during the six years 2022-2027.

City of Auburn Draft Capital Facilities Plan

TABLE CI-2

CAPITAL FACILITIES PLAN PROJECTS AND FINANCING

COMMUNITY IMPROVEMENTS

	2021	2022	2023	2024	2025	2026	Total
Page	Capacity Projects:						
210	Auburn Way South (SR-164) - Southside Sidewalk Improvements						
	Capital Costs	-	95,000	750,000	-	-	845,000
	Funding Sources:						
	Capital Improvement Fund	-	-	-	-	-	-
	Grants	-	80,000	600,000	-	-	680,000
	REET 2	-	15,000	150,000	-	-	165,000
211	104th Ave. Park Development						
	Capital Costs	1,030,500	-	-	-	-	1,030,500
	Funding Sources:						
	Capital Improvement Fund	-	-	-	-	-	-
	Grants	565,000	-	-	-	-	565,000
	Other Park Impact Fees	465,500	-	-	-	-	465,500
212	Downtown Plaza Park						
	Capital Costs	377,700	-	-	-	-	377,700
	Funding Sources:						
	Capital Improvement Fund	-	-	-	-	-	-
	Other Park Impact Fees	145,230	-	-	-	-	145,230
	Other -Developer Fees	232,470	-	-	-	-	232,470
	Subtotal, Capacity Projects:						
	Capital Costs	1,408,200	95,000	750,000	-	-	2,253,200
	Non-Capacity Projects:						
213	Public Art						
	Capital Costs	30,000	30,000	30,000	30,000	30,000	180,000
	Funding Sources:						
	Capital Improvement Fund	-	-	-	-	-	-
	REET 2	30,000	30,000	30,000	30,000	30,000	180,000
214	Citywide ADA & Sidewalk Improvements						
	Capital Costs	185,000	-	200,000	200,000	200,000	985,000
	Funding Sources:						
	Capital Improvement Fund	-	-	-	-	-	-
	REET 2	185,000	-	200,000	200,000	200,000	985,000
215	Lea Hill Safe Routes to Schools						
	Capital Costs	70,000	950,000	-	-	-	1,020,000
	Funding Sources:						
	Grants	55,000	700,000	-	-	-	755,000
	REET2	15,000	200,000	-	-	-	215,000
	Other -Auburn School Dist.	-	50,000	-	-	-	50,000
216	Annual Traffic Signal Replacement & Improvements						
	Capital Costs	200,000	100,000	200,000	100,000	200,000	1,000,000
	Funding Sources:						
	Capital Improvement Fund	-	-	-	-	-	-
	REET 2	200,000	100,000	200,000	100,000	200,000	1,000,000
217	Citywide Street Lighting Improvements						
	Capital Costs	50,000	50,000	50,000	50,000	50,000	300,000
	Funding Sources:						
	Capital Improvement Fund	-	-	-	-	-	-
	REET 2	50,000	50,000	50,000	50,000	50,000	300,000

City of Auburn Draft Capital Facilities Plan

TABLE CI-2 (continued)

	2021	2022	2023	2024	2025	2026	Total
Page	Non-Capacity Projects:						
218	City Street Lighting LED Retrofit						
	Capital Costs	39,010	-	-	-	-	39,010
	Funding Sources:						
	Grants	2,010	-	-	-	-	2,010
	REET 2	37,000	-	-	-	-	37,000
219	Neighborhood Traffic Calming Program						
	Capital Costs	10,000	10,000	10,000	50,000	50,000	180,000
	Funding Sources:						
	Capital Improvement Fund	-	-	-	-	-	-
	REET 2	10,000	10,000	10,000	50,000	50,000	180,000
220	City Wetland Mitigation Projects						
	Capital Costs	36,600	5,000	5,000	5,000	5,000	61,600
	Funding Sources:						
	Capital Improvement Fund	-	-	-	-	-	-
	Other (Fund 124-Wetland Mit.)	36,600	5,000	5,000	5,000	5,000	61,600
221	Auburn Environmental Park Boardwalk -Phase 2						
	Capital Costs	-	-	75,000	800,000	-	875,000
	Funding Sources:						
	Capital Improvement Fund	-	-	-	-	-	-
	REET 2	-	-	75,000	-	-	75,000
	Other - To Be Determined	-	-	-	800,000	-	800,000
222	City Downtown Public Parking Lot Reconfiguration						
	Capital Costs	240,500	-	-	-	-	240,500
	Funding Sources:						
	Local Revitalization Fund	240,500	-	-	-	-	240,500
	Other - To Be Determined	-	-	-	-	-	-
223	Local Revitalization						
	Long Term Debt	225,000	223,700	222,000	219,800	222,300	1,332,000
	Funding Sources:						
	REET 2	225,000	223,700	222,000	219,800	222,300	1,332,000
	Subtotal, Non-Capacity Projects:						
	Capital Costs	861,110	1,145,000	570,000	1,235,000	535,000	4,881,110
SUMMARY:							
CAPITAL COSTS							
	Capacity Projects	1,408,200	95,000	750,000	-	-	2,253,200
	Non-Capacity Projects	861,110	1,145,000	570,000	1,235,000	535,000	4,881,110
	Long-Term Debt	225,000	223,700	222,000	219,800	222,300	1,332,000
	Total Costs	2,494,310	1,463,700	1,542,000	1,454,800	757,300	8,466,310
FUNDING SOURCES:							
	Capital Improvement Fund 328	-	-	-	-	-	-
	Local Revitalization Fund 330	240,500	-	-	-	-	240,500
	Grants	767,240	780,000	600,000	-	-	2,147,240
	REET 2	752,000	628,700	937,000	649,800	752,300	4,469,000
	Other -To Be Determined	-	-	-	800,000	-	800,000
	Other -Auburn School Dist.	-	50,000	-	-	-	50,000
	Other (Fund 124-Parks Impact)	697,970	-	-	-	-	697,970
	Other (Fund 124-Wetland Mit.)	36,600	5,000	5,000	5,000	5,000	61,600
	Total Funding	2,494,310	1,463,700	1,542,000	1,454,800	757,300	8,466,310

City of Auburn Draft Capital Facilities Plan

CAPITAL IMPROVEMENT FUND (328)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Capital Projects Fund

Project Title: **Auburn Way South (SR-164) - Southside Sidewalk Improvements**
 Project No: **gcbd10**
 Project Type: **Capacity, Non-motorized, Safety**
 Project Manager: **TBD**

TIP# N-7

Description:

The project will construct missing sidewalk along the south side of Auburn Way S. The existing sidewalk along the south side currently ends at the intersection with Howard Road and restarts to the west of the intersection with Muckleshoot Plaza. The sidewalk gap extends for approximately 1,700 feet. The project also includes a Rapid Flashing Rectangular Beacon (RRFB) across Howard Road to provide a connection from the existing non-motorized facilities to the proposed improvements.

Progress Summary:

Grant funding for the project will be applied for in 2020. Depending on the funding source the design phase could occur in 2021 with construction of the improvements in 2022, or the design phase could start in 2023 with construction of the improvements in 2024. REET funding shown in the previous CFP in 2021 and 2022 has been moved to 2022 and 2023 respectively in this CFP, without any proposed increase.

Future Impact on Operating Budget:

This project will have no impact on the operating budget for street maintenance.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Fund Balance	-	-	-	-	-
Grants - Unsecured	-	-	-	80,000	-
REET 2	-	-	-	15,000	-
Other (Fund 102)	-	-	-	-	-
Total Funding Sources:	-	-	-	95,000	-
Capital Expenditures:					
Design	-	-	-	95,000	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:		-	-	95,000	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Fund Balance	-	-	-	-	-
Grants - Unsecured	600,000	-	-	-	680,000
REET 2	150,000	-	-	-	165,000
Other (Fund 102)	-	-	-	-	-
Total Funding Sources:	750,000	-	-	-	845,000
Capital Expenditures:					
Design	-	-	-	-	95,000
Right of Way	-	-	-	-	-
Construction	750,000	-	-	-	750,000
Total Expenditures:	750,000	-	-	-	845,000

City of Auburn Draft Capital Facilities Plan

CAPITAL IMPROVEMENT FUND (328)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Capital Projects Fund

Project Title: **104th Ave. Park Development**
 Project No: **cp1619**
 Project Type: **Capacity**
 Project Manager: **Jamie Kelly**

Description:

Complete Master Plan and construct park improvements identified in the Master Plan. Anticipated improvements include parking, trails, restroom, and playground. Work associated with permit approvals is also included in the budget.

Progress Summary:

The City was awarded a State grant from RCO where funds became available in June 2019. Park staff is currently working with design consultant team and Public Works to design the project. Design is anticipated to be completed in early 2021, and construction in Spring/Summer 2021.

Future Impact on Operating Budget:

The annual impact on the operating budget is estimated to be \$10,000 for temporary wages and \$2,500 for supplies.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Cap Improve	-	-	-	-	-
Grants - Secured State	-	-	565,000	-	565,000
REET2	2,424	-	-	-	2,424
Other -Park Impact Fees	16,559	50,000	465,500	-	532,059
Total Funding Sources:	18,983	50,000	1,030,500	-	1,099,483
Capital Expenditures:					
Design	18,983	50,000	30,500	-	99,483
Construction	-	-	1,000,000	-	1,000,000
Long-Term Debt Service	-	-	-	-	-
Total Expenditures:	18,983	50,000	1,030,500	-	1,099,483

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Cap Improve	-	-	-	-	-
Grants - Secured State	-	-	-	-	565,000
REET2	-	-	-	-	-
Other -Park Impact Fees	-	-	-	-	465,500
Total Funding Sources:	-	-	-	-	1,030,500
Capital Expenditures:					
Design	-	-	-	-	30,500
Construction	-	-	-	-	1,000,000
Long-Term Debt Service	-	-	-	-	-
Total Expenditures:	-	-	-	-	1,030,500

City of Auburn Draft Capital Facilities Plan

CAPITAL IMPROVEMENT FUND (328)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Capital Projects Fund

Project Title: **Downtown Plaza Park**
 Project No: **cp2016**
 Project Type: **Capacity**
 Project Manager: **Jamie Kelly**

Description:

This project will renovate and improve the plaza area across from City Hall. Improvements will complement the new commercial building store fronts on the adjacent property that is being constructed in 2020. Improvement will include, but not be limited to seating, plantings, surfacing, and public art.

Progress Summary:

Future Impact on Operating Budget:

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Cap Imp.	-	-	-	-	-
Developer Fees	-	32,160	232,470	-	264,630
Other -Park Impact Fees	-	-	145,230	-	145,230
Total Funding Sources:	-	32,160	377,700	-	409,860
Capital Expenditures:					
Design	-	32,160	17,025	-	49,185
Construction	-	-	360,675	-	360,675
Long-Term Debt Service	-	-	-	-	-
Total Expenditures:	-	32,160	377,700	-	409,860

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Cap Imp.	-	-	-	-	-
Developer Fees	-	-	-	-	232,470
Other -Park Impact Fees	-	-	-	-	145,230
Total Funding Sources:	-	-	-	-	377,700
Capital Expenditures:					
Design	-	-	-	-	17,025
Construction	-	-	-	-	360,675
Long-Term Debt Service	-	-	-	-	-
Total Expenditures:	-	-	-	-	377,700

City of Auburn Draft Capital Facilities Plan

CAPITAL IMPROVEMENT FUND (328)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Capital Projects Fund

Project Title: **Public Art**
 Project No: **gcbsd05, cp1818**
 Project Type: **Non-Capacity**
 Project Manager: **Julie Krueger**

Description:

The City designates \$30,000 annually toward the purchase of public art, for placement at designated locations throughout the City.

Progress Summary:

Arts Commission will meet to assess future needs and seek approval from City Council on placement.

Future Impact on Operating Budget:

None

Activity:

	(Previous 2 Years) Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Fund Balance	-	-	-	-	-
Grants - Secured (Fed, State, Local)	-	-	-	-	-
REET 2	163,000	97,500	30,000	30,000	290,500
Other	-	-	-	-	-
Total Funding Sources:	163,000	97,500	30,000	30,000	290,500
Capital Expenditures:					
Design	62,500	-	-	-	62,500
Right of Way	-	-	-	-	-
Construction	100,500	97,500	30,000	30,000	228,000
Total Expenditures:	163,000	97,500	30,000	30,000	290,500

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Fund Balance	-	-	-	-	-
Grants - Secured (Fed, State, Local)	-	-	-	-	-
REET 2	30,000	30,000	30,000	30,000	180,000
Other	-	-	-	-	-
Total Funding Sources:	30,000	30,000	30,000	30,000	180,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	30,000	30,000	30,000	30,000	180,000
Total Expenditures:	30,000	30,000	30,000	30,000	180,000

City of Auburn Draft Capital Facilities Plan

CAPITAL IMPROVEMENT FUND (328)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Capital Projects Fund

Project Title: **Citywide ADA & Sidewalk Improvements**

TIP# N-2

Project No: **cp1710, cp1804, cp1815, cp1902 gcbsd01**

Project Type: **Non-Capacity (Annual)**

Project Manager: **James Webb**

LOS Corridor ID# N/A

Description:

The program will construct citywide accessibility improvements to the public right-of-way sidewalk system including adding/upgrading curb ramps, removing barriers to access and completing gaps. Projects are prioritized annually based on pedestrian demands, existing deficiencies, and citizen requests. Program funds reflect remaining budget after allocations to specific ADA and sidewalk improvement projects.

Progress Summary:

REET funding shown in the previous CFP in this program in 2021 and 2022 have been included in the Lea Hill Safe Routes to School Project (a project being completed under this program), without any increase.

Future Impact on Operating Budget:

This project will have no impact on the operating budget for street maintenance.

Activity:

	(Previous 2 Yrs.) Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Fund Balance	-	-	-	-	-
Grants -Unsecured State	263,250	-	-	-	263,250
REET 2	376,595	200,000	185,000	-	761,595
Other	40,000	-	-	-	40,000
Total Funding Sources:	679,845	200,000	185,000	-	1,064,845
Capital Expenditures:					
Design	88,713	20,000	20,000	-	128,713
Right of Way	-	-	-	-	-
Construction	591,132	180,000	165,000	-	936,132
Total Expenditures:	679,845	200,000	185,000	-	1,064,845

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Fund Balance	-	-	-	-	-
Grants -Unsecured State	-	-	-	-	-
REET 2	200,000	200,000	200,000	200,000	985,000
Other	-	-	-	-	-
Total Funding Sources:	200,000	200,000	200,000	200,000	985,000
Capital Expenditures:					
Design	20,000	20,000	20,000	20,000	100,000
Right of Way	-	-	-	-	-
Construction	180,000	180,000	180,000	180,000	885,000
Total Expenditures:	200,000	200,000	200,000	200,000	985,000

City of Auburn Draft Capital Facilities Plan

CAPITAL IMPROVEMENT FUND (328)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Capital Projects Fund

Project Title: **Lea Hill Safe Routes to Schools**
 Project No: **gcbsd16**
 Project Type: **Non-Motorized**
 Project Manager: **TBD**

TIP# N-11

Description:

The project will construct non-motorized improvements along SE 304th St from Hazelwood Elementary School extending east to 124th Ave SE, and along the west side of 124th Ave SE to the south of SE 304th St. The project will complete multiple gaps in the existing non-motorized network. The project will also construct curb and gutter, ADA compliant curb ramps, driveways aprons and retaining walls associated with the new sidewalks. Utility poles will need to be relocated to accommodate the proposed sidewalk alignment in some locations. Additional lighting is proposed for pedestrian safety and will be incorporated onto existing/relocated utility poles, and an RRFB will be installed at the SE 304th St intersection with 116th Ave SE. Ancillary work, including but not limited to, property restoration, grading, storm upgrades, school zone beacon relocation, channelization, fencing, landscaping and mailbox relocation will be addressed with the project.

Progress Summary:

Grant funding will be applied for in 2020. If secured, the design phase will be started in 2021 and construction completed during 2022. REET funding included in the previous CFP under the Citywide ADA & Sidewalk Improvements Project (gcbsd01) are shown in this project and the corresponding reduction in REET funds are reflected in gcbsd01.

Future Impact on Operating Budget:

This project will have no impact on the operating budget for street maintenance.

Activity:

Funding Sources:	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
<i>Unrestricted Fund Balance</i>	-	-	-	-	-
<i>Grants - Unsecured</i>	-	-	55,000	700,000	55,000
<i>Contributions</i>	-	-	-	-	-
<i>REET 2</i>	-	-	15,000	200,000	15,000
<i>Other (ASD)</i>	-	-	-	50,000	-
Total Funding Sources:	-	-	70,000	950,000	70,000
Capital Expenditures:					
<i>Design</i>	-	-	70,000	-	70,000
<i>Construction</i>	-	-	-	-	-
<i>Long-Term Debt Service</i>	-	-	-	950,000	-
Total Expenditures:	-	-	70,000	950,000	70,000

Forecasted Project Cost:

Funding Sources:	2023	2024	2025	2026	Total 2021-2026
<i>Unrestricted Fund Balance</i>	-	-	-	-	-
<i>Grants - Unsecured</i>	-	-	-	-	755,000
<i>Contributions</i>	-	-	-	-	-
<i>REET 2</i>	-	-	-	-	215,000
<i>Other (ASD)</i>	-	-	-	-	50,000
Total Funding Sources:	-	-	-	-	1,020,000
Capital Expenditures:					
<i>Design</i>	-	-	-	-	70,000
<i>Construction</i>	-	-	-	-	-
<i>Long-Term Debt Service</i>	-	-	-	-	950,000
Total Expenditures:	-	-	-	-	1,020,000

City of Auburn Draft Capital Facilities Plan

CAPITAL IMPROVEMENT FUND (328)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Capital Projects Fund

Project Title: **Annual Traffic Signal Replacement & Improvements**

TIP# I-2

Project No: **cp1813, cp1906, cp2004, gcbsd07**

Project Type: **Non-Capacity (Annual)**

Project Manager: **Scott Nutter**

LOS Corridor ID# N/A

Description:

The program will replace end of life capital facilities replacement for traffic signal and Intelligent Transportation System equipment including cabinets, video detection cameras, field network devices, traffic cameras, battery backup components, and other related equipment. The program also includes minor safety improvements, operations improvements, and Accessible Pedestrian Signal Improvements based on the requirements of the Americans with Disabilities Act (ADA).

Progress Summary:

Project continues to complete various intersection improvements. REET funding in 2022 and 2024 has been reduced annually by \$100k from what was approved in the previous CFP.

Future Impact on Operating Budget:

This project will have a positive impact on the operating budget for street maintenance, reducing maintenance costs.

Activity:

	(Previous 2 Yrs.) Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Fund Balance	-	-	-	-	-
Grants - Unsecured (Fed,State,Local)	-	-	-	-	-
REET 2	278,443	100,000	200,000	100,000	578,443
Other	-	-	-	-	-
Total Funding Sources:	278,443	100,000	200,000	100,000	578,443
Capital Expenditures:					
Design	22,877	-	-	-	22,877
Right of Way	-	-	-	-	-
Construction	255,566	100,000	200,000	100,000	555,566
Total Expenditures:	278,443	100,000	200,000	100,000	578,443

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Fund Balance	-	-	-	-	-
Grants - Unsecured (Fed,State,Local)	-	-	-	-	-
REET 2	200,000	100,000	200,000	200,000	1,000,000
Other	-	-	-	-	-
Total Funding Sources:	200,000	100,000	200,000	200,000	1,000,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	200,000	100,000	200,000	200,000	1,000,000
Total Expenditures:	200,000	100,000	200,000	200,000	1,000,000

City of Auburn Draft Capital Facilities Plan

CAPITAL IMPROVEMENT FUND (328)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Capital Projects Fund

Project Title: **Citywide Street Lighting Improvements**
 Project No: **cp1928, cp2005, gcdb09**
 Project Type: **Non-Capacity**
 Project Manager: **Scott Nutter**

TIP# I-4

Description:

The project constructs lighting improvements throughout the City, including upgrading decorative street lights not converted to LED with the 2020 conversion project, and installing new street lights.

Progress Summary:

Annual REET funding reduced by \$50,000 since previous approved CFP.

Future Impact on Operating Budget:

New street lights installed with this program will increase the City's street light power costs but this increase will be offset by decreased power costs as existing standard street lights are converted to LED.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Fund Balance	-	-	-	-	-
Grants - Secured (Fed,State,Local)	-	-	-	-	-
REET 2	33,725	50,000	50,000	50,000	133,725
Total Funding Sources:	33,725	50,000	50,000	50,000	133,725
Capital Expenditures:					
Design	-	-	-	-	-
Construction	33,725	50,000	50,000	50,000	133,725
Long-Term Debt Service	-	-	-	-	-
Total Expenditures:	33,725	50,000	50,000	50,000	133,725

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Fund Balance	-	-	-	-	-
Grants	-	-	-	-	-
REET 2	50,000	50,000	50,000	50,000	300,000
Total Funding Sources:	50,000	50,000	50,000	50,000	300,000
Capital Expenditures:					
Design	-	-	-	-	-
Construction	50,000	50,000	50,000	50,000	300,000
Long-Term Debt Service	-	-	-	-	-
Total Expenditures:	50,000	50,000	50,000	50,000	300,000

City of Auburn Draft Capital Facilities Plan

CAPITAL IMPROVEMENT FUND (328)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Capital Projects Fund

Project Title: **City Street Light LED Retrofit**
 Project No: **cp1920**
 Project Type: **Non-Capacity**
 Project Manager: **Scott Nutter**

TIP# I-17

Description:

The project will convert all City owned cobra-head street lights to LED. This phase of the project will convert all City owned cobra-head street lights to LED and add smart lighting control technology. Federal grant funding for this phase of the project was awarded in 2019. Future phases to upgrade other types of City street lights (such as decorative residential and downtown decorative lights) to LED will be considered as additional funding is available.

Progress Summary:

A detailed audit of all existing City owned lights and the design phase of the project have been completed. The construction phase of the project is programmed to begin during Spring 2020. REET funds shown in 2021 reflect anticipated carry forward of 2020 funds to complete project in 2021.

Future Impact on Operating Budget:

Annual savings in power usage is anticipated to be \$130,000 per year. Additional maintenance savings will be realized in the reduction of materials for light replacement and is estimated to be \$20,000 per year.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Fund Balance	-	-	-	-	-
Grants - Secured Federal Contributions	-	497,990	2,010	-	500,000
REET 2	-	350,000	-	-	350,000
	-	1,813,000	37,000	-	1,850,000
Total Funding Sources:	-	2,660,990	39,010	-	2,700,000
Capital Expenditures:					
Design	-	112,294	-	-	112,294
Construction	-	2,548,696	39,010	-	2,587,706
Long-Term Debt Service	-	-	-	-	-
Total Expenditures:	-	2,660,990	39,010	-	2,700,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Fund Balance	-	-	-	-	-
Grants - Secured Federal Contributions	-	-	-	-	2,010
REET 2	-	-	-	-	37,000
Total Funding Sources:	-	-	-	-	39,010
Capital Expenditures:					
Design	-	-	-	-	-
Construction	-	-	-	-	39,010
Long-Term Debt Service	-	-	-	-	-
Total Expenditures:	-	-	-	-	39,010

City of Auburn Draft Capital Facilities Plan

CAPITAL IMPROVEMENT FUND (328)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Capital Projects Fund

Project Title: **Neighborhood Traffic Safety Program**
 Project No: **cp1814, cp1907, cp2013, gcbsd06**
 Project Type: **Non-Capacity (Annual)**
 Project Manager: **Scott Nutter**

TIP# R-1

Description:

This program will implement low-cost traffic calming strategies, supported by engineering studies as necessary. Projects will be selected annually based on requests from residents, or police concerns, crash history, and available staff and financial resources.

Progress Summary:

Staffing constraints and limited resources make this program challenging to administer. Traffic calming strategies and approaches are being updated to be more sustainable, and adapted to the limited resources (staff and financial) available. REET funding has been reduced by \$140k annually starting in 2021 from the approved amount shown in the previous CFP.

Future Impact on Operating Budget:

The traffic calming program will have no impact on the operating budget for street maintenance.

Activity:

	(Previous 2 Yrs.) Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Fund Balance	-	-	-	-	-
Grants - Unsecured (Fed, State, Local)	-	-	-	-	-
REET 2	76,198	10,000	10,000	10,000	96,198
Other	-	-	-	-	-
Total Funding Sources:	76,198	10,000	10,000	10,000	96,198
Capital Expenditures:					
Design	76,198	1,000	1,000	1,000	78,198
Right of Way	-	-	-	-	-
Construction	-	9,000	9,000	9,000	18,000
Total Expenditures:	76,198	10,000	10,000	10,000	96,198

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Fund Balance	-	-	-	-	-
Grants - Unsecured (Fed, State, Local)	-	-	-	-	-
REET 2	10,000	50,000	50,000	50,000	180,000
Other	-	-	-	-	-
Total Funding Sources:	10,000	50,000	50,000	50,000	180,000
Capital Expenditures:					
Design	1,000	5,000	5,000	5,000	18,000
Right of Way	-	-	-	-	-
Construction	9,000	45,000	45,000	45,000	162,000
Total Expenditures:	10,000	50,000	50,000	50,000	180,000

City of Auburn Draft Capital Facilities Plan

CAPITAL IMPROVEMENT FUND (328)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Capital Projects Fund

Project Title: **City Wetland Mitigation Projects**
 Project No: **cp1315**
 Project Type: **Non-Capacity**
 Project Manager: **Jeff Tate**

Description:

This project designs and constructs off-site wetland mitigation in the Auburn Environmental Park for participating development projects as approved through the City's development review process. Design, construction, monitoring, and maintenance of the mitigation is funded through wetland mitigation fees collected by the City.

Progress Summary:

Replacement plantings for Auburn Airport tree removal conducted in 2013. Design and construction of mitigation for other development sites deferred to 2021. Years 2019-2024 scheduled for site monitoring only.

Future Impact on Operating Budget:

After construction, each wetland mitigation site will be monitored and maintained for a period of three to five years, depending on the specific requirements for the project. Funding for future year monitoring and maintenance is included in the development fees collected by the City, and is budgeted as part of the Capital Facilities Plan.

Activity:

Funding Sources:	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
<i>Unrestricted Fund Balance</i>	-	-	-	-	-
<i>Grants - Secured (Fed, State, Local)</i>	-	-	-	-	-
<i>Fund 124 Wetland Mitigation Account</i>	6,969	5,000	36,600	5,000	48,569
<i>REET</i>	-	-	-	-	-
Total Funding Sources:	6,969	5,000	36,600	5,000	48,569
Capital Expenditures:					
<i>Design</i>	-	-	10,000	-	10,000
<i>Monitoring</i>	1,868	5,000	5,000	5,000	11,868
<i>Construction</i>	5,101	-	21,600	-	26,701
Total Expenditures:	6,969	5,000	36,600	5,000	48,569

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
<i>Unrestricted Fund Balance</i>	-	-	-	-	-
<i>Grants - Secured (Fed, State, Local)</i>	-	-	-	-	-
<i>Fund 124 Wetland Mitigation Account</i>	5,000	5,000	5,000	5,000	61,600
<i>REET</i>	-	-	-	-	-
Total Funding Sources:	5,000	5,000	5,000	5,000	61,600
Capital Expenditures:					
<i>Design</i>	-	-	-	-	10,000
<i>Monitoring</i>	5,000	5,000	5,000	5,000	30,000
<i>Construction</i>	-	-	-	-	21,600
Total Expenditures:	5,000	5,000	5,000	5,000	61,600

City of Auburn Draft Capital Facilities Plan

CAPITAL IMPROVEMENT FUND (328)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Capital Projects Fund

Project Title: **Auburn Environmental Park Boardwalk - Phase 2**
 Project No: **cp1611**
 Project Type: **Non-Capacity**
 Project Manager: **Jeff Tate**

Description:

The Auburn Environmental Park (AEP) provides vegetated natural open space within an urbanized area. The AEP provides opportunities for local economic development, water quality improvement, storm water detention, flood control, fish and wildlife enhancement, visual resources, public education, and passive recreation, including walking trails and bird viewing amenities. In 2012, the City completed the construction of approximately 1,200 lineal feet of the first phase (Phase 1) of an elevated boardwalk trail in the Auburn Environmental Park (AEP). This trail extended from West Main Street through existing wetlands in the AEP terminating at the base of the Bird Viewing Tower constructed in 2009. As part of the construction of the elevated boardwalk, the City also installed interpretative signage, bench seating, limited new vehicle parking on Western Avenue and over two acres of wetland species of trees, plants and shrubs. Phase 2 of the elevated boardwalk trail would construct a combination of up to approximately 2,000 lineal feet of surface trail and elevated boardwalk trail from the current terminus at the Bird Viewing Tower to a connection with the Interurban Trail. The Phase 2 project will further previous and current Councils' visions of the AEP providing passive recreation and environmental education opportunities for all Auburn citizens.

Progress Summary:

Design for this project is scheduled to start in fall of 2023.

Future Impact on Operating Budget:

Construction of the Phase 2 project is anticipated to incur approximately \$10,000 in annual operating costs to the City's operating budget. Operating costs are addressed in the Environmental Services portion of the Community Development and Public Works Department operating budget.

Activity:

Funding Sources:	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
<i>Unrestricted Fund Balance</i>	-	-	-	-	-
<i>Grants - Unsecured State</i>	-	-	-	-	-
<i>Grants - Local Unsecured</i>	-	-	-	-	-
<i>REET 2</i>	-	-	-	-	-
<i>Other -TBD</i>	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-
Capital Expenditures:					
<i>Design</i>	-	-	-	-	-
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	-	-	-	-	-
Total Expenditures:	-	-	-	-	-

Forecasted Project Cost:

Funding Sources:	2023	2024	2025	2026	Total 2021-2026
<i>Unrestricted Fund Balance</i>	-	-	-	-	-
<i>Grants - Unsecured State</i>	-	-	-	-	-
<i>Grants - Local Unsecured</i>	-	-	-	-	-
<i>REET 2</i>	75,000	-	-	-	75,000
<i>Other -TBD</i>	-	800,000	-	-	800,000
Total Funding Sources:	75,000	800,000	-	-	875,000
Capital Expenditures:					
<i>Design</i>	75,000	-	-	-	75,000
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	-	800,000	-	-	800,000
Total Expenditures:	75,000	800,000	-	-	875,000

City of Auburn Draft Capital Facilities Plan

LOCAL REVITALIZATION FUND (330)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Capital Projects Fund

Project Title: **City Downtown Public Parking Lot Reconfiguration**
 Project No: **cp1616**
 Project Type: **Non-Capacity**
 Project Manager: **Ingrid Gaub**

Description:

Reconfigure the City owned public parking lot between Safeway and Main Street to address pedestrian and vehicular circulation; remove existing landscaping to allow more flexibility in the parking lot redesign; explore whether more parking stalls can be added to the lot to aid in providing additional customer parking within Downtown Auburn; and resurface the parking lot.

Progress Summary:

Monies to improve the parking lot adjacent to Safeway and the B Street Plaza were used to create safety and aesthetic improvements to the plaza. New catenary lighting and planters were added to the plaza as a short- to medium-term improvement. The lighting increases safety and the planters were added to delineate walking paths and create visual interest. Completion of design and construction is delayed until the Heritage Building is addressed.

Future Impact on Operating Budget:

None anticipated as the City already maintains the parking lot.

Activity:

Funding Sources:	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
<i>Local Revitalization Fund 330</i>	17,329	-	245,000	-	262,329
<i>Grants- Secured (Fed,State,Local)</i>	-	-	-	-	-
<i>REET</i>	-	-	-	-	-
<i>Other -Contributions</i>	-	-	-	-	-
Total Funding Sources:	17,329	-	245,000	-	262,329
Capital Expenditures:					
<i>Design</i>	-	-	-	-	-
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	17,329	-	245,000	-	262,329
Total Expenditures:	17,329	-	245,000	-	262,329

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
<i>Local Revitalization Fund 330</i>	-	-	-	-	245,000
<i>Grants- Secured (Fed,State,Local)</i>	-	-	-	-	-
<i>REET</i>	-	-	-	-	-
<i>Other -Contributions</i>	-	-	-	-	-
Total Funding Sources:	-	-	-	-	245,000
Capital Expenditures:					
<i>Design</i>	-	-	-	-	-
<i>Right of Way</i>	-	-	-	-	-
<i>Construction</i>	-	-	-	-	245,000
Total Expenditures:	-	-	-	-	245,000

City of Auburn Draft Capital Facilities Plan

CAPITAL IMPROVEMENT FUND (328)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Capital Projects Fund

Project Title: **Local Revitalization**

Project No:

Project Type:

Project Manager:

Description:

To pay debt service costs on 2010 General Obligation bonds issued for the Downtown Promenade improvements.

Progress Summary:

Future Impact on Operating Budget:

N/A

Activity:

	(Previous 2 Yrs.) Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Fund Balance	-	-	-	-	-
Grants - Secured (Fed, State, Local)	-	-	-	-	-
REET 2	457,909	220,600	225,000	223,700	903,509
Total Funding Sources:	457,909	220,600	225,000	223,700	903,509
Capital Expenditures:					
Design	-	-	-	-	-
Construction	-	-	-	-	-
Long-Term Debt Service	457,909	220,600	225,000	223,700	903,509
Total Expenditures:	457,909	220,600	225,000	223,700	903,509

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Fund Balance	-	-	-	-	-
Grants	-	-	-	-	-
REET 2	222,000	219,800	222,300	219,200	1,332,000
Total Funding Sources:	222,000	219,800	222,300	219,200	1,332,000
Capital Expenditures:					
Design	-	-	-	-	-
Construction	-	-	-	-	-
Long-Term Debt Service	222,000	219,800	222,300	219,200	1,332,000
Total Expenditures:	222,000	219,800	222,300	219,200	1,332,000

City of Auburn Draft Capital Facilities Plan

TABLE CI-3

**Impact on Future Operating Budgets
COMMUNITY IMPROVEMENTS**

Project:	2022	2023	2024	2025	2026	2027	Total
1 104th Ave. Park Development	\$ 12,500	\$ 12,500	\$ 12,500	\$ 12,500	\$ 12,500	\$ 12,500	\$ 75,000
2 AEP Boardwalk -Phase 2	-	-	-	10,000	10,000	10,000	30,000
3 City Street Light LED Retrofit	(150,000)	(150,000)	(150,000)	(150,000)	(150,000)	(150,000)	(900,000)
Total	\$ (137,500)	\$ (137,500)	\$ (137,500)	\$ (127,500)	\$ (127,500)	\$ (127,500)	\$ (795,000)

City of Auburn Draft Capital Facilities Plan

AIRPORT

Current Facilities

The City of Auburn operates the Auburn Municipal Airport, providing hangar and tie-down facilities/leasing space for aircraft-related businesses. As of 2017, there were approximately 142,000 take-offs and landings (aircraft operations) at the airport annually. Table A-1 “Facilities Inventory” lists the facilities with current capacity and location. The Airport Master Plan was completed in May 2015 for the period 2012 through 2032.

Level of Service (LOS)

The Auburn Municipal Airport Master Plan provides a maximum runway capacity (LOS standard) of 231,000 aircraft operations annually; one take-off or landing equals one aircraft operation. This LOS is recognized by the Federal Aviation Administration (FAA). The FAA requires the airport to have the capital facilities capacity (i.e., runways, taxiways, holding areas, terminal, hangars, water/sewer system, etc.) necessary to accommodate 100% of aircraft operations during any one year. By 2022, the Airport Master Plan forecasts the number of operations to be 198,623 – well below the capacity of the airport runway.

Capital Facilities Projects and Financing

The City's Airport facilities include ten non-capacity projects totaling \$16,491,360. These include the Runway/Taxiway Rehab, RSA grading & Precision Approach Path Indicator (PAPI) project, hangar facility construction project, open T-hangar upgrades, and Airport office/middle ramp reconfigure project. Table A-2 shows the proposed financing plan followed by individual worksheets showing the project detail.

Impact on Future Operating Budgets

As Table A-3 shows, operating budget impacts of \$12,000 are forecasted for Airport facilities during the six years 2022 – 2027.

TABLE A-1

Facilities Inventory Airport

FACILITY	CAPACITY		LOCATION
	# of Aircraft	# of Feet	
Existing Inventory:			
Hangars (Public)	145		2143 E Street NE
Hangars (Private)	103		2143 E Street NE
Tiedowns	153		2143 E Street NE
Runway		3,841	2143 E Street NE
Total Existing Inventory	401	3,841	
Proposed Capacity Projects:			
Private Hangar Development	23	-	2143 E Street NE
Total Proposed Capacity Projects	23	-	
2026 Projected Inventory Total	424	3,841	

City of Auburn Draft Capital Facilities Plan

TABLE A-2

**CAPITAL FACILITIES PLAN PROJECTS AND FINANCING
AIRPORT**

		2021	2022	2023	2024	2025	2026	Total
	<u>Capacity Projects:</u>							
	None							-
Page	<u>Non-Capacity Projects:</u>							
228	Annual Repair and Maintenance of Airport Facilities							
	Capital Costs	100,000	150,000	500,000	100,000	200,000	238,800	1,288,800
	Funding Sources:							
	Airport Fund	100,000	150,000	500,000	100,000	200,000	238,800	1,288,800
	Grants	-	-	-	-	-	-	-
229	Jet A Fueling Facility							
	Capital Costs	-	50,000	350,000	-	-	-	400,000
	Funding Sources:							
	Airport Fund	-	25,000	175,000	-	-	-	200,000
	Other Agencies	-	25,000	175,000	-	-	-	200,000
	Grants	-	-	-	-	-	-	-
230	AWOS, Beacon & Emergency Generator							
	Capital Costs	-	-	-	111,110	1,050,000	-	1,161,110
	Funding Sources:							
	Airport Fund	-	-	-	5,555	52,500	-	58,055
	Grants	-	-	-	105,555	997,500	-	1,103,055
231	Annual Airport Pavement Maintenance							
	Capital Costs	25,000	50,000	-	50,000	50,000	100,000	275,000
	Funding Sources:							
	Airport Fund	25,000	50,000	-	50,000	50,000	100,000	275,000
	Grants	-	-	-	-	-	-	-
232	Hangar Facility Construction							
	Capital Costs	2,750,000	-	-	-	-	-	2,750,000
	Funding Sources:							
	Airport Fund	-	-	-	-	-	-	-
	Bond Proceeds	2,750,000	-	-	-	-	-	2,750,000
233	Open T-Hangar Upgrades							
	Capital Costs	-	1,060,900	-	-	-	-	1,060,900
	Funding Sources:							
	Airport Fund	-	-	-	-	-	-	-
	Bond Proceeds	-	1,060,900	-	-	-	-	1,060,900
234	Runway/Taxiway Rehab, RSA Grading & PAPI project							
	Capital Costs	-	444,440	3,111,110	-	-	-	3,555,550
	Funding Sources:							
	Airport Fund	-	22,220	155,555	-	-	-	177,775
	Grants	-	422,220	2,955,555	-	-	-	3,377,775
235	Property Access to Airport							
	Capital Costs	-	-	-	-	50,000	-	50,000
	Funding Sources:							
	Airport Fund	-	-	-	-	50,000	-	50,000
	Grants	-	-	-	-	-	-	-

City of Auburn Draft Capital Facilities Plan

TABLE A-2 (continued)

	2021	2022	2023	2024	2025	2026	Total
<u>Non-Capacity Projects:</u>							
236 Precision Instrument Approach							
Capital Costs	-	25,000	25,000	-	-	-	50,000
Funding Sources:							
Airport Fund	-	25,000	25,000	-	-	-	50,000
Other Agencies	-	-	-	-	-	-	-
237 Airport Office / Middle Ramp Reconfigure							
Capital Costs	-	-	75,000	75,000	5,750,000	-	5,900,000
Funding Sources:							
Airport Fund	-	-	7,500	7,500	575,000	-	590,000
Other Agencies	-	-	67,500	67,500	5,175,000	-	5,310,000
SUMMARY:							
CAPITAL COSTS							
Capacity Projects	-	-	-	-	-	-	-
Non-Capacity Projects	2,875,000	1,780,340	4,061,110	336,110	7,100,000	338,800	16,491,360
Total Costs	2,875,000	1,780,340	4,061,110	336,110	7,100,000	338,800	16,491,360
FUNDING SOURCES:							
Airport Fund	125,000	272,220	863,055	163,055	927,500	338,800	2,689,630
Other Agencies	-	25,000	242,500	67,500	5,175,000	-	5,510,000
Bond Proceeds	2,750,000	1,060,900	-	-	-	-	3,810,900
Grants (Fed,State,Local)	-	422,220	2,955,555	105,555	997,500	-	13,601,730
Total Funding	2,875,000	1,780,340	4,061,110	336,110	7,100,000	338,800	16,491,360

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AIRPORT FUND (465)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **Annual Repair and Maintenance of Airport Facilities**
 Project No: **apbd05, cp1931**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

Due to the current conditions of the Facilities at the Airport, this program provides for necessary maintenance and repair work such as slab sealing, roof replacement, hangar beam replacement, painting, electrical repairs, etc. for buildings identified in the 2018 Facility Condition Assessment as being in "Fair" to "Good" condition. Repair and maintenance of these facilities will help prolong the service life of these buildings.

Progress Summary:

Program began in 2017. In 2018, a Facilities Condition Assessment was completed.

Future Impact on Operating Budget:

This project will decrease the need for more costly repairs and maintenance on older buildings.

Activity:

	(Previous 2 Years) Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Airport Revenue	9,211	190,789	100,000	150,000	300,000
Grants (Fed, State, Local)	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	9,211	190,789	100,000	150,000	300,000
Capital Expenditures:					
Design	-	20,000	20,000	25,000	40,000
Right of Way	-	-	-	-	-
Construction	9,211	170,789	80,000	125,000	260,000
Total Expenditures:	9,211	190,789	100,000	150,000	300,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Airport Revenue	500,000	100,000	200,000	238,800	1,288,800
Grants (Fed, State, Local)	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	500,000	100,000	200,000	238,800	1,288,800
Capital Expenditures:					
Design	100,000	20,000	40,000	45,000	250,000
Right of Way	-	-	-	-	-
Construction	400,000	80,000	160,000	193,800	1,038,800
Total Expenditures:	500,000	100,000	200,000	238,800	1,288,800

City of Auburn Draft Capital Facilities Plan

AIRPORT FUND (465)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **Jet A Fueling Facility**
 Project No: **apbd04**
 Project Type: **Non-Capacity**
 Project Manager: **Ingrid Gaub**

Description:

Construct any necessary site improvements to accommodate a temporary 2,000 gallon fueling truck for Jet A fuel on site in 2018. Design and Construct a permanent 12,000 gallon Fuel Tank for Jet A service at Airport in 2022 and 2023 after the runway extension is complete and demand for Jet A fuel is established. 50% split of funding between the airport and a private party.

Progress Summary:

Due to the delay on the completion of the Runway, this project has been moved to 2022.

Future Impact on Operating Budget:

None

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Airport Revenue	-	-	-	25,000	-
Other Agencies	-	-	-	25,000	-
State Grant -Unsecured	-	-	-	-	-
Total Funding Sources:	-	-	-	50,000	-
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	50,000	-
Total Expenditures:	-	-	-	50,000	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Airport Revenue	175,000	-	-	-	200,000
Other Agencies	175,000	-	-	-	200,000
State Grant -Unsecured	-	-	-	-	-
Total Funding Sources:	350,000	-	-	-	400,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	350,000	-	-	-	400,000
Total Expenditures:	350,000	-	-	-	400,000

City of Auburn Draft Capital Facilities Plan

AIRPORT FUND (465)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **AWOS, Beacon & Emergency Generator**
 Project No: **cpxxxx**
 Project Type: **Non-Capacity**
 Project Manager: **Ingrid Gaub**

Description:

This project will fund the environmental, design and construction of an Automated Weather Observation System (AWOS), Beacon and emergency generator. This will be funded at 90% by the FAA

Progress Summary:

After discussion with the FAA this project was expanded to include beacon and emergency generator expenses.

Future Impact on Operating Budget:

\$2,000 annually for on-going maintenance and repair

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Airport Revenue	-	-	-	-	-
Federal - Non-Primary Entitlements	-	-	-	-	-
Federal- Unsecured	-	-	-	-	-
State Grant -Unsecured	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	-	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Airport Revenue	-	5,555	52,500	-	58,055
Federal - Non-Primary Entitlements	-	100,000	200,000	-	300,000
Federal- Unsecured	-	-	745,000	-	745,000
State Grant -Unsecured	-	5,555	52,500	-	58,055
Total Funding Sources:	-	111,110	1,050,000	-	1,161,110
Capital Expenditures:					
Design	-	111,110	225,000	-	336,110
Right of Way	-	-	-	-	-
Construction	-	-	825,000	-	825,000
Total Expenditures:	-	111,110	1,050,000	-	1,161,110

Grants / Other Sources: Federal Aviation Administration and Washington State Department of Transportation

City of Auburn Draft Capital Facilities Plan

AIRPORT FUND (465)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **Annual Airport Pavement Maintenance**

Project No: **apbd12**

Project Type: **Non-Capacity**

Project Manager: **Tim Mensonides**

Description:

This project will completed pavement maintenance and preservation activities for the Airport Runway, Taxiways and other paved surfaces at the Auburn Airport to maintain the facilities in adequate operational conditions

Progress Summary:

Future Impact on Operating Budget:

None

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Airport Revenue	-	25,000	25,000	50,000	25,000
Grants (Fed, State, Local)	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	25,000	25,000	50,000	25,000
Capital Expenditures:					
Design	-	2,000	2,000	5,000	4,000
Right of Way	-	-	-	-	-
Construction	-	23,000	23,000	45,000	46,000
Total Expenditures:	-	25,000	25,000	50,000	50,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Airport Revenue	-	50,000	50,000	100,000	275,000
Grants (Fed, State, Local)	-	-	-	-	-
Other	-	-	-	-	-
Total Funding Sources:	-	50,000	50,000	100,000	275,000
Capital Expenditures:					
Design	-	5,000	5,000	10,000	27,000
Right of Way	-	-	-	-	-
Construction	-	45,000	45,000	90,000	248,000
Total Expenditures:	-	50,000	50,000	100,000	275,000

City of Auburn Draft Capital Facilities Plan

AIRPORT FUND (465)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Enterprise Funds

Project Title: **Hangar Facility Construction**
 Project No: **apbd10, cp1932**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

There is significant demand for hangar space in the Puget Sound region. The airport currently has a hangar wait list with over 90 names on it. This project would construct a new row of T hangars on the Airport's southeast tie down ramp.

Progress Summary:

Working with our consultant on the type of hangar facilities needed at the Airport and a refined estimated cost.

Future Impact on Operating Budget:

Utilization of 3.8 million dollar bond issued in 2021 to fund construction. In 2022 hangar revenues increase \$204,000 annually.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Airport Revenue	-	50,000	-	-	50,000
Bond Revenue	-	-	2,750,000	-	2,750,000
Grants (Fed, State, Local)	-	-	-	-	-
Other (Public/Private Partnership)	-	-	-	-	-
Total Funding Sources:	-	50,000	2,750,000	-	2,800,000
Capital Expenditures:					
Design	-	50,000	250,000	-	300,000
Right of Way	-	-	-	-	-
Construction	-	-	2,500,000	-	2,500,000
Total Expenditures:	-	50,000	2,750,000	-	2,800,000

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Airport Revenue	-	-	-	-	-
Bond Revenue	-	-	-	-	-
Grants (Fed, State, Local)	-	-	-	-	-
Other (Public/Private Partnership)	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-
Capital Expenditures:					
Design	-	-	-	-	250,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	2,500,000
Total Expenditures:	-	-	-	-	2,750,000

City of Auburn Draft Capital Facilities Plan

AIRPORT FUND (465)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Enterprise Funds

Project Title: **Open T-Hangar Upgrades**
 Project No: **apbd14**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

Due to the current conditions of the hangar facilities at the Airport, this program will replace or upgrade hangar facilities as they reach the end of their service life. A Facility Condition Assessment was completed in 2018. In 2019 an in depth analysis of the hangars' structure and roofing was conducted with a recommendation to not replace but upgrade the structures. The demand on the airport is greater for closed hangars vs open units. This project will convert 2 open rows to closed hangars and increase airport revenues at approximately \$100,000 annually. This will allow for 2 open rows to remain on the airport and provide greater hangar options for airport tenants.

Progress Summary:

Future Impact on Operating Budget:

Utilization of 3.8 million dollar bond issued in 2021 to fund construction. In 2023 hangar revenues increase \$100,000 annually.

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Airport Revenue	-	-	-	-	-
Bond Revenue	-	-	-	1,060,900	-
Grants (Fed, State, Local)	-	-	-	-	-
Other (Public/Private Partnership)	-	-	-	-	-
Total Funding Sources:	-	-	-	1,060,900	-
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	1,060,900	-
Total Expenditures:	-	-	-	1,060,900	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Airport Revenue	-	-	-	-	-
Bond Revenue	-	-	-	-	1,060,900
Grants (Fed, State, Local)	-	-	-	-	-
Other (Public/Private Partnership)	-	-	-	-	-
Total Funding Sources:	-	-	-	-	1,060,900
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	1,060,900
Total Expenditures:	-	-	-	-	1,060,900

City of Auburn Draft Capital Facilities Plan

AIRPORT FUND (465)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **Runway/Taxiway Rehab, RSA Grading & PAPI project**
 Project No: **apbd13**
 Project Type: **Non-Capacity**
 Project Manager: **Tim Mensonides**

Description:

This project will complete a Fog seal of on the Airport Taxiways to extend the life of the pavement and complete rehabilitation of the Runway to prolong the useful life of the Runway. This project will also complete necessary improvements to the property purchased from the Park and Ride to be in compliance with the FAA requirements for the Runway Safety Area. In addition the project will install Precision Approach Path Indicator (PAPI) for Runway to replace aging Visual Approach Slope Indicator (VASI) system.

Progress Summary:

After discussion with the FAA this project combined the Runway/Taxiway Rehab, the RSA Grading and the PAPI project into one project as part of the 2021 -2026 Capital Facilities Plan.

Future Impact on Operating Budget:

\$2,000 annually for PAPI on-going maintenance and repair

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Airport Revenue	-	-	-	22,220	
Federal -Non Primary Entitlement	-	-	-	400,000	
Grants unsecured -Federal	-	-	-	-	-
Grants unsecured - State	-	-	-	22,220	-
Total Funding Sources:	-	-	-	444,440	-
Capital Expenditures:					
Design	-	-	-	444,440	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	444,440	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Airport Revenue	155,555	-	-	-	177,775
Federal -Non Primary Entitlement	200,000	-	-	-	600,000
Grants unsecured -Federal	2,600,000	-	-	-	2,600,000
Grants unsecured - State	155,555	-	-	-	177,775
Total Funding Sources:	3,111,110	-	-	-	3,555,550
Capital Expenditures:					
Design	466,600	-	-	-	911,040
Right of Way	-	-	-	-	-
Construction	2,644,510	-	-	-	2,644,510
Total Expenditures:	3,111,110	-	-	-	3,555,550

Grants / Other Sources:

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AIRPORT FUND (465)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **Property Access to Airport**
 Project No: **cpxxx**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

Description:

Enter into a through the fence agreement for access to the Airport.

Progress Summary:

Future Impact on Operating Budget:

None

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Airport Revenue	-	-	-	-	-
Grants (Fed, State, Local)	-	-	-	-	-
Other (Public/Private Partnership)	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	-	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Airport Revenue	-	-	50,000	-	50,000
Grants (Fed, State, Local)	-	-	-	-	-
Other (Public/Private Partnership)	-	-	-	-	-
Total Funding Sources:	-	-	50,000	-	50,000
Capital Expenditures:					
Design	-	-	50,000	-	50,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	50,000	-	50,000

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AIRPORT FUND (465)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Enterprise Funds

Project Title: **Precision Instrument Approach**
 Project No: **apbd15**
 Project Type: **Non -Capacity**
 Project Manager: **TBD**

Description:

Approval process with the FAA to improve the airport's instrument approach.

Progress Summary:

Future Impact on Operating Budget:

None

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Airport Revenue	-	-	-	25,000	-
Bond Revenue	-	-	-	-	-
Grants (Fed, State, Local)	-	-	-	-	-
Other (Public/Private Partnership)	-	-	-	-	-
Total Funding Sources:	-	-	-	25,000	-
Capital Expenditures:					
Design	-	-	-	25,000	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	25,000	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Airport Revenue	25,000	-	-	-	50,000
Bond Revenue	-	-	-	-	-
Grants (Fed, State, Local)	-	-	-	-	-
Other (Public/Private Partnership)	-	-	-	-	-
Total Funding Sources:	25,000	-	-	-	50,000
Capital Expenditures:					
Design	25,000	-	-	-	50,000
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	25,000	-	-	-	50,000

City of Auburn Draft Capital Facilities Plan

AIRPORT FUND (465)

Six Year Capital Facilities Plan, 2021-2026

Capital Facilities Plan

Enterprise Funds

Project Title: **Airport Office / Middle Ramp Reconfigure**
 Project No: **cpxxx**
 Project Type: **Non -Capacity**
 Project Manager: **TBD**

Description:

This project will reconfigure the Airport office and parking lot area to allow for additional development of an Airport based aviation business /restaurant. 10/90% split with the airport and private party.

Progress Summary:

Future Impact on Operating Budget:

None

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Airport Revenue	-	-	-	-	-
Bond Revenue	-	-	-	-	-
Grants (Fed, State, Local)	-	-	-	-	-
Other (Public/Private Partnership)	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	-	-	-	-	-

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Airport Revenue	7,500	7,500	575,000	-	590,000
Bond Revenue	-	-	-	-	-
Grants (Fed, State, Local)	-	-	-	-	-
Other (Public/Private Partnership)	67,500	67,500	5,175,000	-	5,310,000
Total Funding Sources:	75,000	75,000	5,750,000	-	5,900,000
Capital Expenditures:					
Design	75,000	75,000	-	-	150,000
Right of Way	-	-	-	-	-
Construction	-	-	5,750,000	-	5,750,000
Total Expenditures:	75,000	75,000	5,750,000	-	5,900,000

City of Auburn Draft Capital Facilities Plan

TABLE A-3

**Impact on Future Operating Budgets
AIRPORT**

Project:	2022	2023	2024	2025	2026	2027	Total
1 Automated Weather Observation System, Beacon & Emergency Generator	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ 2,000	\$ 4,000
2 Precision Approach Path Indicator (PAPI) for Runway	-	-	2,000	2,000	2,000	2,000	8,000
Total	\$ -	\$ -	\$ 2,000	\$ 2,000	\$ 4,000	\$ 4,000	\$ 12,000

CEMETERY

Current Facilities

The City owns two cemeteries. The Mountain View Cemetery is a fully developed facility (60 acres and five buildings) that provides burial services and related merchandise for the community. The Pioneer Cemetery is a historic cemetery that is no longer used for burial purposes. Table C-1 “Facilities Inventory” lists the facilities along with their current capacity and location.

Level of Service (LOS)

The current LOS of 33 burial plots/niches and cremation in ground plots per 1,000 population is based on the existing inventory divided by the estimated 2021 citywide population of 83,005. The proposed LOS of 33 burial and plots/niches and cremation in ground plots per 1,000 population is based on the projected inventory divided by the 2026-projected citywide population of 87,239.

Capital Facilities Projects and Financing

The City’s Mountain View Cemetery facilities includes one capital projects costing \$395,000 to build a new mausoleum. Table C-2 shows the proposed financing plan followed by the worksheet showing the project detail.

Impact on Future Operating Budgets

There are no operating budget impacts forecast for the cemetery during the six years 2022 – 2027.

TABLE C-1

Facilities Inventory Cemetery

FACILITY	CAPACITY		LOCATION
	# of Plots	Niches	
Existing Inventory:			
Mountain View Cemetery	2,771		2020 Mountain View Dr.
Pioneer Cemetery	-		8th & Auburn Way No.
Total Existing Inventory	2,771		
Proposed Capacity Projects:			
New Development - Burial Plots	96		
Total Proposed Capacity Projects	96		
2025 Projected Inventory Total	2,867		

City of Auburn Draft Capital Facilities Plan

TABLE C-2

**CAPITAL FACILITIES PLAN PROJECTS AND FINANCING
CEMETERY**

		2021	2022	2023	2024	2025	2026	Total
Page	<u>Capacity Projects:</u>							
241	Mausoleum Building							
	Capital Costs	40,000	-	355,000	-	-	-	395,000
	Funding Sources:							
	Cemetery Fund	40,000	-	355,000	-	-	-	395,000
	Cemetery Endowed Care	-	-	-	-	-	-	-
SUMMARY:								
CAPITAL COSTS								
	Capacity Projects	40,000	-	355,000	-	-	-	395,000
	Non-Capacity Projects	-	-	-	-	-	-	-
	Total Costs	40,000	-	355,000	-	-	-	395,000
FUNDING SOURCES:								
	Cemetery Fund	40,000	-	355,000	-	-	-	395,000
	Cemetery Endowed Care	-	-	-	-	-	-	-
	Total Funding	40,000	-	355,000	-	-	-	395,000

City of Auburn Draft Capital Facilities Plan

CEMETERY FUND (466)

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Enterprise Funds

Project Title: **Mausoleum Building**
 Project No: **cp1831**
 Project Type: **Capacity**
 Project Manager: **Craig Hudson**

Description:

This project will design and construct a 72 crypt and 48 niche mausoleum for above ground internment option. The public has expressed desire to have this option available as the current mausoleum is at capacity.

Progress Summary:

Project design is planned to be completed in 2021 and construction to begin in 2023.

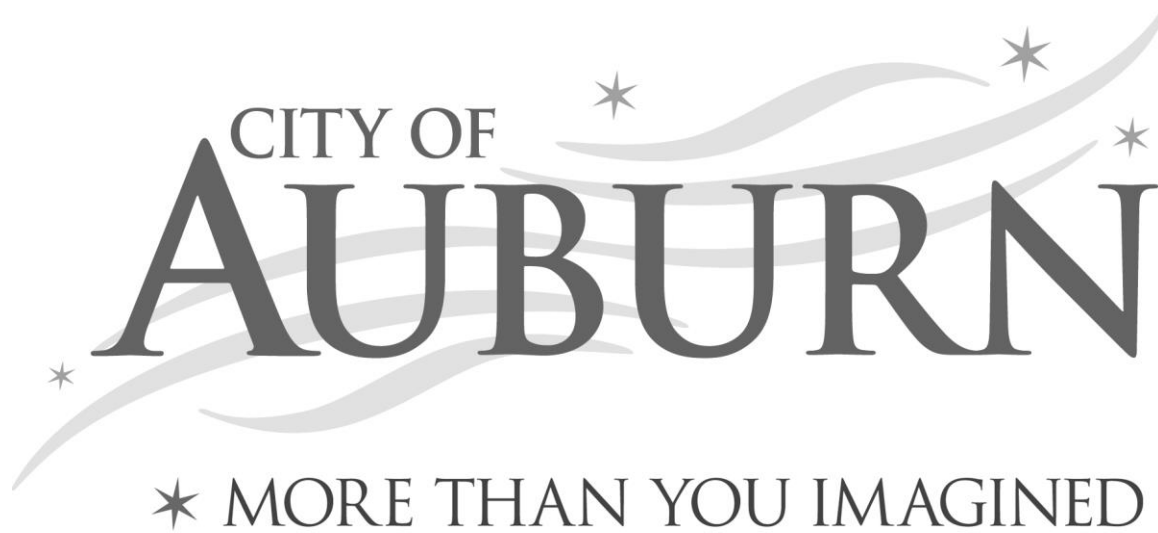
Future Impact on Operating Budget:

Activity:

	Prior to 2020	2020 YE Estimate	2021 Budget	2022 Budget	2021 Year End Project Total
Funding Sources:					
Unrestricted Cemetery Revenue	2,250	10,000	40,000	-	52,250
Bond Proceeds	-	-	-	-	-
Cemetery Endowed Care	-	-	-	-	-
Total Funding Sources:	2,250	10,000	40,000	-	52,250
Capital Expenditures:					
Design	2,250	10,000	40,000	-	52,250
Right of Way	-	-	-	-	-
Construction	-	-	-	-	-
Total Expenditures:	2,250	10,000	40,000	-	52,250

Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Unrestricted Cemetery Revenue	355,000	-	-	-	395,000
Bond Proceeds	-	-	-	-	-
Cemetery Endowed Care	-	-	-	-	-
Total Funding Sources:	355,000	-	-	-	395,000
Capital Expenditures:					
Design	-	-	-	-	40,000
Right of Way	-	-	-	-	-
Construction	355,000	-	-	-	355,000
Total Expenditures:	355,000	-	-	-	395,000



FIRE PROTECTION

Current Facilities

The Valley Regional Fire Authority provides fire protection and rescue services to a 40-square mile area which includes the City of Auburn, the City of Algona, the City of Pacific and King County Fire Protection District 31. The Valley Regional Fire Authority operates out of five stations, which are manned 24 hours per day. The North Station #31 also serves as the department headquarters and includes a hose and training tower. Each station is assigned fire apparatus (Engines and Aid Vehicles). Table F-1 "Facilities Inventory" lists the facilities along with their current capacity and location.

Level of Service (LOS)

The current LOS of 0.20 fire apparatus per 1,000 population is based on the existing inventory (17 fire apparatus) divided by the 2021 citywide population estimate of 83,005. The proposed LOS of 0.21 fire apparatus per 1,000 is based on the 2026-planned inventory (18 fire apparatus) divided by the 2026-projected citywide population of 87,239.

Capital Facilities Projects and Financing

The Valley Regional Fire Authority includes one capital project at a cost of \$1,625,000 for fire apparatus enhancements and improvements. Table F-2 shows the proposed financing plan followed by an individual worksheet showing the project detail.

Impact on Future Operating Budgets

There are no operating budget impacts forecasted for fire protection during the six years 2022 – 2027.

City of Auburn Draft Capital Facilities Plan

TABLE F-1

Facilities Inventory
Valley Regional Fire Authority

FACILITY	CAPACITY		LOCATION
	Fire Apparatus	Aid Vehicles	
Existing Inventory:			
Stations:			
North Station #31			1101 'D' Street NE, Auburn
First Line	2	1	
Reserve	-	1	
South Station #32			1951 'R' Street SE, Auburn
First Line	1	1	
Reserve	1	1	
Lakeland Station #33			500 182nd Ave E, Auburn
First Line	1	-	
Reserve	1	-	
Lea Hill Station #34			31290 124th Ave SE, Auburn
First Line	1	-	
Brush Truck	1	-	
Reserve	1	-	
GSA Station #35			2815 C St SW, Auburn
Reserve	1	1	
Pacific Station #38			133 3rd Ave SE, Pacific
First Line	1	-	
Reserve	1	-	
Total Existing Inventory	12	5	
Proposed Inventory Additions:			
First Line	1	-	
Total Proposed Capacity Projects	1	-	
2025 Projected Inventory Total	13	5	

City of Auburn Draft Capital Facilities Plan

TABLE F-2

CAPITAL FACILITIES PLAN PROJECTS AND FINANCING
VALLEY REGIONAL FIRE AUTHORITY

	2021	2022	2023	2024	2025	2026	Total
Capacity Projects:							
Fire Station Facility Relocation, Enhancements & Improvements							
Capital Costs	75,000	1,250,000	75,000	75,000	75,000	75,000	1,625,000
Funding Sources:							
Grants	-	-	-	-	-	-	-
Other Proceeds (VRFA)	-	750,000	-	-	-	-	750,000
Impact/Mitigation Fees	75,000	500,000	75,000	75,000	75,000	75,000	875,000
SUMMARY:							
CAPITAL COSTS							
Capacity Projects	-	-	-	-	-	-	-
Non-Capacity Projects	75,000	1,250,000	75,000	75,000	75,000	75,000	1,625,000
Total Costs	75,000	1,250,000	75,000	75,000	75,000	75,000	1,625,000
FUNDING SOURCES:							
Grants (Fed,State,Local)	-	750,000	-	-	-	-	750,000
Impact/Mitigation Fees	75,000	500,000	75,000	75,000	75,000	75,000	875,000
Total Funding	75,000	1,250,000	75,000	75,000	75,000	75,000	1,625,000

City of Auburn Draft Capital Facilities Plan

Valley Regional Fire Authority

Capital Facilities Plan

Six Year Capital Facilities Plan, 2021-2026

Project Title: **Fire Station Facility Relocation, Enhancements & Improvements**
 Project No: **cpxxxx**
 Project Type: **Capacity**
 Project Manager: **Mark Horaski**

Description:

Facility Improvement projects are identified and prioritized annually and are subject to delay to accommodate emergency repairs. The Valley Regional Fire Authority includes one project for apparatus enhancements and improvements.

Progress Summary:

Fire mitigation and impact fees will be transferred to the Valley Regional Fire Authority to pay for apparatus enhancements and improvements.

Future Impact on Operating Budget:

None

Activity:

	(Previous 2 Yrs.)	2020 YE			2021 Year End
Funding Sources:	Prior to 2020	Estimate	2021 Budget	2022 Budget	Project Total
Grants	-	-	-	-	-
Other Proceeds (VRFA)	-	-	-	750,000	-
Impact/Mitigation Fees	50,000	75,000	75,000	500,000	200,000
Total Funding Sources:	50,000	75,000	75,000	1,250,000	200,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Aerial Apparatus Acquisition	50,000	75,000	75,000	1,250,000	200,000
Total Expenditures:	50,000	75,000	75,000	1,250,000	200,000

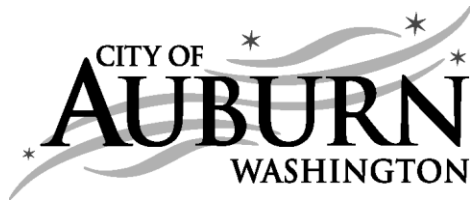
Forecasted Project Cost:

	2023	2024	2025	2026	Total 2021-2026
Funding Sources:					
Grants	-	-	-	-	-
Other Proceeds (VRFA)	-	-	-	-	-
Impact/Mitigation Fees	75,000	75,000	75,000	75,000	875,000
Total Funding Sources:	75,000	75,000	75,000	75,000	875,000
Capital Expenditures:					
Design	-	-	-	-	-
Right of Way	-	-	-	-	-
Aerial Apparatus Acquisition	75,000	75,000	75,000	75,000	1,625,000
Total Expenditures:	75,000	75,000	75,000	75,000	1,625,000

POLICY/TEXT (P/T) AMENDMENTS (CPA20-0005)

P/T #6 – Volume 5, Transportation Element
(Separate document incorporated by reference). The changes the Transportation element consist of the following:

- Update Transportation Improvement Program (TIP) information/project list;
- Re-designate multiple capital projects from the TIP (funded) to the Comprehensive Plan (unfunded) to maintain continuity in the future transportation network conditions.
- Update maps as needed to reflect current data and conditions (addressed by CMP#1, below);
- Additional minor changes will relate to grammar, punctuation, choice of words, etc.



MEMORANDUM

TO: Judi Roland, Chair, Planning Commission
Roger Lee, Vice-Chair, Planning Commission
Planning Commission Members

FROM: Cecile Malik, Senior Transportation Planner, Public Works

DATE: 08/18/2020

RE: City File No. CPA20-0005 Update to the Comprehensive Transportation Plan

This is an annual update to the Comprehensive Transportation Plan, which is adopted by reference in the City of Auburn Comprehensive Plan.

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

This Plan is 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.

The last major update of the Comprehensive Transportation Plan was adopted in 2015. During the creation of this plan, specific data was collected, analysis performed, and projects were identified.

The intent of this update is to bring some information of to date, based on changes that took place in the City and its programs since the last major update.

Summary of the text changes:

Section 1.2:

- Added more details to explain what the Transportation Improvement Program is and how it is utilized in transportation planning.
- Changed the language related to the ADA Transition Plan, which was completed in 2020.
- Made corrections to the Title IV compliance language.

Section 1.3:

- Added a reference to the Memorandum of Understanding the City and the Muckleshoot Tribe are in the process of developing.

Section 1.4:

- Added reference to the new Appendix A, with the complete list of Comprehensive Plan Projects
- Removed table of projects completed since 2015, replaced with a summary of major projects completed since 2015. (The comprehensive plan projects identified in the 2022 and 2035 analysis, which are now complete, are highlighted in the analysis section)

Section 2.1:

- Removed the reference to 15th St SW rail crossing condition, as it is addressed in the comprehensive project list.
- Changed “Collisions” into “Crashes”, which is the industry standard term.

Section 2.2:

- Added clarification language related to Level of Service standards, and how they are used.
- Updated the Average daily trip information that was presented to the most recently collected data, in 2019.

Section 2.3:

- Added a section which described some projects by outside agencies, which was removed previously, but was still needed for clarification.
- Added shading to projects within the list of future capacity projects used in the 2022 and 2035 analysis, to indicate that they were completed.
- Provided updated information for planned projects in the text.
- Removed road pricing as a transportation demand management tool, as this is not a tool the city is considering.

Section 3.1:

- Edited the sidewalk inventory section to clarify which data was available, and to refer to the ADA transition plan, which was completed in 2020.
- Updated the High Priority Pedestrian Corridors section to provide additional details, and explain the updated map, which shows a comprehensive network of existing and planned sidewalks and key trail connections.

Section 3.2:

- Added a reference to the F Street Bike Boulevard, which is scheduled to be completed in 2020.

Section 3.3:

- Added the A St SE trail to the list of future trails.

Section 4.1:

- Updated the transit information to reflect the transit changes identified during the Renton-Kent-Auburn Area Mobility Plan (RKAAMP), led by King County Metro, and the transit changes taking place in September 2020 as a result of this work.
- Added a reference to the RapidRide I Line, a bus Rapid Transit service which will serve Auburn, Kent, and Renton starting in September 2023.

Section 4.2:

- Updated information related to a King County program, which partially funded a transit service in Auburn, which was discontinued in 2020.
- Removed reference to a transit route which was discontinued more than 5 years ago.

Section 4.3:

- Removed a statement about preserving route 910, which was discontinued in 2020.

Section 5.2:

- Updated policy number Street-03 to include the ADA transition plan and its policies
- Updated Policy number LC-01 to add “payback” as another term for “latecomer” agreements.
- - Updated Policy number NM-04 to refer to the “current” comprehensive transportation plan.

Additional changes:

- Font was changed to Calibri
- Page numbers are now continuous
- Language, spelling, grammar, edits – minor corrections
- Removed some pictures
- Added a new cover page
- Created Appendix A: Comprehensive Transportation Plan Project List
- Move all maps to Appendix B: Comprehensive Transportation Plan Maps

Summary of map changes:

- Map 2.1 Functional Road Classification: updated to correct road classifications that were incorrect
- Map 2.2 Average Daily Trips (ADT) : updated with 2019 ADT data
- Map 2.3 Truck Routes: no changes
- Map 2.4 freight classification: updated the map with WSDOT map layers, based on 2019 freight data collected
- Map 2.5 2015 Level of service: no change
- Map 2.6 2015 Transportation Improvement Program (TIP) projects: Removed (this map is available in the TIP, which is updated annually)
- Map 2.7 Intelligent Transportation Systems: updated to current existing conditions
- Map 3.1 Sidewalks: changed visible layers to improve map visuals, added existing sidewalk data, differentiating where sidewalks exist on one or both sides, to show a comprehensive network of existing and future priority pedestrian corridor, highlighting where gaps exist
- Map 3.2 Bicycle and mixed use trails: updated to current conditions
- Map 3.3 2015 bike connectors: no change
- Map 4.1 Transit: update to show new route numbers and alignments which take effect in September 2020
- Map 4.2 Transit Dependent Areas: update to show new route numbers and alignments which take effect in September 2020
- Map 5.1: Comprehensive Transportation Plan Projects: new map to give a visual of the projects location listed in Appendix A

ATTACHMENTS

- A – Proposed Text Amendment to Comprehensive Transportation Plan
- B – Proposed Maps Amendment
- C – Proposed Final Maps

12/xx/202
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Comprehensive Transportation Plan Update



Adopted by Ordinance No. xxxx

City of Auburn

12/xx/2020

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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. Secondly, it influences patterns of growth, development, and economic activity by providing access to adjacent land uses. Planning for the development and maintenance of the transportation system is a critical activity promoting the efficient movement of people and goods, ensuring emergency access, and optimizing the role transportation plays in attaining other community objectives.

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.

DISCLOSURES

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 ("ADA"), the City of Auburn will not discriminate against qualified individuals with disability in its services, programs, or activities.

Modifications to Policies and Procedures: City of Auburn will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all of its programs, services, and activities. For example, individuals with service animals are welcomed in City of Auburn offices, even where pets are generally prohibited.

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 *2015 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. Major updates are required every 8 years. The next major update is required to be adopted by June 202~~4~~³.

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. Throughout the year 2014, the City held a number of community meetings through the Imagine Auburn visioning.

Process, for the major update adopted in 2015. 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, which 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. Generally, the projects included in the TIP are financially constrained such that the estimated projects costs do not exceed the anticipated funding available in the 6-year period. An exception are capacity projects funded by Transportation Impact Fees (also referred to as Traffic Impact Fees). The first three years of traffic impact fee funded projects included in the plan are fiscally constrained based on conservative growth projections. The last three years of traffic impact fee funded projects in the plan include additional projects that provide for growth beyond those accounted for by conservative growth projections. This results in a plan to implement projects to accommodate additional growth should it occur. The traffic impact fee funded projects included in the TIP are utilized to prepare annual updates to the traffic impact fee schedule. ~~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 not fiscally constrained for all six years. Unlike the TIP, the CFP is an adopted element of the City's Comprehensive Plan.

ADA COMPLIANCE

The City is committed to providing public infrastructure without barriers to those with disabilities and achieving compliance with the American with Disabilities Act (ADA).

According to ADA local governments must develop a transition plan describing how it will ensure its facilities, services, programs and activities are accessible. The transition plan:

- Identifies physical barriers that limit the accessibility of its programs or activities to individuals with disabilities.
- Describes the methods that will be used to remove the barriers.
- Provides an estimated schedule for taking the steps necessary to achieve compliance.

- Identifies the city official responsible for implementation and provides information on how to file a grievance or complaint.

~~In 2020, The City completed The City is in the process of developing~~ an ADA Transition Plan for the Public Right-of-way that ~~will~~ summarizes the City's policies and standards guiding right-of-way maintenance and improvements to pursue full compliance with ADA. The ADA Transition Plan ~~will~~ documents internal design standards and specifications, development of a schedule and budget, and a step to monitor the process outlined in the plan. ~~The ADA Transition Plan for the Public Right of Way addresses the public right of way (ROW) of the City of Auburn, which typically includes vehicular and bicycle roadway lanes, sidewalks, roadside trail, street landscape areas, crosswalks, and traffic signals.~~

TITLE VI COMPLIANCE

Title VI ~~of the Civil Rights Act of 1964 and the Federal-aid Highway Act of 1973~~ prohibits discrimination on the basis of race, color, ~~or~~ national origin, or sex in any program or activity that receives Federal funds or other Federal financial assistance. Programs that receive Federal funds cannot distinguish among individuals on the basis of race, color ~~or~~ national origin, or sex either directly or indirectly, in the types, quantity, quality or timeliness of program services, aids or benefits that they provide or the manner in which they provide them. This prohibition applies to intentional discrimination as well as to procedures, criteria or methods of administration that appear neutral but have a discriminatory effect on individuals because of their race, color, ~~or~~ national origin, or sex. Policies and practices that have such an effect must be eliminated unless a recipient can show that they were necessary to achieve a legitimate nondiscriminatory objective. Even if there is such a reason the practice cannot continue if there are alternatives that would achieve the same objectives but that would exclude fewer minorities. Persons with limited English proficiency must be afforded a meaningful opportunity to participate in programs that receive Federal funds. Policies and practices may not deny or have the effect of denying persons with limited English proficiency equal access to Federally-funded programs for which such persons qualify.

The City of Auburn, Washington, assures that no person shall on the grounds of race, color, national origin, or sex, as provided by Title VI of the Civil Rights Act of 1964, ~~and Civil Rights Restoration Act of 1987 (P.L. 100.259)~~ be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. The City further assures every effort will be made to ensure non-discrimination in all of its programs and activities, whether those programs and activities are federally funded or not.

The Civil Rights Restoration Act of 1987 broadened the scope of Title VI coverage by expanding the definition of the terms "programs or activities" to include all of the operations of programs or activities of City of Auburn, 2018 Annual Title VI Report.

Federal Aid recipients, sub-recipients, and contractors/consultants, whether such programs and activities are federally assisted or not (Public Law 100259 [S.557] March 22, 1988.).

The City will include Title VI language in all written agreements and will monitor for compliance. The City's Director of Human Resources is responsible for initiating and monitoring Title VI activities, preparing reports and other responsibilities as required by 23 Code of Federal Regulation (CFR) 200 and 49 Code of Federal Regulation 21.

The Title VI Non-Discrimination Agreement between the City and the Washington State Department of Transportation (WSDOT) requires the City to prepare a yearly report of Title VI accomplishments for the last year and goals for the ~~upcoming~~^{next} year. The agreement and annual report are published on the City's website. ~~and year the annual report can be found published on the City's website.~~

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 inter-jurisdictional 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. The 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, formerly a division of the King County Department of

Transportation, is now the King County Transit Department. The King County Transit Department 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 Connects Long Range Public Transportation Plan, which was adopted by the King County Council in 2017. The City has developed an employee Commute Trip Reduction (CTR) program in cooperation with King County Transit. Details of the CTR program are summarized in the Non-motorized and Transit chapters of this plan.

Auburn partners with King County Transit on the 497 bus route, which provides peak-hour service from Lakeland Hills to the Auburn Station. Auburn and King County 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.

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.

Currently, PSRC is working on a Draft document for *Vision 2050*, which is an update of *Vision*

2040. Vision 2050 is expected to be adopted by their Executive Board in 2020.

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

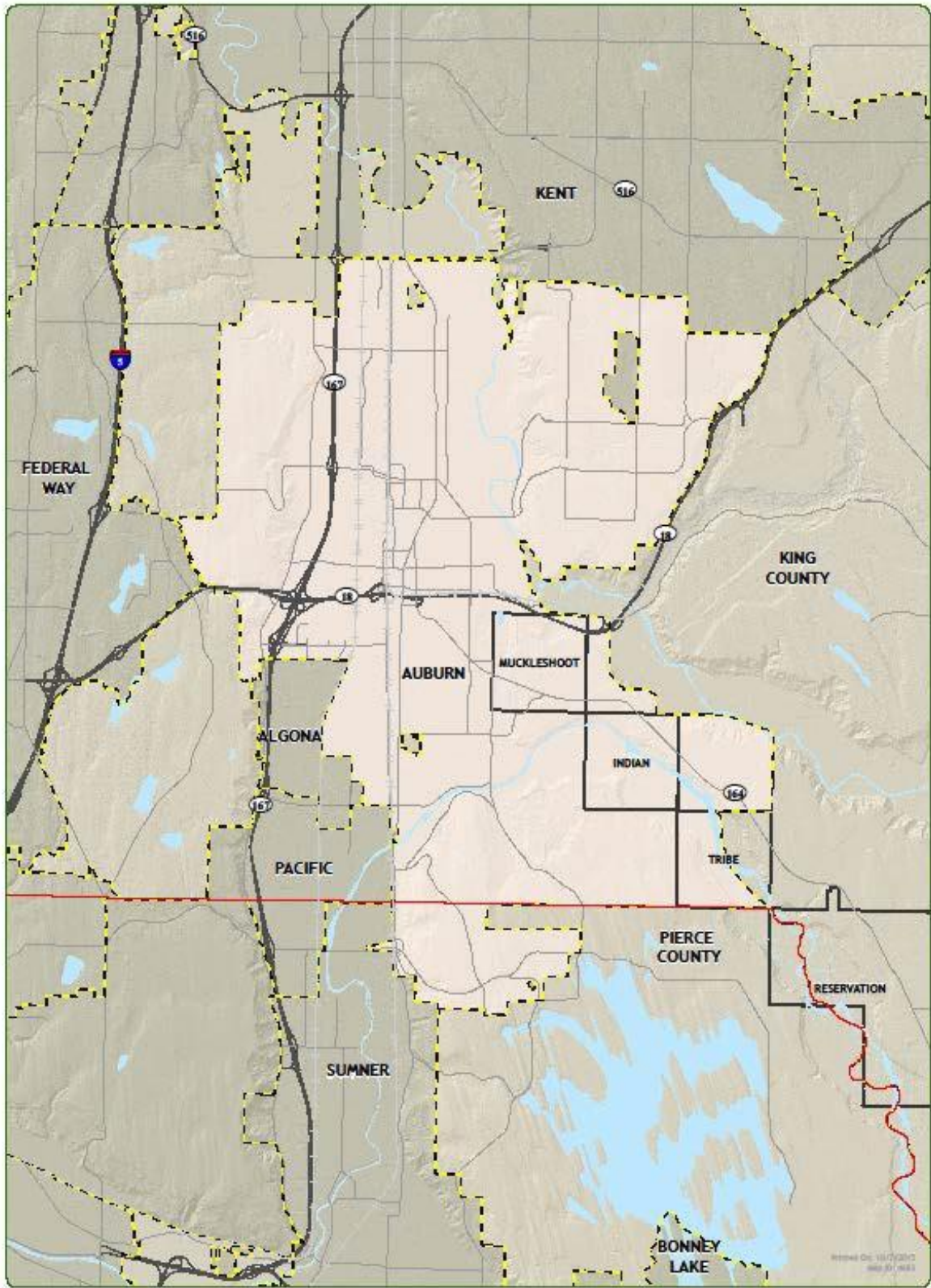
The City of Kent shares Auburn's northern border and several regional transportation corridors including S 277th Street, SR 167, and the West Valley Highway. Most recently, Auburn has completed coordination with Kent on the annexation of the S 277th Street from Auburn Way North to the Green River into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

CITIES 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 City and the Tribe are currently working on a Memorandum of Understanding (MOU) to partner on pedestrian improvement projects along the Auburn Way South corridor.

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 complete and the City continues to pursue grant and partnership opportunities to complete additional improvements along the corridor.

During July 2015, the State Legislature passed a transportation package which included \$15 million for the SR 164 East Auburn Access project, which will create and develop an affordable, long-term improvement to congestion and safety issues, while also planning to accommodate future growth in the area. ~~—~~ The City is involved in the development of the preferred alternative for this project.

The Muckleshoot Tribe runs two publicly available Transit routes along ~~State Route~~ SR--164.

The Reservation Route runs through the Tribe community, and stops southeast of Les Gove Park. It runs every 30 minutes starting at 7:00am. The Auburn Route Express runs from the Tribe through the City of Auburn, making stops along the way. It runs every hour starting at 7:00am.

1.4 ACCOMPLISHMENTS SINCE THE LAST PLAN (2015)

Since 2015, 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. Planned and completed capacity projects are shown on Tables 2-2, 2-4 and Appendix A.

Table 1-1 shows the key non-capacity projects completed since the 2015 plan.

In addition to the completed planned capacity projects, additional projects were completed, such as, for example, the I street roundabout at 22nd St NE, the Auburn Way South sidewalk additions from Dogwood to Hemlock and from 17th St SE to Muckleshoot Plaza, the 277th multimodal path from Auburn Way N to L St, and the F street SE non-motorized improvements, all of which increase road users safety and accessibility.

Table 1-1: Transportation Improvements Completed since 2015

#	Project Name	Location	Type of Improvement
1	37 th & B St NE Pre-Signal	37 th & B St NW	Safety
2	Lake Tapps Parkway	8 th St E to Lakeland Hills Way	Preservation
3	W. Main street Multimodal & ITS improvements	W. Main St, W. Valley Hwy, 15 th St SW, C St. SW	Multimodal & ITS
4	Traffic Signal Safety Improvements	Various locations along 15 th St. NW, 15 th St. NE, Harvey Rd. NE, & Auburn Ave	Safety
5	Auburn Way N. Pavement Preservation	22 nd St NE to 45 th St. NE	Preservation, Signal, & Non-Motorized
6	Mini-Traffic Circle	Elm St. SE & 22 nd St. SE	Safety
7	Railroad Crossing Improvements	C St. SW	Safety
8	B St NW Reconstruction	37 th St. NW to 49 th St. NW	Roadway
9	Roundabout	I St. NE & 22 nd St. NE	Safety
10	S. 277 th St. Corridor	Auburn Way N to L St. NE	Roadway & Non-Motorized
11	Auburn Way S. Pedestrian Improvements	Dogwood SE to Fir St. SE	Non-Motorized
12	2014 Pavement Patch & Overlay	Citywide	Preservation
13	2015 Pavement Patch and Overlay	Citywide	Preservation
14	2016 Local Street Reconstruction & Preservation	Citywide	Preservation
15	2018 Arterial Crack Seal	Citywide	Preservation

1.5 PLAN ORGANIZATION

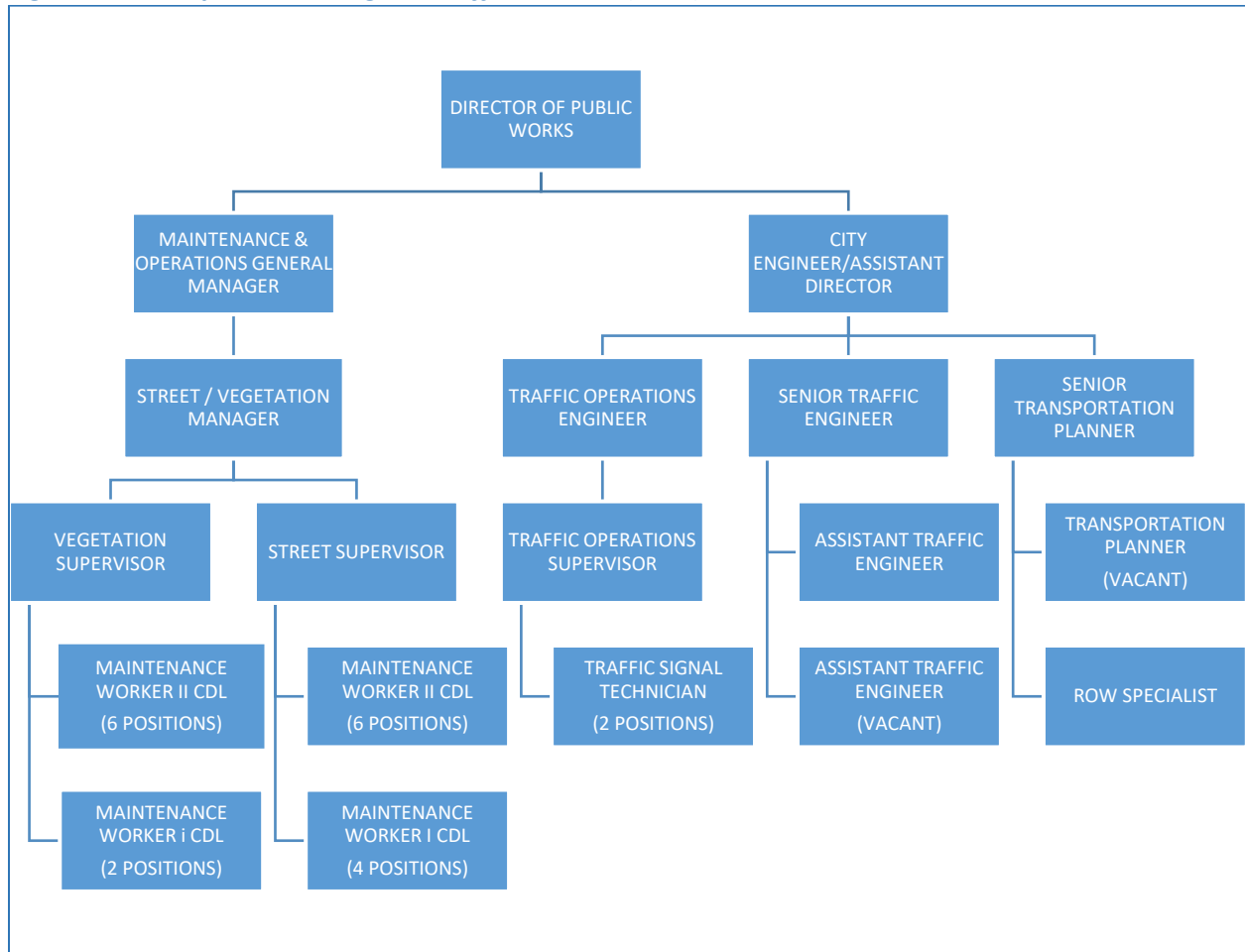
The following three chapters are organized according to the three primary transportation modes in Auburn: the ~~street-Street system-System~~ (Chapter 2), the ~~nonNon-motorized system-System~~ (Chapter 3), and the ~~transit-Transit system-System~~ (Chapter 4). Each chapter contains a needs assessment 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 Public Works Department is the implementation lead. The Public Works 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 Public Works Department, Transportation Program.

Figure 1-1 Transportation Program Staff Resources (2020)



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.

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 it 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.

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 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

Access Tracts, sometimes referred to as shared driveways, provide vehicular access for lots that do not ~~abut front~~ 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 2013-9. 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. Based on the City's travel demand model from 2014, ~~B~~etween 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 added a third track to this north-south line in 2016. This third track was 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 merges 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 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 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 20~~19~~¹³ 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 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—as many as 75 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 recently constructed 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 reduces vehicle storage for westbound vehicles on W Main Street and 3rd Street NW between the tracks and traffic signals with C Street NW

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.

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.

COLLISIONSCRASES

The City collects and reviews collision-crash 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-crash histories. The SPIS score for a location considers three years of data and considers frequency, collision-crash 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-crash 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 of 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. Additionally, if development degrades a facility that is already operating below LOS standards, concurrency

requires that the development make improvements to restore operations to the pre-development conditions.

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_s.

The City uses corridor LOS as its primary measurement to evaluate the City's of transportation system and to identify needed improvements~~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.

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.

When evaluating the impact of a proposed development, intersection and queuing LOS are analyzed and evaluated, in addition to these corridor LOS. Typically, a traffic impact analysis is submitted by the developer and evaluated by the City, to establish which mitigation is required, if any.

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	E	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	F	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	E	D	C
8	37th St NE/NW	West Valley Hwy	Auburn Way N	E	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	E	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 Way SE	Lake Tapps Pkwy	A St SE	E	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	F	F	E
33	41st St SE/Ellingson Rd	A St SE	C St SE	F	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 adopted by the City as part of this plan. The LOS standards for several corridors have been revised downwards in recognition that a number of corridors are considered to be built out by the City due to Right-of-Way constraints, impact to existing development, and project costs. For example, 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 auto mall, 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 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 City's 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 2019~~93~~ average daily traffic (ADT) volumes along SR-164 range from a low of ~~21,700~~19,000 near the eastern city boundary up to ~~35,900~~38,000 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

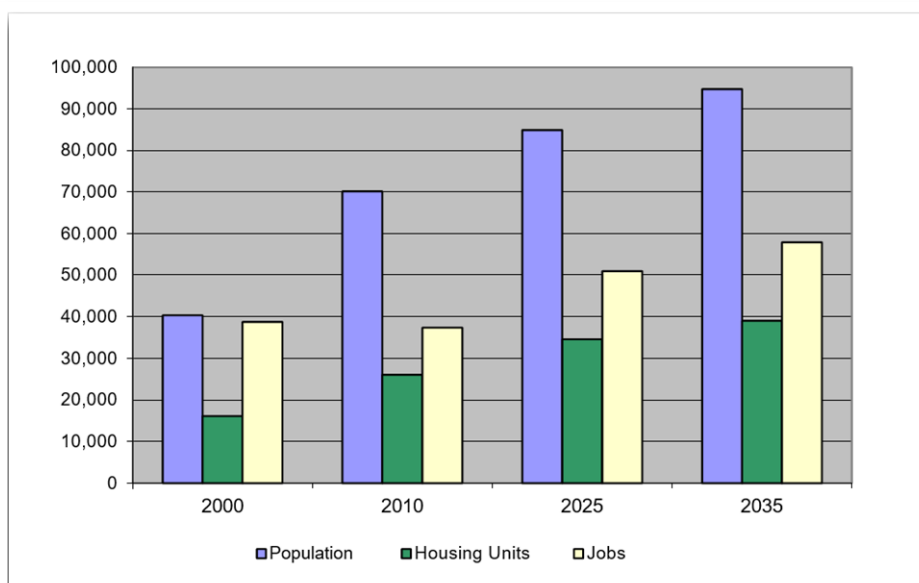
METHODOLOGY FOR EVALUATING FUTURE SYSTEM

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 2015~~ TIP, adopted ~~during 2015~~¹⁹, identifies~~d~~ programmed projects for the years 2016 to 2021. Therefore, the analysis of 2022 traffic operations includes City projects ~~that~~^{which} would increase capacity along both roadway segments and at intersections ~~that~~^{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~~^{was} not included in the travel demand model: a new crossing of the BNSF Rail yard between SR-18 and 41st Street SE (~~2015~~ 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. The ~~2015~~ TIP also includes~~d~~ non-capacity projects such as non-motorized and preservation projects. The City's ADA transition plan also identifies non-motorized improvements. In addition, non-motorized improvement projects are discussed in Chapter 3, Non-Motorized Transportation.

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 along the City boundaries ~~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 partially situated outside of Auburn's jurisdiction, they should be evaluated by the appropriate jurisdiction and programmed for improvements as needed:

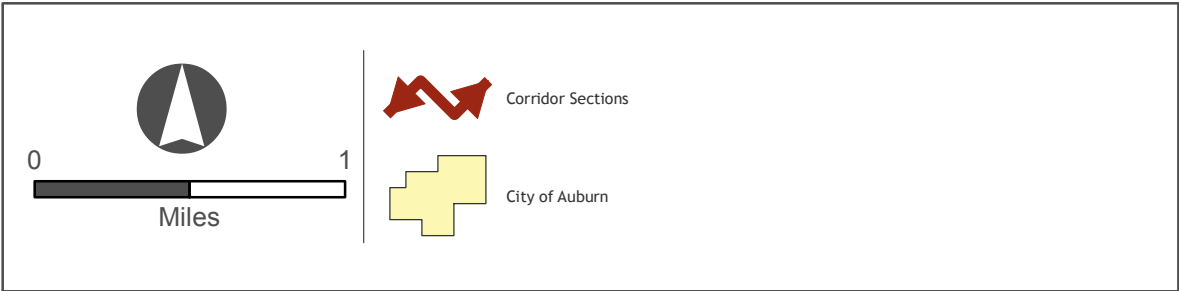
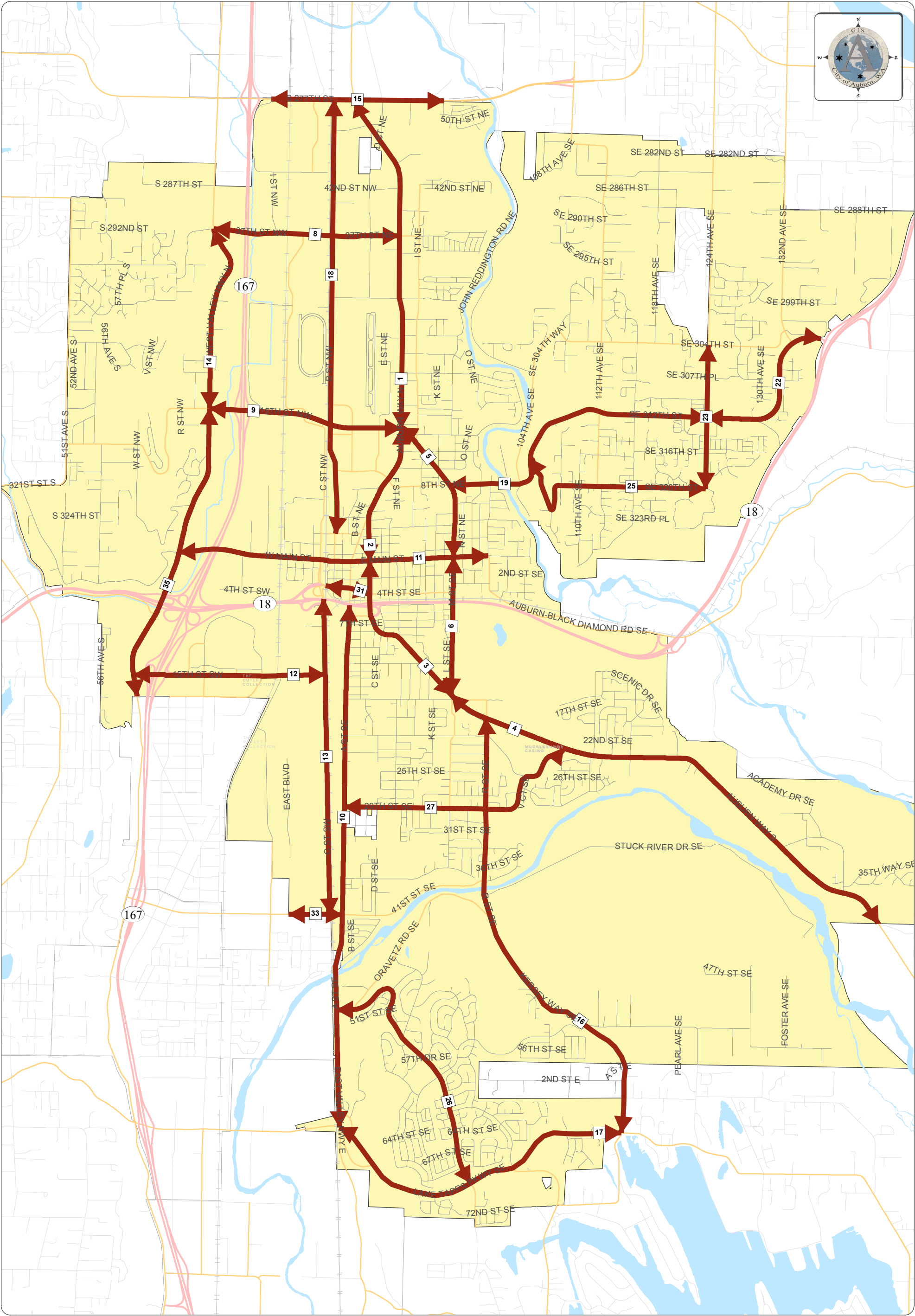
- 51st Avenue S/S 316th Street (King County)
- S 321st Street/46th Place (City of Auburn-/King County)
- S 321st Street/Peasley Canyon Road (King County)
- West Valley Hwy/Peasley Canyon Rd (WSDOT)

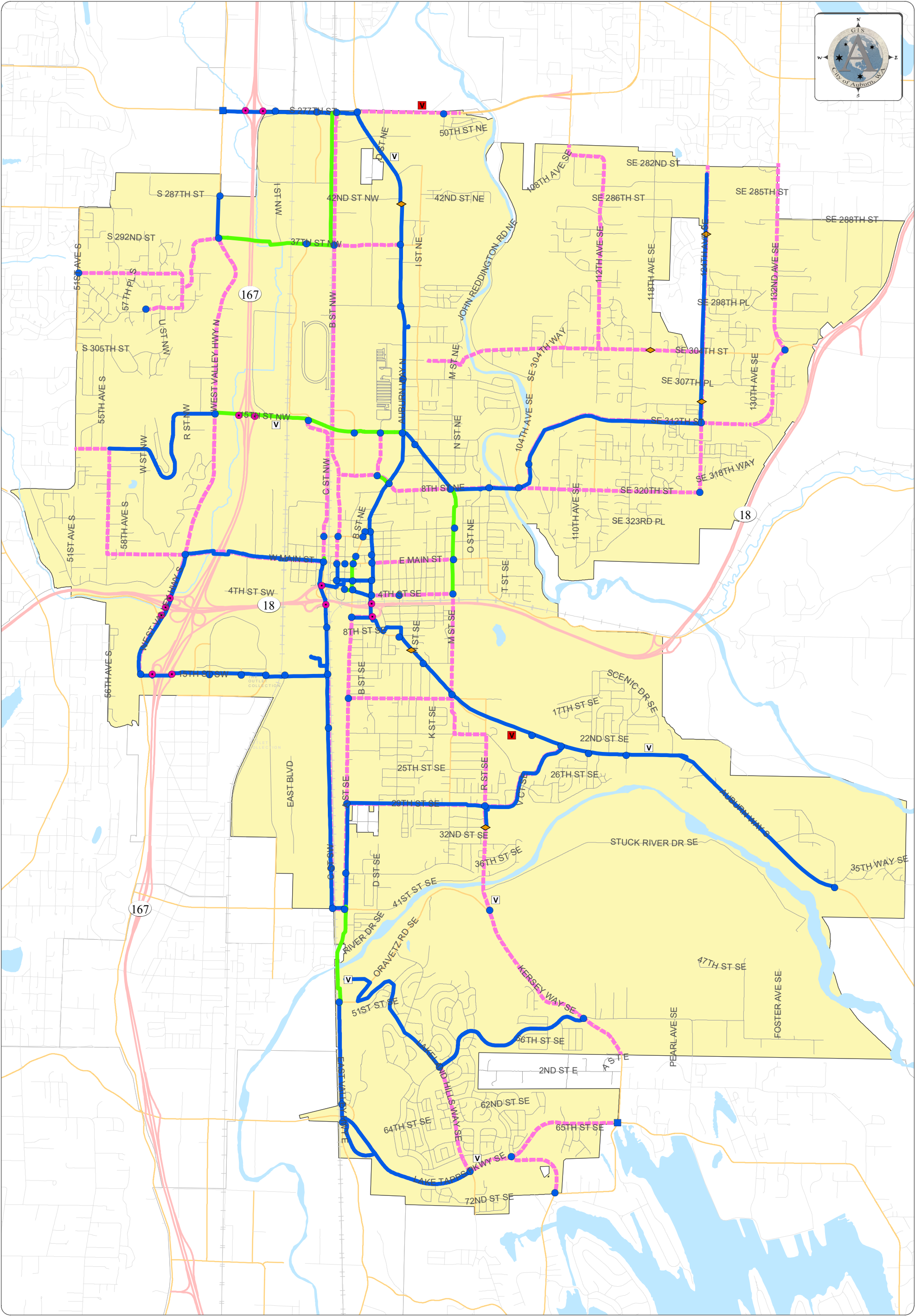
As mitigation for an adjacent development project located within the City of Auburn, the eastbound stop-controlled S 316th Street approach to 51st Ave S was widened to provide separate left and right-turn lanes. This improvement was required to mitigate a development related impact to LOS at this intersection. The same development project also identified a traffic operations impact at the S. 321st Street intersection with 46th Place S. As a mitigation for this 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 current TIP, and included in Table 2-2 below.

Table 2-2 Future Capacity Projects and Cost Estimate – 2022

Projects shaded green = completed

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	U-Turns, pedestrian improvements, and access control	\$1.75M
2	I Street NE Corridor 45th St NE to S 277th St	Construct 5 lane arterial	\$6.75M
3	S 277th Street AWN to Green River Bridge	Widen to 5 lanes total and install a Class 1 trail	\$8.3M
4	A Street NW Phase 2 W. Main St to 3rd St NW	Construct multi-lane arterial	\$3.15M
5	F Street SE 4th St SE to Auburn Way S	Pedestrian, Bicycle and Vehicular Access Improvements	\$2.5M
6	M Street NE E Main St to 4th St NE	Widen to 4 lanes	\$1.5M
7	8th Street NE Pike St NE to R St NE	Add EB lane to south side of 8th Street NE	\$1.45M
8	49th Street NE Auburn Way N to I St NE	Construct multi-lane arterial connection	\$3.35M
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	\$825K
10	124th Ave SE Corridor SE 318th St to SE 312th St	Widen to 4 lanes and bike lanes	\$4M
11	SE 320th Street 116th Ave SE to 122nd Ave SE	Roundabout, Bike lanes, and safety improvements	\$4.64M





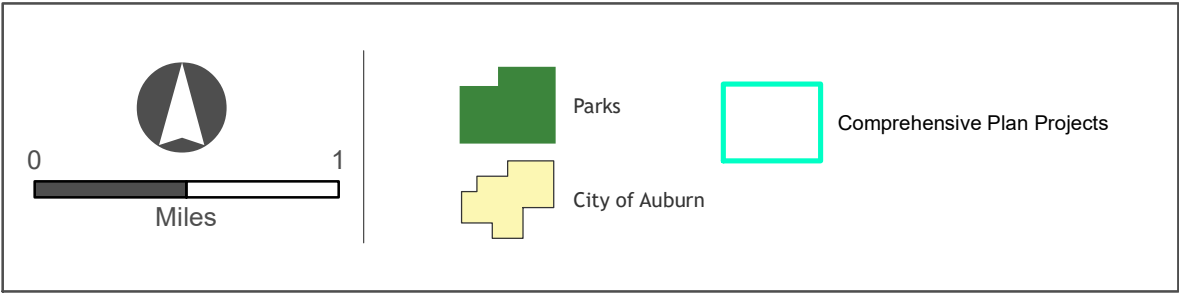
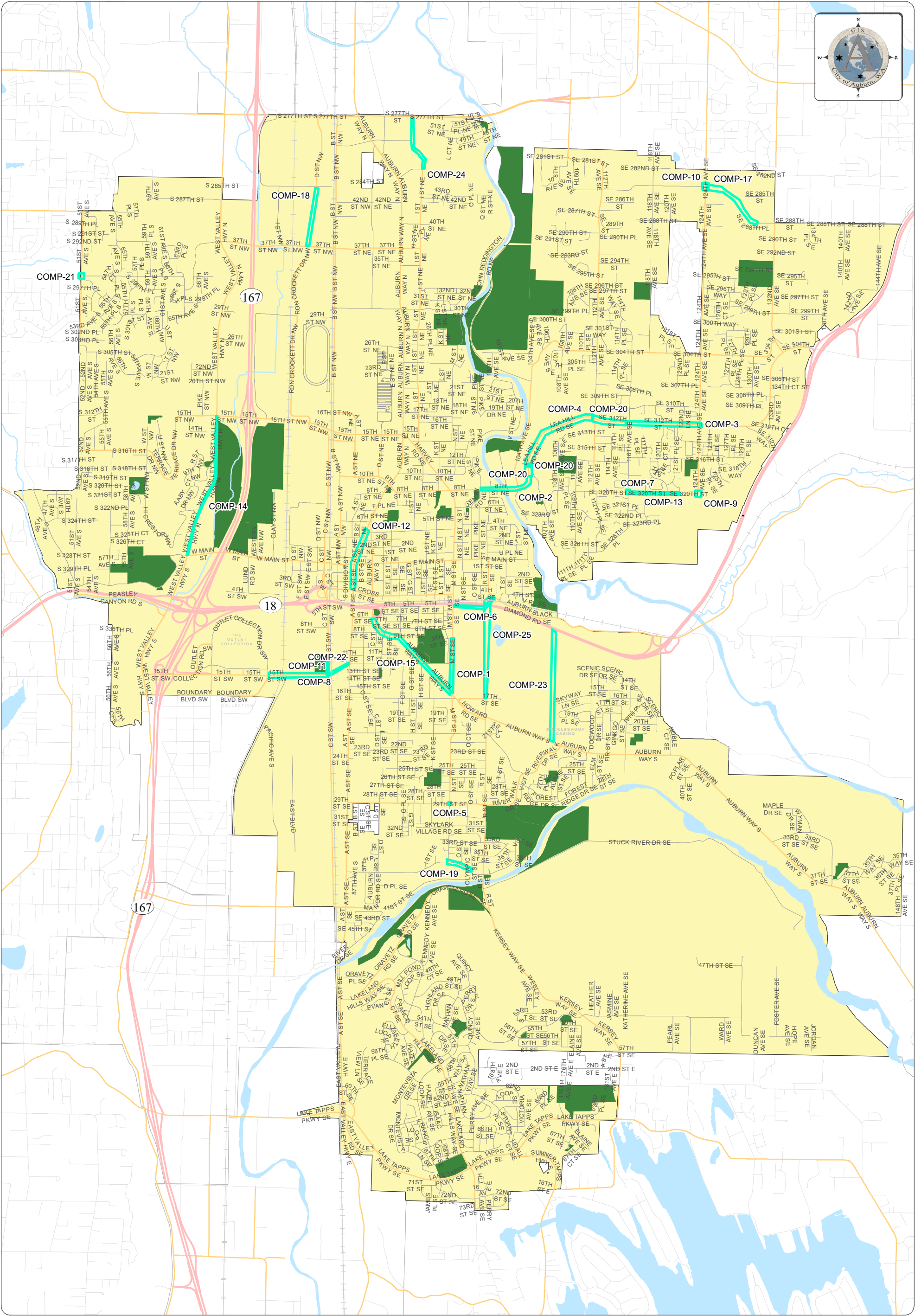
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Miles

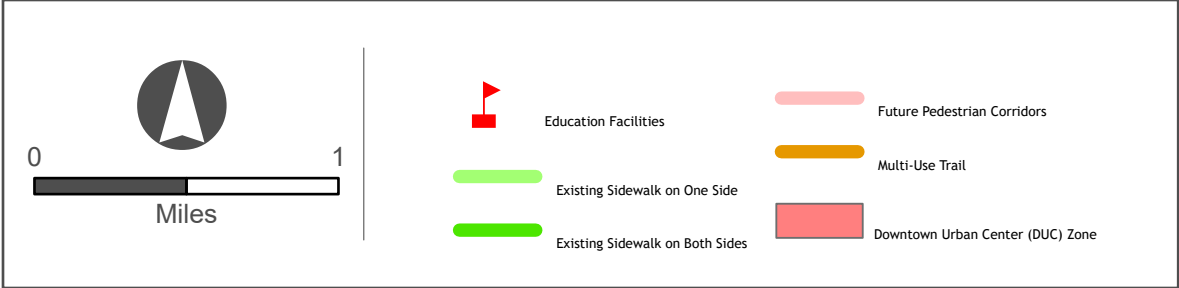
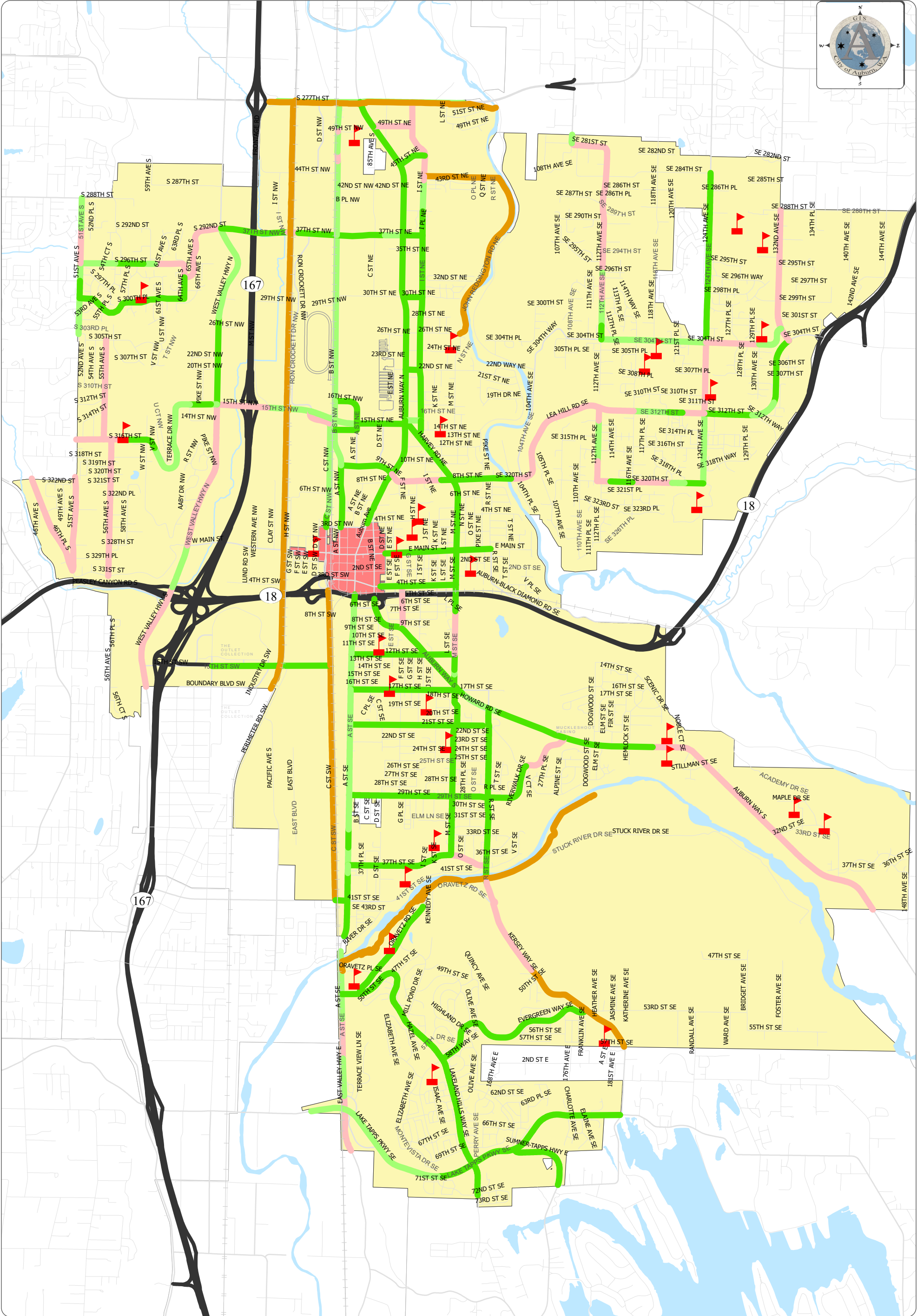
	City of Auburn		PED Signal
	Future Variable Message		County Signal
	Existing Variable Message		WSDOT
	City Signal		ITS Copper
			ITS Fiber
			Future ITS Corridor

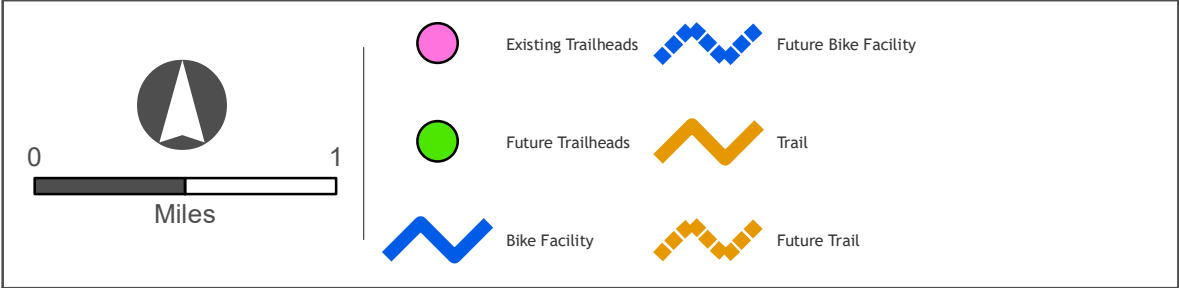
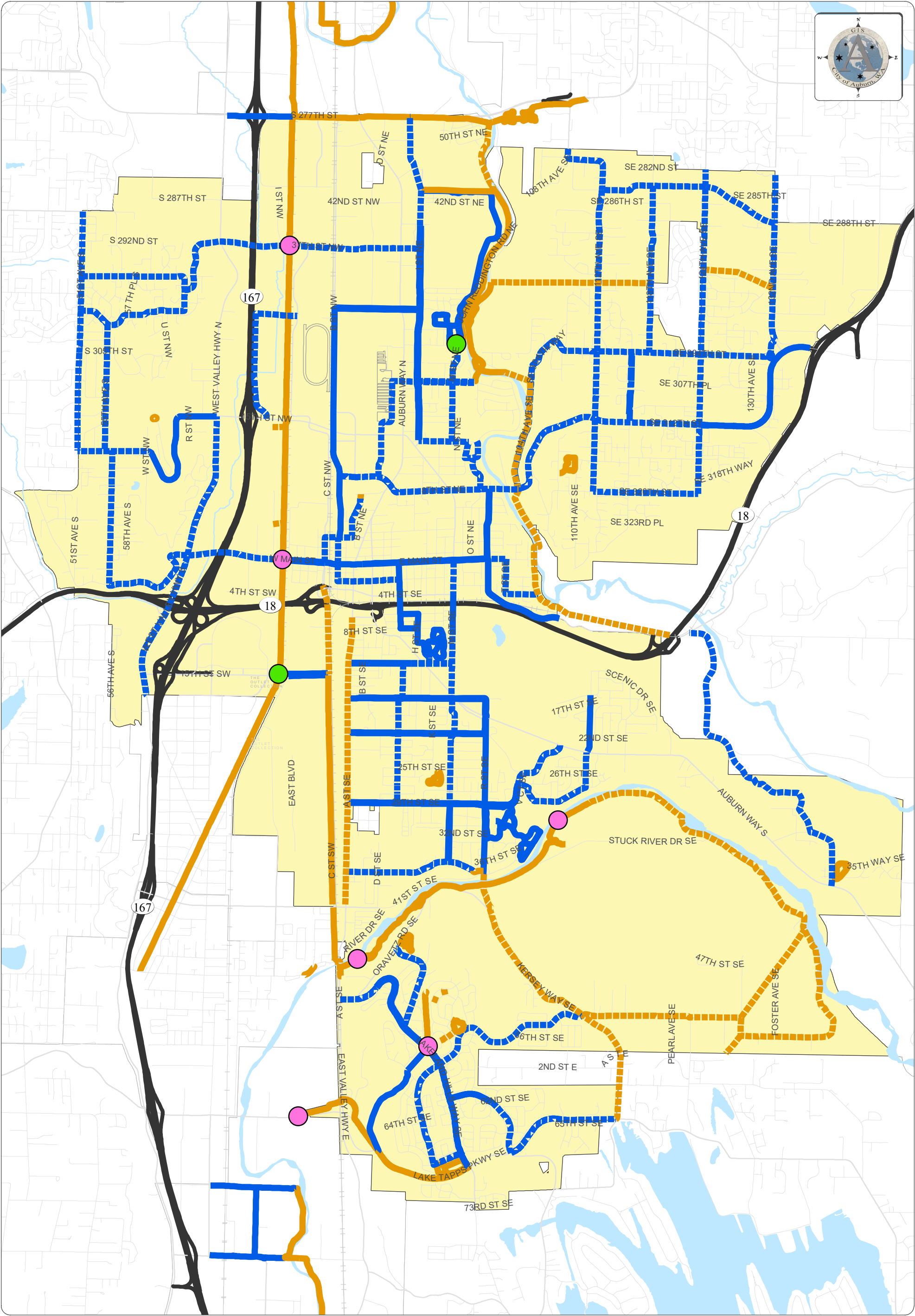
Auburn Transportation Plan
Intelligent Transportation Systems

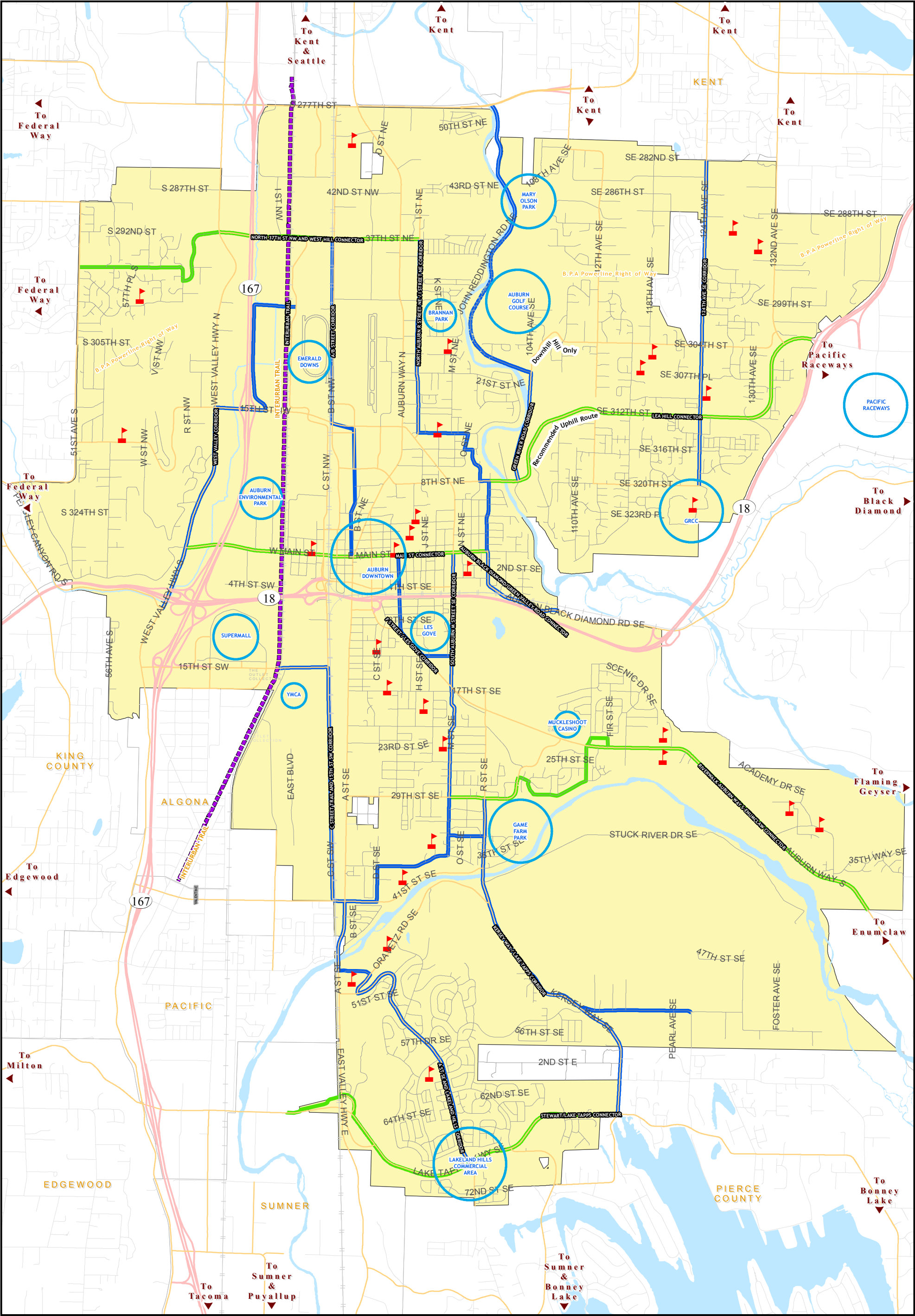
Page 1742 of 1871

Map 2-7









0

Miles

1

Connectors

Corridors

Interurban Trail

City of Auburn

Focus Area

Auburn Transportation Plan

Bicycle Corridors and Connectors

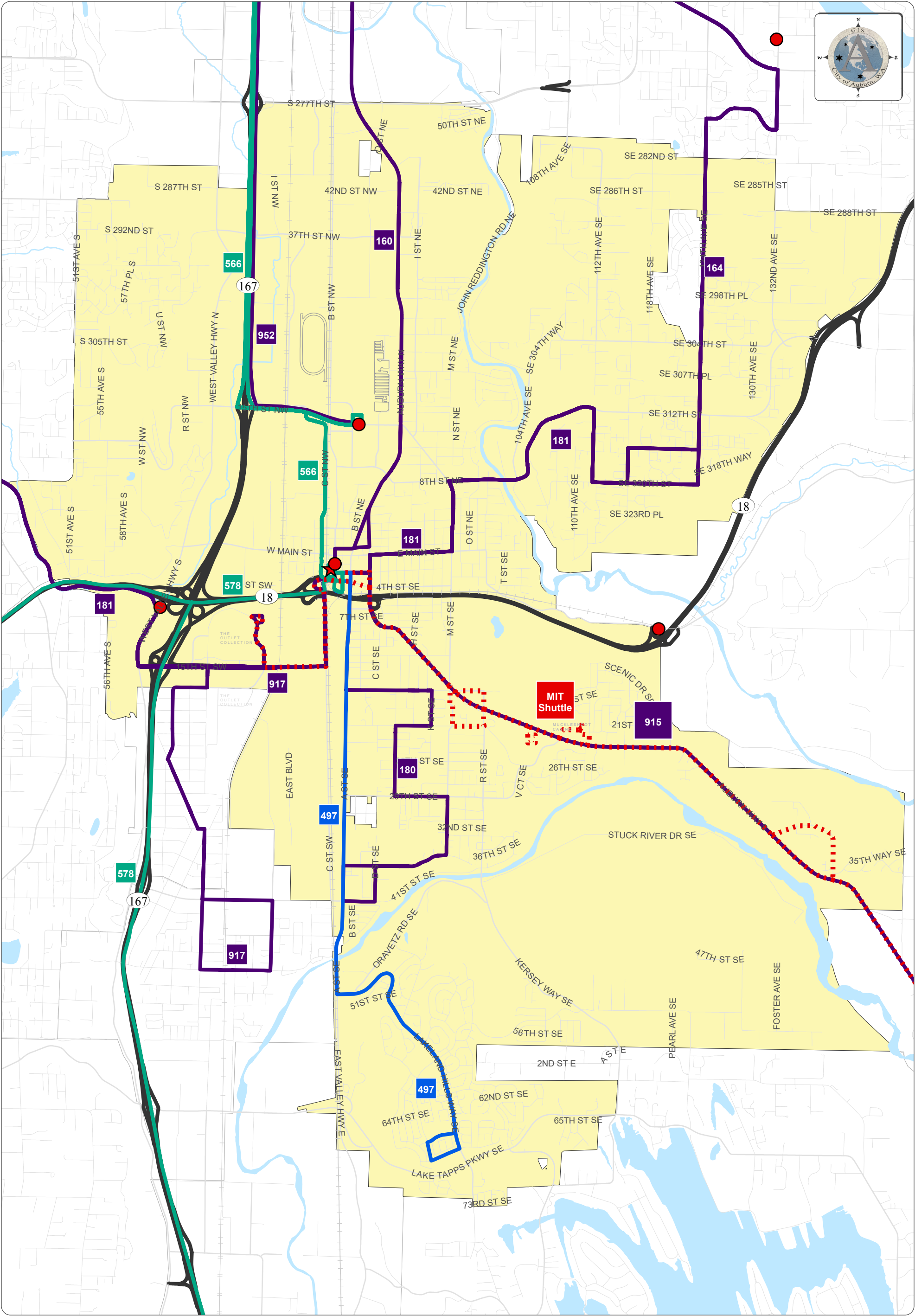
Page 1746 of 1871

Map 3-3

Source: City of Auburn GIS Department

Printed On: 10/6/2015

Map ID: 4593




0 1
Miles



Auburn Transit Station



Park & Ride



Metro Transit Routes



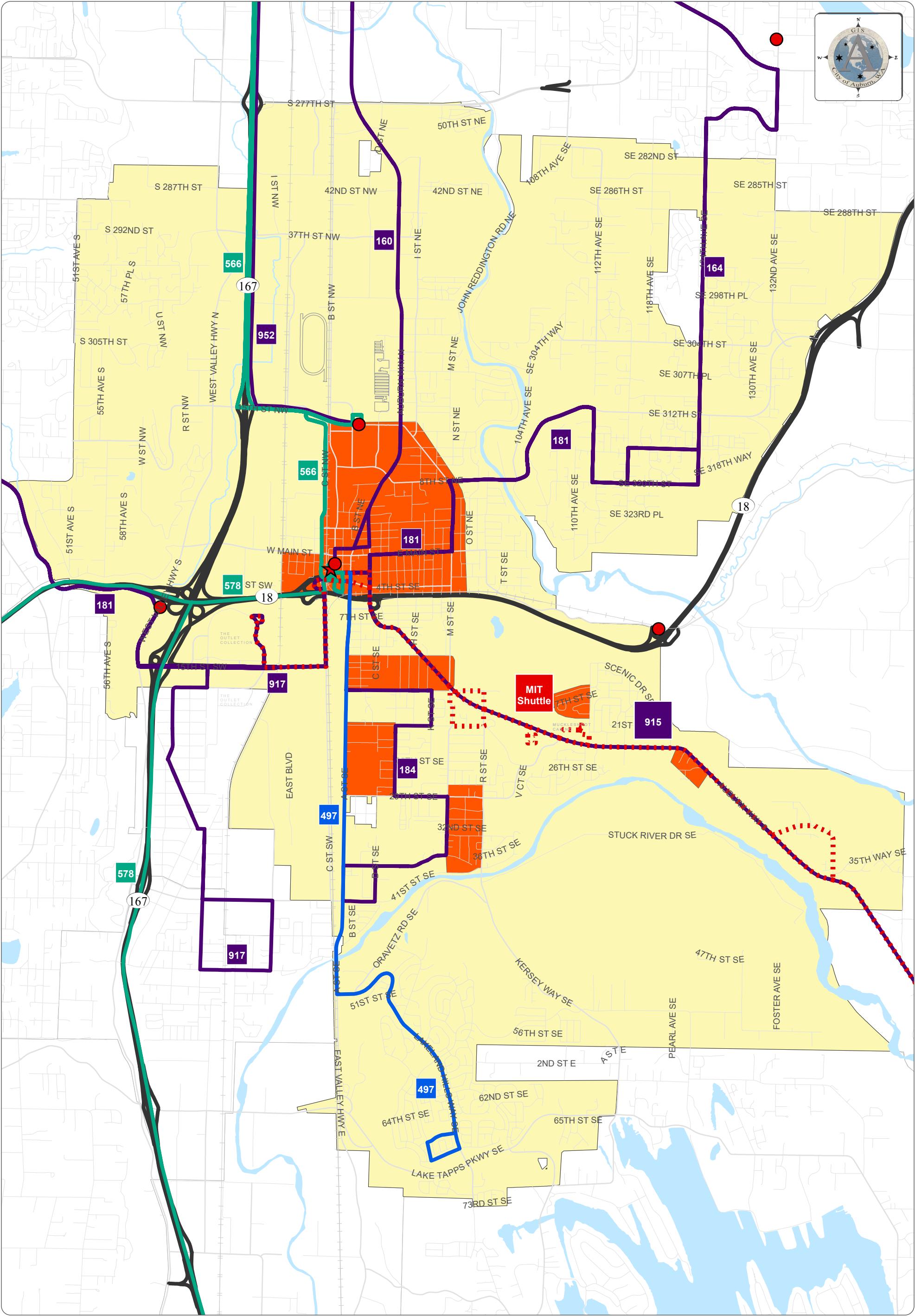
Pierce Transit Routes



Sound Transit Routes



Muckleshoot Shuttle Routes





Miles



Auburn Transit Station



Park & Ride



Transit Dependent Areas



Metro Transit Routes



Pierce Transit Routes



Sound Transit Routes



Muckleshoot Shuttle Routes

Auburn Transportation Plan

Auburn Transit Routes
and Transit Dependent Areas

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Map 4-2

Annual Comprehensive Plan Map Amendments
CPM #2 - CPA20-0001 - Request by Auburn School District to change the designation of King County Parcel number 2121059042 totaling approximately 2.19 acres and located on the north side of Auburn Way South approximately 400 feet west of Noble Court SE from "Multiple-Family Residential" to "Institutional" and an associated rezone from "R-20, Residential 20 dwelling units per acre" to "P-1, Public Use". The existing Chinook Elementary School, located on an adjacent parcel, is zoned P-1. The school district has purchased this additional site to incorporate into a redevelopment effort for the existing school.



SHOCKEY
PLANNING GROUP, Inc.

Land Use
Environmental Analysis
Permitting
Public Policy

2716 Colby Avenue
Everett, WA 98201
p: 425.258.9308
f: 425.259.4448
www.shockeyplanning.com

Celebrating service excellence since 1980!

February 5, 2020

Jeff Dixon, Planning Services Manager
City of Auburn
Planning and Development Department
Auburn City Hall Annex, 2nd Floor
1 East Main Street
Auburn, WA 98001-4998

**RE: Auburn School District No. 408
Property South and West of Chinook Elementary School
Comprehensive Plan Map Amendment and Rezone**

Dear Mr. Dixon,

On behalf of the Auburn School District No. 408 (District), Shockey Planning Group is submitting to you the following materials for the requested comprehensive plan map amendment and rezone for properties south and west of the existing Chinook Elementary School. The application materials enclosed include the following:

Application Fees - District will submit check
Master Land Use Application
Owner Letter of Authorization
Written Statement (Comprehensive Plan Map Amendment and Rezone)
Legal Description
SEPA Checklist (non-project)
Vicinity Map

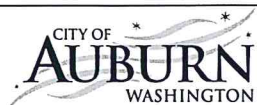
If you have any questions or require additional information, please do not hesitate to call me at (425) 258-9308.

Sincerely,
SHOCKEY PLANNING GROUP, INC.

Camie Anderson
Senior Associate

Enclosures: As Previously Detailed

Cc: Jeff Grose, Auburn School District No. 408



MASTER LAND USE APPLICATION FORM

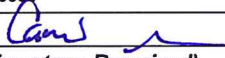
Date Received:

Physical Address:Auburn City Hall Annex, 2nd Floor
1 E Main St**Mailing Address:**25 W Main St
Auburn, WA 98001**Webpage & Application Submittal:**www.auburnwa.gov
applications@auburnwa.gov**Phone and Email:**253-931-3090
permitcenter@auburnwa.gov

Project Name: Property South and West of Chinook Elementary School Rezone & Comp Plan Map Amendment

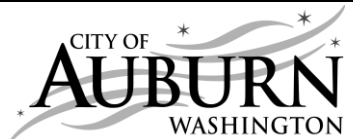
Parcel Number(s): 2121059042

APPLICANT ☐ Check Box if Primary Contact		OWNER ☐ Check Box if Primary Contact	
Name:	Jeff Grose	Name:	Jeff Grose
Title:	Executive Director of Capital Projects	Title:	Executive Director of Capital Projects
Company:	Auburn School District No. 408	Company:	Auburn School District No. 408
Email:	jgrose@auburn.wednet.edu	Email:	jgrose@auburn.wednet.edu
Address:	915 Fourth Street NE	Address:	915 Fourth Street NE
City:	Auburn	City:	Auburn
State:	WA	State:	WA
Zip:	98002	Zip:	98002
Phone:	253-931-4826	Phone:	253-931-4826
Signature:	 Digitally signed by Jeffrey L. Grose DN: cn=Jeff L. Grose, email=jgrose@auburn.wednet.edu, c=US, ou=City of Auburn, o=City of Auburn Date: 2020.01.23 16:04:43 -0800	Signature:	 Digitally signed by Jeffrey L. Grose DN: cn=Jeff L. Grose, email=jgrose@auburn.wednet.edu, c=US, ou=City of Auburn, o=City of Auburn Date: 2020.01.23 16:04:43 -0800
(Signature Required)		(Signature Required)	

AGENT ☒ Check Box if Primary Contact		ARCHITECT / ENGINEER ☐ Check Box if Primary Contact	
Name:	Camie Anderson	Name:	
Title:	Senior Associate	Title:	
Company:	Shockey Planning Group, Inc.	Company:	
Email:	canderson@shockeyplanning.com	Email:	
Address:	2716 Colby Avenue	Address:	
City:	Everett	City:	
State:	WA	State:	
Zip:	98201	Zip:	
Phone:	425-258-9308	Phone:	
Signature:	 Digitally signed by Camie Anderson DN: cn=Camie Anderson, email=canderson@shockeyplanning.com, c=US, ou=Shockey Planning Group, Inc., o=Shockey Planning Group, Inc. Date: 2020.01.23 16:04:43 -0800	Signature:	
(Signature Required)		(Signature Required)	

Brief Description:	Amendment to the City of Auburn Comprehensive Land Use Map from Multiple Family to Institutional as well as a rezone from R20 Residential 20 dwelling units per acre(du/ac) to Public Use District (P1)/Institutional (I).
--------------------	--

LAND USE APPROVALS BEING APPLIED FOR UNDER THIS APPLICATION (Check all That Apply)		
☐ Administrative Appeal ☐ Administrative Use Permit ☐ Administrative Variance ☐ Architectural and Site Design Review ☐ Multi-Family / Mixed-Use ☐ DUC Design Review Binding Site Plan ☐ Preliminary ☐ Final ☐ Boundary Line Adjustment ☐ Boundary Line Elimination ☒ Comp. Plan Map Amendment ☐ Comp. Plan Text Amendment ☐ Conditional Use Permit Critical Areas ☐ Exemption ☐ Reasonable Use ☐ Variance	☐ Director's Interpretation ☐ Landscape Plan Alteration / Tree Removal ☐ Master Sign Plan (New or Adjustment) Plat (Subdivision Greater Than 9 Lots) ☐ Preliminary ☐ Final ☐ Adjustment (Major) ☐ Adjustment (Minor) ☐ Extension ☐ Real Estate Tax Exemption ☒ SEPA Environmental Review Shoreline ☐ Exemption ☐ Substantial Development ☐ Variance	Short Plat (Subdivision 9 Lots or Less) ☐ Preliminary ☐ Final ☐ Site Plan Approval (Outlet Collection) ☐ Site Plan Approval (Lakeland PUD) ☐ Sign Area Deviation ☐ Special Exception ☐ Special Home Occupation Temporary Use Permit (See Checklist) ☐ Type I ☐ Type II ☐ Special Event ☐ Variance ☐ Zoning Code Text Amendment ☒ Zoning Map Amendment (Rezone)

	OWNER LETTER OF AUTHORIZATION	Updated June 2019	
Physical Address: Auburn City Hall Annex, 2 nd Floor 1 E Main St	Mailing Address: 25 W Main St Auburn, WA 98001-4998	Webpage & Application Submittal: www.auburnwa.gov applications@auburnwa.gov	Phone and Email: Phone: (253) 931-3090 permitcenter@auburnwa.gov

(A copy of this letter must be submitted for each property owner involved)

I, _____, declare under penalty of perjury under the laws of the State of Washington as follows;

1. I am (*select one*) ☐ the owner of the property that is the subject of the application or ☐ the owner is a corporation, organization, or public agency and submitting this authorization is within the scope of my authority to act on that entity's behalf for the property located at _____ for the following scope of work _____.
2. All statements, answers, and information submitted with this application are true and correct to the best of my knowledge and belief.
3. I acknowledge that approval of this application may be subject to conditions as specified on the approval documents.
4. I agree to hold the City of Auburn harmless as to any claim (including costs, expenses and attorney's fees incurred in the investigation of such claim) which may be made by any person, including the undersigned, and filed against the City of Auburn, but only where such claim arises out of the reliance of the City, including its officers and employees, upon the accuracy of the information provided to the City as part of this application.
5. I hereby grant permission for representatives of the City of Auburn and any other Federal, State, or local unit of government with regulatory authority over the project to enter onto my property to inspect the property, take photographs, and post public notices as required in connection with review of this application and for compliance with the terms and conditions of permits and approvals issued for the project.
6. Regarding this application, the following individuals are appointed to act as my agent, or as the agent of the entity I represent: _____.

X Signature _____		_____ Title
_____ Printed Name	_____ Date	_____ City and State where signed
_____ Email	_____ Phone	
_____ Address		



Comprehensive Plan Map Amendment and Rezone Written Statement For Auburn School District No. 408 Property South and West of Chinook Elementary School

On behalf of Auburn School District (District) and in accordance with the City of Auburn's Annual Amendment and Update of the Growth Management Comprehensive Plan, the following request for a Comprehensive Plan amendment and rezone is submitted:

Amendment to the City of Auburn Comprehensive Land Use Map from Multiple Family to Institutional; and a rezone from R20 -- Residential 20 dwelling units per acre(du/ac) to Public Use District (P1)/Institutional (I).

The District acknowledges that Public Use District is no longer an implementing zone in the City's Comprehensive Plan. However, it is the current zoning of the existing Chinook Elementary School site. The submitted P1 rezone request will bring zoning into conformity with the amended Comprehensive Plan, allowing future construction of improvements on a single campus with uniform zoning. The District understands that ultimately, the City will initiate area-wide rezones for all P1 zoned properties to become "I - Institutional" at which time, the Chinook parcels would be rezoned to Institutional as well.

Auburn School District recently acquired a parcel south and west of the existing Chinook Elementary School. The parcel contained a single family home and a multi-family structure. As part of future replacement of the Chinook Elementary School site, this parcel will be developed in association with that project. This application packet contains the required elements for ensuring that this parcel is re-designated and rezoned to comport with the intended use.

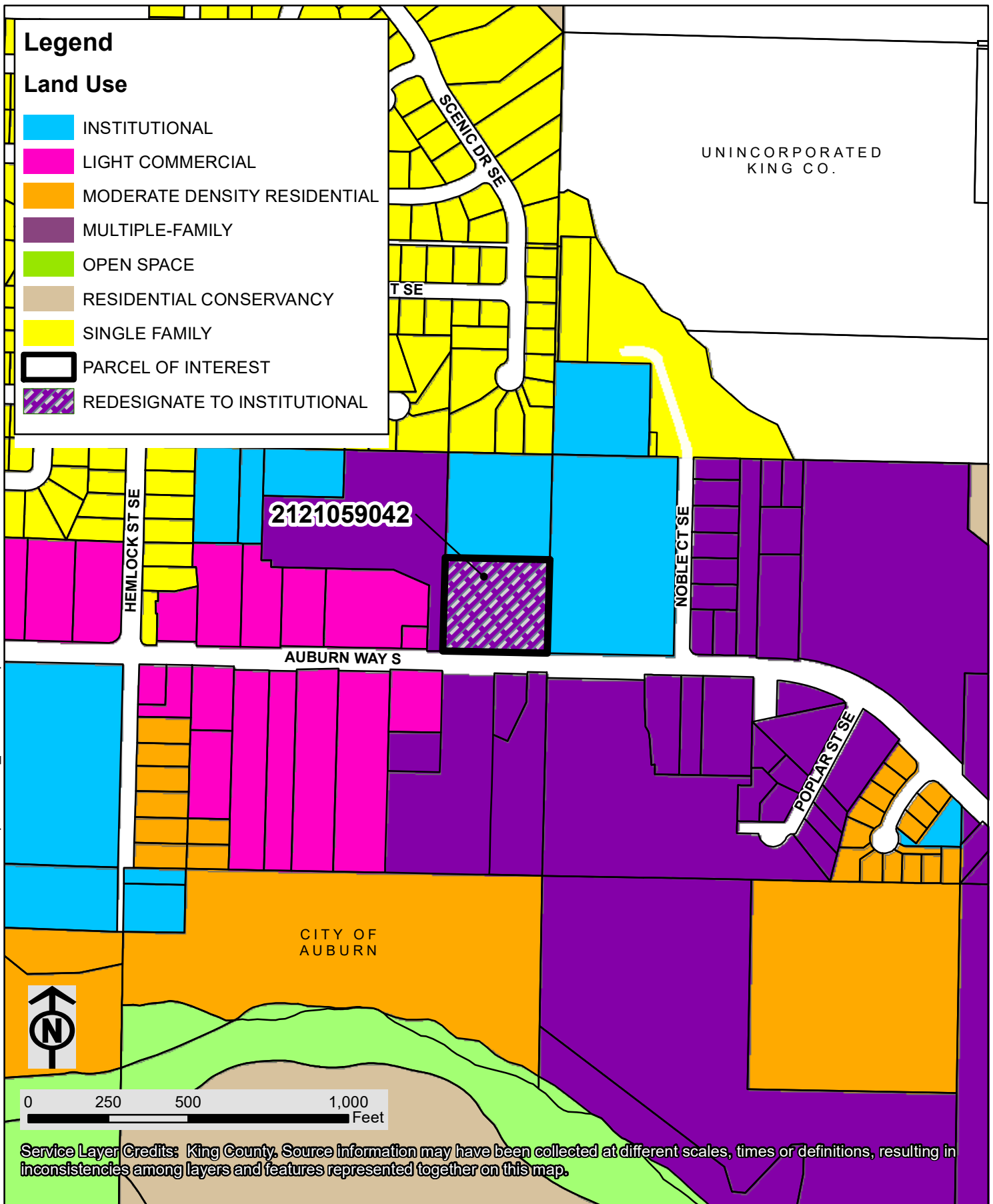
We have included a map illustrating this request. It affects approximately 2.19 acres (one parcel) located south and west of the existing Chinook Elementary School along Auburn Way South. The parcel is located within the City of Auburn city limits.

The following information is provided in support of the District's request.

REQUESTED ACTION

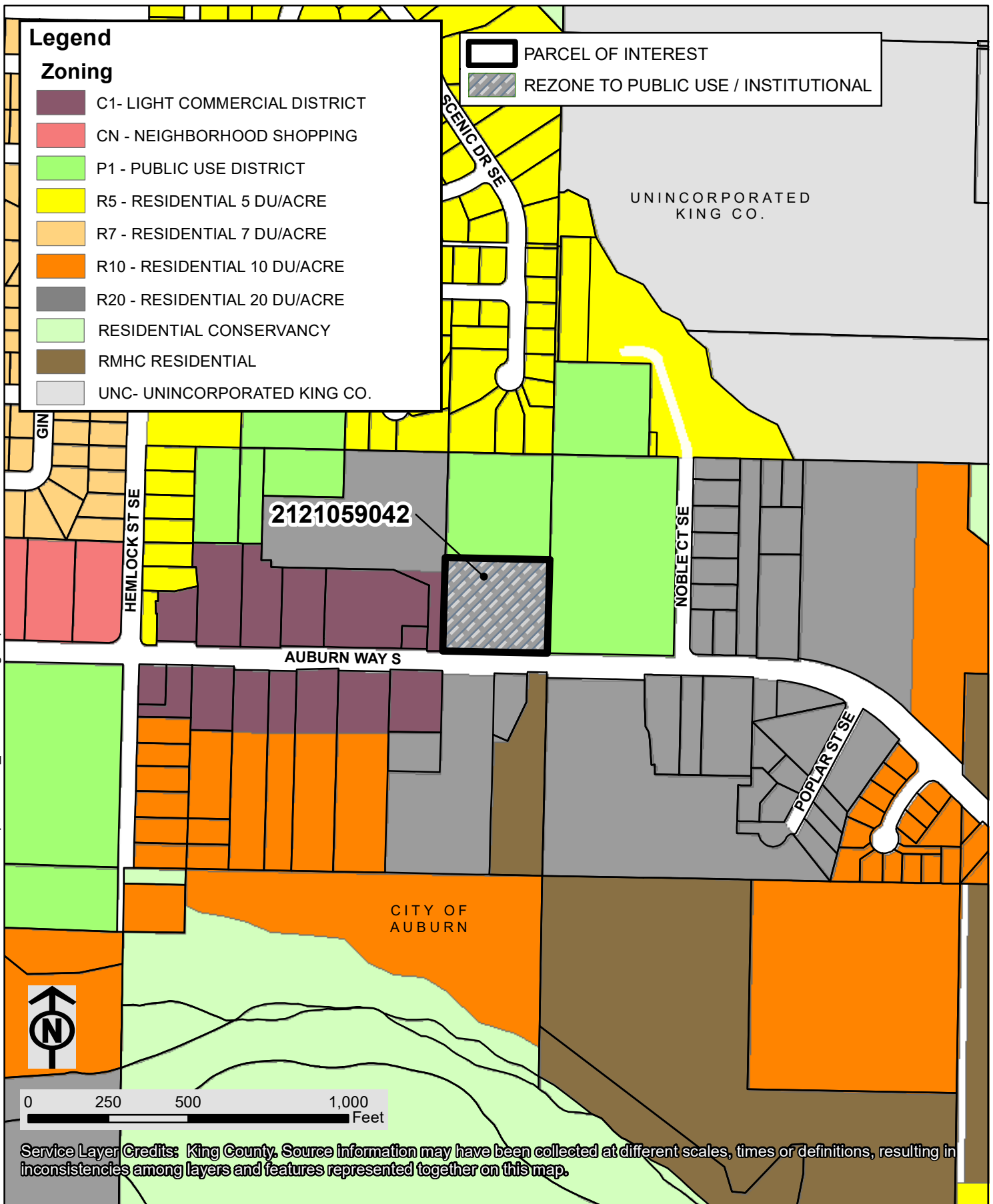
The Requested Action is to:

1. Amend the Comprehensive Land Use Map from Multiple Family to Institutional.
2. Rezone the property from R20 Residential 20 du/ac to Public Use District (P1)/Institutional (I).



SHOCKEY
PLANNING GROUP, Inc.

Proposed Comprehensive Plan
Map Amendment



SHOCKEY
PLANNING GROUP, Inc.

Proposed Rezone

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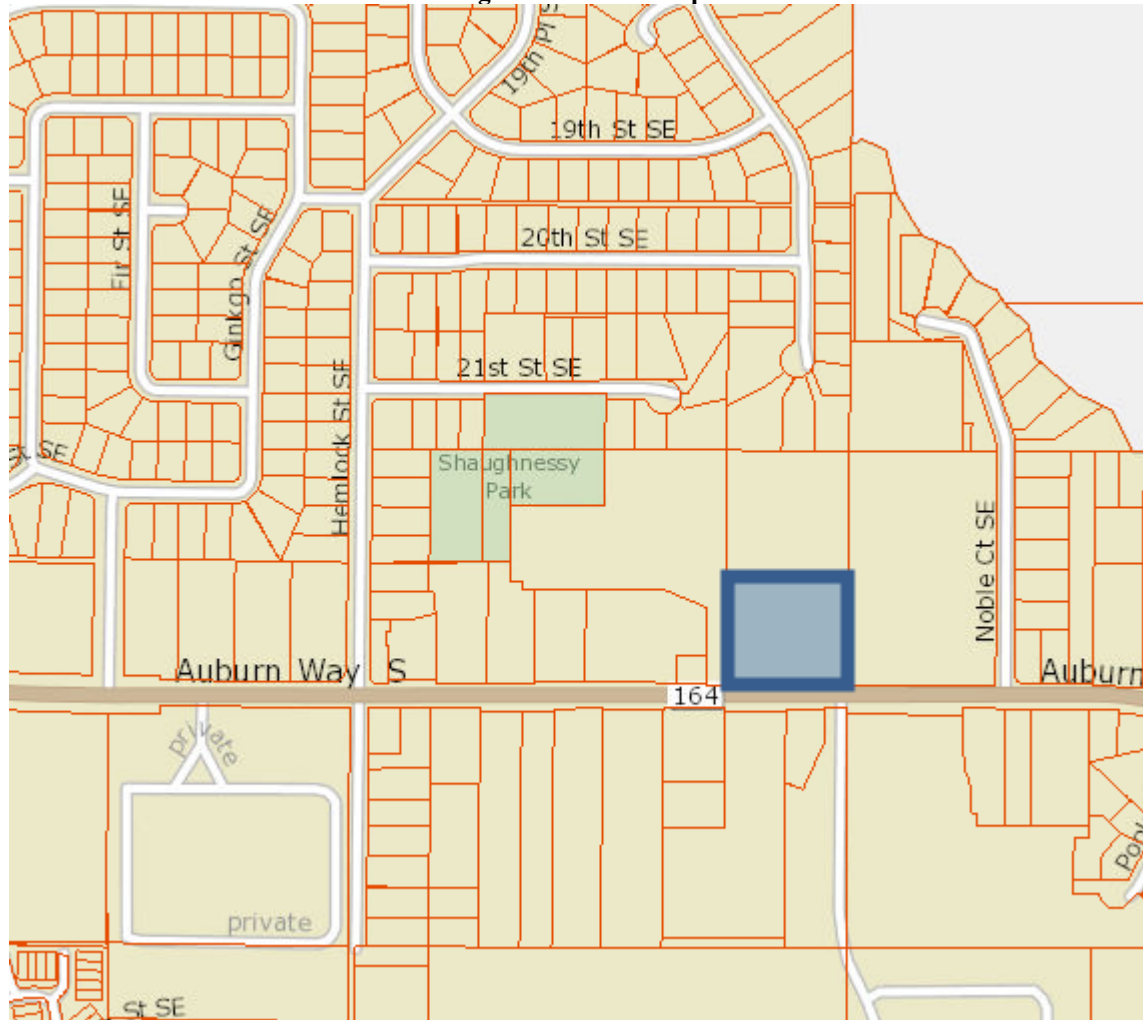
Map Date: 1/27/2020

PROPERTY DESCRIPTION

There is one parcel located at 3440 Auburn Way South. It is surrounded on two sides by Chinook Elementary School (See Figure 3). The King County Tax Parcel Number is 2121059042 and is located SW Quarter of Section 21, Township 21, Range 5 W.M .

The two parcel totals approximately 2.19 acres and contains a single family home and a multi-family structure. The parcel was recently acquired by the Auburn School District and are leased to the current occupants.

Figure 3 - Parcel Map



Source: King County Department of Assessments

COMPREHENSIVE PLAN AND ZONING OVERVIEW

	Existing Zoning	Proposed Zoning	Existing Plan Designation	Proposed Plan Designation
Site	R20 Residential 20 du/ac	Public Use District	Multiple Family	Institutional
North	Public Use District		Institutional	
South	Public ROW/R20		Public ROW/ Multiple Family	
East	Public Use District		Institutional	
West	Light Commercial District C1		Light Commercial	

COMPREHENSIVE PLAN SUBMITTAL REQUIREMENTS

Written Materials

A. Application Form

The application form is included in the submittal package.

B. Letter of Authorization

Letters of authorization are included in the submitted materials.

C. Concurrent Applications

The concurrent application forms are included in the submittal package.

D. Written Statement

- 1. The proposed change will further and be consistent with the goals and objectives of the comprehensive plan and the plan will remain internally consistent;**

The proposal is consistent with the following City of Auburn Comprehensive Plan (December 2015) goals and policies:

CAPITAL FACILITIES GOALS & POLICIES

CF-2 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.

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.

There are adequate public facilities in the vicinity as this area of Auburn is quite urban in nature. The District has a planned replacement of Chinook Elementary School proposed. Re-designation of this parcel would allow them to be used in that school replacement project resulting in a larger site for Chinook Elementary School that more closely matches the District's standards for size and program.

The proposal is also consistent with the District's Capital Facilities Plan which is adopted by the City of Auburn.

PUBLIC BUILDINGS

CF-63 Public and quasi-public facilities which attract a large number of visitors (City Hall, museums, libraries, educational, permit or license offices, and health or similar facilities, etc.) should be sited in areas which are accessible (within 1/4 mile) by transit.

King County Metro stops directly south of Chinook Elementary School on Auburn Way South. The routes travel between Enumclaw to Auburn Station with #186 operating during commute hours and #915 operating during non-peak hours. In addition, associated with the modernization of Chinook Elementary School, the District will provide bus service for students that would be located within the service area.

LAND USE GOALS AND POLICIES

Public and Institutional Land Use Designations

LU-89 The primary purpose of this designation is to address public needs while taking advantage of synergies with the adjacent areas where they are sited.

Institutional

Policy LU-102 Appropriate uses for this designation include facilities that serve the needs of the larger community such as public schools, active parks, city operated municipal facilities, large churches and fire stations.

The District's purpose is to provide educational services to students living within its District. As stated previously, schools are typically placed in the residential neighborhoods they serve and replacement of the Chinook Elementary School site is proposed to occur in the next several years to serve the area. The District-acquired this parcel to ensure that the proposed school replacement will allow for additional space to accommodate the District's facility standards and educational specifications.

2. Whether the capacity to provide adequate services is diminished or increased;

The capacity to provide adequate life safety services would remain the same. The site is currently served by water and sewer service. The parcels are also accessed via Auburn Way South, a public road. Adequate fire and police access exists and would be taken into

account during the replacement of the Chinook Elementary School campus during the design and permitting phase. The District provides educational services for children in the area and allowing additional site area for a re-developed site would allow the District to meet its facility standards and educational specifications.

3. Assumptions upon which the comprehensive plan is based are found to be invalid;

The District acquired the parcel in 2019 with the intent of re-developing it in conjunction with a planned replacement of Chinook Elementary School. It is not known whether the City of Auburn knew about the purchase as there were no immediate plans for re-development; therefore a change in circumstances is driving the District's request.

4. A determination of change or lack of change in conditions or circumstances has occurred since the adoption of the latest amendment to the specific section of the comprehensive plan that dictates the need for a proposed amendment.

See response to number 3 above.

5. If applicable, a determination that a question of consistency exists between the comprehensive plan and Chapter 36.70A RCW, the countywide planning policies for either King and/or Pierce County, as appropriate, and Vision 2040: Growth and Transportation Strategy for the Puget Sound Region;

This is not applicable.

6. If the request is to change the land use designation of a specific property on the comprehensive plan land use map, the applicant must demonstrate one of the following:
a. The current land use designation was clearly made in error or due to an oversight;

Not applicable

b. The proposed land use designation is adjacent to property having similar or compatible designation, or other conditions are present to ensure compatibility with surrounding properties;

The proposed map amendment would allow the District to expand the existing Chinook Elementary School campus during an upcoming school replacement project. Chinook Elementary School has the same comprehensive plan designation as the proposed change included in this request.

c. There has been a change in conditions since the current land use designation came into effect.

The District has recently purchased this parcel as it abuts Chinook Elementary School. When the comprehensive plan was originally adopted, these parcels were

not identified by the District as being developed as part of the Chinook Elementary School replacement project.

7. Identify anticipated impacts from the proposed change.

Any anticipated impacts are described in the submitted *City of Auburn Environmental Checklist, Auburn School District No. 408, Property South and West of Chinook Elementary School Comprehensive Plan Map Amendment and Rezone* (January 2020). The Non-Project SEPA Environmental Checklist did not identify any significant impacts.

8. Identify the implementing zoning designation to be requested.

The implementing zoning for the parcel is Public Use District/Institutional.

9. Discuss how the proposed change is consistent with the comprehensive plan designations of surrounding properties.

The abutting parcel to the north and east are all designated Institutional; this request would extend the designation to include the additional parcel that the District has acquired.

10. Discuss how the adopted City of Auburn utility plans and capital improvement programs support the change.

The parcel is currently developed and has water and sewer service. There are no known deficiencies in either system and future re-development would undergo a review by the City. The proposal is also consistent with the District's Capital Facilities Plan which is adopted by the City of Auburn.

E. Legal Description

Legal descriptions for the parcels are included in the application materials.

F. SEPA Checklist Application

A non-project SEPA Environmental Checklist is included in this application packet.

G. Comprehensive Plan Map Application Submittal Checklist

Included with this submittal packet.

Plans and Graphics

A. Scale and Legibility

See response to C. Site Plan below.

B. Vicinity Map

A vicinity map is included in this submittal packet.

C. Site Plan

The District has not yet begun site planning for the replacement of Chinook Elementary School. However, according to the District's facility standard, the new school will serve approximately 650 students in pre-kindergarten to fifth grades in permanent facilities and will serve approximately 150 additional students in six future modular classrooms. The permanent school building will be approximately 74,000 square feet in size plus an approximately 3,000 square feet covered play area. Space will be provided on the site for future installation for six 900 square feet modular classrooms.

The permanent building will have about 38 classrooms and include classrooms for special education, early childhood education and English language learning students. The building will also include spaces for administration, specialists, physical education, library resources, music, food service and community use. Outdoor facilities will include landscaped areas, play equipment area, playfield area, a loading area for approximately 16 buses, and parking for approximately 200 to 300 vehicles for visitors, staff and events.

REZONE SUBMITTAL REQUIREMENTS

Written Materials

A. Application Form

The application form is included in the submittal package.

B. Letter of Authorization

Letters of authorization are included in the application packet.

C. Not used

D. Written Statement

1. The intent of the zoning code and the comprehensive plan of the City. Is the rezone consistent with the comprehensive plan?

The District acknowledges that Public Use District is no longer an implementing zone in City's Comprehensive Plan, which is the zoning of the existing Chinook Elementary School site. However, as discussed previously with the City, the existing Chinook Elementary School site is currently zoned P1. The submitted request included a rezone to bring zoning into conformity with the amended Comprehensive Plan, so that when Chinook Elementary School is replaced by the District in the future, there would be one zone on all parcels associated with the school campus. The District understands that ultimately, the City will initiate area-wide rezones for all P1 zoned properties to I; at which time, these parcels would be rezoned to Institutional as well.

An analysis of how the proposal is consistent with the goals and policies of the City's comprehensive plan is included above.

2. The availability of municipal services such as waster, sewer, roads, fire and police protection which might be required by reason of the proposed rezone.

The site is currently developed with one single family home and a multiple-family structure. The site is served by public water and sewer in Auburn Way South. The site is accessed via Auburn Way south and would be brought up to current City standards associated with the future re-development of the Chinook Elementary School site. Valley Regional Fire Authority and Auburn Police currently serve the site and that is not expected to change as a result of the requested rezones.

E. Legal Description

Legal descriptions for the parcels are included in the application materials.

F. SEPA Checklist

A non-project SEPA Environmental Checklist is included in this application packet.

G. Critical Areas Report

There are no critical areas on or adjacent to the site.

H. Traffic Impact Analysis

No traffic impact analysis has been prepared. A full analysis would occur in conjunction with the replacement of Chinook Elementary School once a design has been determined.

Plan and Graphics

A. Scale and Legibility

See response to C. Site Plan below.

B. Vicinity Map

A vicinity map is included in this submittal packet.

C. Site Plan

See response to Comprehensive Plan Map Amendment above (*C. Site Plan*).

Exhibit "A"

Real property in the County of King, State of Washington, described as follows:

THE EAST HALF OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 21, TOWNSHIP 21 NORTH, RANGE 5 EAST, W. M., IN KING COUNTY, WASHINGTON;

EXCEPT THE NORTHERLY 330 FEET THEREOF;

EXCEPT ROAD.

Tax Parcel Number: 212105-9042

**CITY OF AUBURN
ENVIRONMENTAL CHECKLIST
Auburn School District No. 408
Property South and West of Chinook
Elementary School
Comprehensive Plan Map Amendment and Rezone
A Non-Project Action**

January 2020



SHOCKEY
PLANNING GROUP, Inc.

Project

**Property South and West of Chinook Elementary School
Map Amendment and Rezone**

Applicant

Auburn School District No. 408

Attn: Jeffrey L. Grose
915 Fourth Street NE
Auburn, Washington 98002-4452
Phone: (253) 931-4826

Environmental Consultant

SHOCKEY PLANNING GROUP

Attn: Camie Anderson
2716 Colby Avenue
Everett, Washington 98201
Phone: (425) 258-9308

January 2020

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Appendices

Appendix A – Supplemental Sheet for Nonproject Actions

ENVIRONMENTAL CHECKLIST

A. BACKGROUND

1. **Name of proposed project, if applicable:** Property South and West of Chinook Elementary School Comprehensive Plan Map Amendment and Rezone
2. **Name of applicant:** Auburn School District No. 408
3. **Address and phone number of applicant and contact person:**

Applicant Contact: Auburn School District No. 408
Attn: Jeffrey L. Grose
915 Fourth Street NE
Auburn, WA 98002-4452
Phone: (253) 931-4826

Environmental/Permitting Consultant: Shockey Planning Group, Inc.
Attn: Camie Anderson
2716 Colby Avenue
Everett, WA 98201
Phone: (425) 258-9308
Email: canderson@shockeyplanning.com

4. **Date checklist prepared:** January 30, 2020
5. **Agency requesting checklist:** The City of Auburn is the agency with decision authority on the proposed Comprehensive Plan Map amendment and rezone.
6. **Proposed timing or schedule (including phasing, if applicable):**

The proposal is expected to be considered as part of the 2020 Comprehensive Plan Update. This process includes a Planning Commission and City Council review and typically takes about six months to complete.

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

If the requested comprehensive plan map amendment and rezone are approved, in conjunction with planned re-construction of Chinook Elementary School, this site would be re-developed. Specific impacts of the re-constructed site would be analyzed in a project-specific design and environmental review. Design will begin in February 2020.

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

No specific information related to the requested comprehensive plan map amendment and rezone was prepared.

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

There are no pending governmental approvals affecting this property.

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

SEPA Compliance/Threshold Determination
Comprehensive Plan Land Use Map Amendment
Rezone

City of Auburn
City of Auburn
City of Auburn

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

This proposal is to amend the City of Auburn Comprehensive Plan map from Multiple Family to Public Institutional. The request is also for a concurrent rezone from Residential 20 (R20) to Public Use District (P1)/Institutional (I).

The City of Auburn Comprehensive Plan Land Use Map plays a key role in land development and zoning decisions. There must be consistency between the land use map and zoning. The requested amendments are proposed as part of the annual Plan update to reflect the future development program by the Auburn School District.

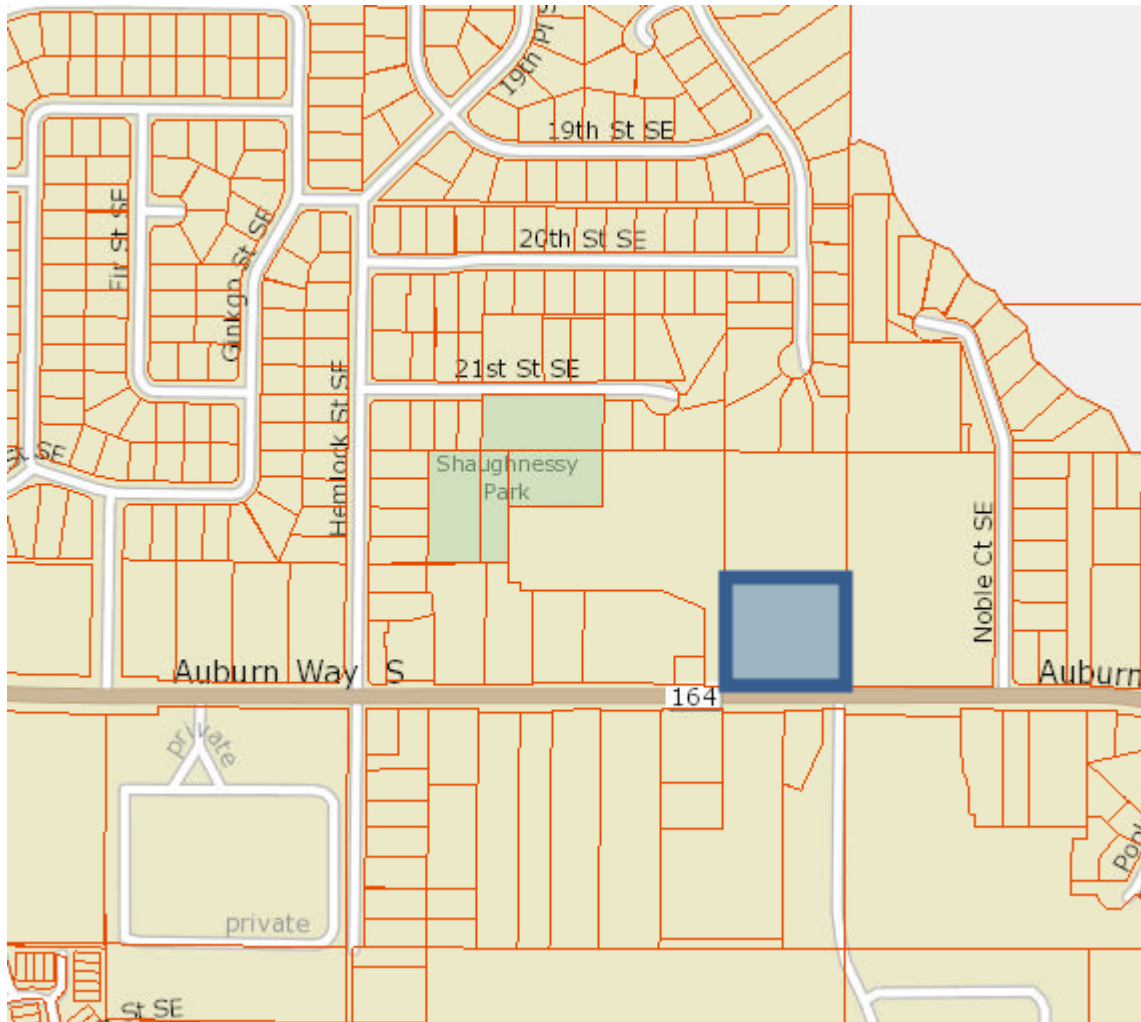
The Auburn School District has acquired this parcel to provide additional area for re-development of the adjacent Chinook Elementary School site. One parcel is included in the request; see **Figure 1 – Parcel Map**. The existing comprehensive plan map designation and zoning are requested for amendment to bring them in line with the District's property currently developed as Chinook Elementary School.

The Comprehensive Plan map amendment and rezone will go through a public process before the Planning Commission and City Council.

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

There is one parcel that is south and west of Chinook Elementary School fronting along Auburn Way South. The King County Tax Parcel Number is 2121059042 and the site address is 3440 Auburn Way South. The parcel is located in the SW Quarter of Section 21, Township 21, Range 5 W.M. See **Figure 1 – Parcel Map**.

Figure 1 - Parcel Map



EVALUATION FOR
AGENCY USE ONLY

B. ENVIRONMENTAL ELEMENTS

1. EARTH

a. **General description of the site (circle one):** Flat, rolling, hilly, steep slopes, mountainous, other.

b. **What is the steepest slope on the site (approximate percent slope)?**

The site is flat; there are no steep slopes.

c. **What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.**

According to the NRCS Soils Mapper, the majority of the site (with the exception of the northwest corner) site consists of Arents, Everett material. These soils are not considered farmlands of statewide importance. The northwest corner consists of Everett very gravelly sandy loam (0 to 8 percent slopes). Everett very gravelly sandy loam is classified as a farmland of statewide significance. Any removal of the Arents Everett material would be determined under a project specific environmental analysis.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

There is no known history of unstable soils in the immediate vicinity.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

No filling or grading is proposed as part of the comprehensive plan map amendment or rezone. Specific detail on filling and grading will be provided as part of the project-level SEPA review of the actual school plans.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

No clearing or construction is proposed as part of the comprehensive plan map amendment or rezone.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

No construction is proposed as part of the comprehensive plan map amendment and rezone. Specific detail will be provided as part of the project-level SEPA review of the actual school plans.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

No impacts would occur as a result of the comprehensive plan map amendment and rezone; therefore, no measures to reduce or control erosion are proposed. Impacts related to any future development of the site would be addressed under separate project-specific environmental and permitting review.

2. AIR

a. What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction, operation and

maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

There is no construction proposed; therefore no additional emissions would be released as a result of the requested comprehensive plan map amendment and rezone.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

The primary off-site source of emissions and odor would be traffic on neighboring streets. However, because no construction is proposed at this stage, there would be no impacts of off-site emissions due to the requested comprehensive plan map amendment and rezone.

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

No measures to control or reduce emissions are proposed with the comprehensive plan map amendment and rezone. Impacts related to any future development of the site would be addressed under separate project-specific design and environmental review. Air impacts would be addressed with any future development proposal for the site.

3. WATER

a. Surface Water:

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

There are no surface water bodies on or in the immediate vicinity of the subject site.

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

No site disturbance is proposed with the comprehensive plan map amendment and rezone.

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

No site disturbance is proposed with the comprehensive plan map amendment and rezone.

- 4) **Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.**

No surface water withdrawals or diversions are proposed with the comprehensive plan map amendment and rezone. The site will be served by the municipal water supply.

- 5) **Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.**

The site does not lie within a 100-year floodplain.

- 6) **Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.**

No discharge of waste materials is proposed for the property under the comprehensive plan map amendment and rezone.

b. Ground Water:

- 1) **Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.**

No groundwater withdrawals or discharges are proposed with the comprehensive plan map amendment and rezone. The site will be served by the municipal water supply.

- 2) **Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals...; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.**

No waste material would be discharged with the proposed comprehensive plan map amendment and rezone. The site will be served by municipal sewer facilities.

c. Water Runoff (including stormwater):

- 1) **Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.**

No additional runoff would result from the comprehensive plan map amendment and rezone. Specific detail on potential water runoff will be provided as part of the project-level SEPA review of the actual school plans.

2) Could waste materials enter ground or surface waters? If so, generally describe.

No impacts to ground or surface waters would result from the comprehensive plan map amendment and rezone.

3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

No alteration or impacts to drainage patterns in the vicinity of the site would occur from the comprehensive plan map amendment and rezone.

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

No impacts would result from the comprehensive plan map amendment and rezone. Water impacts would be addressed with any future development under both the existing or proposed land use designation and zoning.

4. PLANTS

a. Check the types of vegetation found on the site:

- ✓ deciduous tree: alder, maple, aspen, other: ornamental
- ✓ evergreen tree: fir, cedar, pine, other: _____
- ✓ shrubs
- ✓ grass
- ___ pasture
- ___ crop or grain
- ___ Orchards, vineyards or other permanent crops
- ___ wet soil plants: cattail, buttercup, bulrush, skunk cabbage, other: _____
- ___ water plants: water lily, eelgrass, milfoil, other: _____
- ___ other types of vegetation

b. What kind and amount of vegetation will be removed or altered?

No removal or alteration of vegetation is proposed with the comprehensive plan map amendment and rezone.

c. List threatened and endangered species known to be on or near the site, if any:

The Washington State Department of Natural Resources Natural Heritage Program was queried, and as of the November 18, 2019 report available, no threatened or endangered plant species are known to be on or near the site.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

No landscaping or other measures are proposed with the comprehensive plan map amendment and rezone. Landscaping and/or retention of existing vegetation would be addressed with any future development proposal under either the existing or the proposed land use designation and zoning.

e. List all noxious weeds and invasive species known to be on or near the site.

Blackberries and Spotted Knapweed were the only noxious weeds or invasive species noted to be on or near the site.

5. ANIMALS

a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site. Examples include:

birds: hawk, heron, eagle, songbirds, other:
mammals: deer, bear, elk, beaver, other: rodents
fish: bass, salmon, trout, herring, shellfish, other:

b. List any threatened and endangered species known to be on or near the site.

The Washington State Department of Fish and Wildlife's Priority Habitat Species (PHS) web page was queried on December 4, 2019. No PHS threatened or endangered species were found to be on or in the immediate vicinity of the. There is an area (approximately 1,300 feet) to the north that is listed for Elk and Waterfowl. To the south approximately 1,200 feet, is the White River, which is known to have Coho, Winter Steelhead, Fall Chum, Spring Chinook, Chum, Steelhead and Bull Trout.

c. Is the site part of a migration route? If so, explain.

The Puget Sound Region falls within the Pacific Flyway, a major migration route for waterfowl in the United States, Canada and Mexico. All native birds found commonly in the United States, with the exception of native resident game birds and introduced species, are protected under the Migratory Bird Treaty Act (MBTA) of 1918.

d. Proposed measures to preserve or enhance wildlife, if any:

No measures are proposed with the comprehensive plan map amendment and rezone. Wildlife impacts and protection of Endangered Species Act (ESA) habitats would be addressed with any future development proposal under either the existing or proposed land use designation.

e. List any invasive animal species known to be on or near the site.

No invasive animal species are known to be on or near the site.

6. ENERGY AND NATURAL RESOURCES

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

No energy would be used with the proposed comprehensive plan map amendment and rezone. Energy sources will be determined at the time of building design.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

No use of solar energy would be affected with the proposed comprehensive plan map amendment and rezone.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

None are proposed with the comprehensive plan map amendment and rezone. Energy conservation would be addressed with any future development proposals under the proposed land use designation and zoning.

7. ENVIRONMENTAL HEALTH

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so describe.

There are no environmental health risks associated with the comprehensive plan map amendment and rezone.

1) Describe any known or possible contamination at the site from present or past uses.

Based on a Phase I Environmental Site Assessment and subsequent soil testing, there were no identified areas of potential contamination.

2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

There are no hazardous liquid or gas transmission lines located on or abutting the parcel.

- 3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.**

There is no development proposal. Any future toxic or hazardous chemicals being stored, used or produced would be analyzed under a separate project specific environmental review under either the existing or proposed zoning.

- 4) Describe special emergency services that might be required.**

No special emergency services would be required for the comprehensive plan map amendment and rezone.

- 5) Proposed measures to reduce or control environmental health hazards, if any:**

None are proposed as the request is for changes in comprehensive plan land use designation and zoning only. Any measures to reduce or control environmental health hazards would be provided during future project specific environmental review.

b. Noise

- 1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?**

Noise in the area is generated primarily by vehicle traffic on nearby roads. However, because no construction is proposed, there would be no noise impact due to the requested comprehensive plan map amendment and rezone.

- 2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.**

No noise impacts would result from the comprehensive plan map amendment and rezone.

- 3) Proposed measures to reduce or control noise impacts, if any:**

No measures are proposed with the comprehensive plan map amendment and rezone. Noise impacts would be addressed with any future development proposal under either the existing or proposed land use designation and zoning.

8. LAND AND SHORELINE USE

- a. **What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.**

The parcel housed a single family home and a 4-plex. To the north and west is Chinook Elementary School. To the south is Auburn Way South and to the west is a multi-family building as well as retail. The proposed comprehensive plan map amendment and rezone would not have an effect on nearby or adjacent properties.

- b. **Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?**

The site has not been used as working farmland or forest lands.

- 1) **Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:**

The proposed comprehensive plan map amendment and rezone would not impact any farm or forest land normal business operations.

- c. **Describe any structures on the site.**

There are two structures. One single family home and a four unit residential complex.

- d. **Will any structures be demolished? If so, what?**

No structures would be demolished under the proposed comprehensive plan map amendment and rezone. Demolition would occur as part of future construction.

- e. **What is the current zoning classification of the site?**

The site is currently zoned Residential 20 (R20) – 20 dwelling units per acre. The proposal is to rezone the parcel to Public Use District/Institutional.

- f. **What is the current comprehensive plan designation of the site?**

The site is currently designated Multiple-Family. The proposal is to re-designate the parcel to Institutional.

- g. **If applicable, what is the current shoreline master program designation of the site?**

The parcel is not located within a shoreline jurisdiction.

**h. Has any part of the site been classified as a critical area by the city or county?
If so, specify.**

No wetlands or streams were identified on the parcel.

i. Approximately how many people would reside or work in the completed project?

No changes in the current use are proposed with the comprehensive plan map amendment and rezone. If rezoned, the use of the property would change to a non-residential school use.

j. Approximately how many people would the completed project displace?

No site development or changes in the current use is proposed with the request for comprehensive plan map amendment and rezone. If rezoned, the use of the property would change to a non-residential school use. Existing residents would relocate in conjunction with any future development.

k. Proposed measures to avoid or reduce displacement impacts, if any:

None anticipated or needed. The individuals who had been living in the rental units have been relocated.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

The proposal is consistent with the following City of Auburn Comprehensive Plan (December 2015) goals and policies:

CAPITAL FACILITIES GOALS & POLICIES

CF-2 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.

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.

There are adequate public facilities in the vicinity as this area of Auburn is quite urban in nature. The District has a planned replacement of Chinook Elementary School proposed. Re-designation of this parcel would allow them to be used in that school replacement project resulting in a larger site for Chinook Elementary School that more closely matches the District's standards for size and program.

The proposal is also consistent with the District's Capital Facilities Plan which is adopted by the City of Auburn.

PUBLIC BUILDINGS

CF-63 Public and quasi-public facilities which attract a large number of visitors (City Hall, museums, libraries, educational, permit or license offices, and health or similar facilities, etc.) should be sited in areas which are accessible (within 1/4 mile) by transit.

King County Metro stops directly south of Chinook Elementary School on Auburn Way South. The routes travel between Enumclaw to Auburn Station with #186 operating during commute hours and #915 operating during non-peak hours. In addition, associated with the modernization of Chinook Elementary School, the District will provide bus service for students that would be located within the service area.

LAND USE GOALS AND POLICIES

Public and Institutional Land Use Designations

LU-89 The primary purpose of this designation is to address public needs while taking advantage of synergies with the adjacent areas where they are sited.

Institutional

Policy LU-102 Appropriate uses for this designation include facilities that serve the needs of the larger community such as public schools, active parks, city operated municipal facilities, large churches and fire stations.

The District's purpose is to provide educational services to students living within its District. As stated previously, schools are typically placed in the residential neighborhoods they serve and replacement of the Chinook Elementary School site is proposed to occur in the next several years to serve the area. The District-acquired this parcel to ensure that the proposed school replacement will allow for additional space to accommodate the District's facility standards and educational specifications.

m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:

There are no nearby agricultural or forest lands of long-term significance; therefore no measures are proposed.

9. HOUSING

- a. **Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.**

None would be provided with the comprehensive plan map amendment and rezone. The request is for a re-designation and classification of the sites to a designation and classification that do not permit residential development.

- b. **Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.**

No housing units would be eliminated as part of the comprehensive plan amendment and rezone.

Based on the current density standards in the zoning code and comprehensive plan, approximately 44 multi-family housing units could potentially be built on the property if not used for school purposes and if redeveloped under the current zoning classification.

- c. **Proposed measures to reduce or control housing impacts, if any:**

No measures are proposed with the comprehensive plan map amendment and rezone.

10. AESTHETICS

- a. **What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?**

No new structures are proposed as part of the comprehensive plan map amendment and rezone. Specific height information would be provided as part of a specific development proposal.

- b. **What views in the immediate vicinity would be altered or obstructed?**

Not applicable. No construction is proposed as part of the comprehensive plan map amendment and rezone.

- c. **Proposed measures to reduce or control aesthetic impacts, if any:**

None proposed. Aesthetic impacts would be addressed with any future development proposal under either the existing or proposed land use designation and zoning.

11. LIGHT AND GLARE

- a. **What type of light or glare will the proposal produce? What time of day would it mainly occur?**

No light or glare would be produced with the proposed comprehensive plan map amendment and rezone. Specific analysis would be conducted under any development specific proposal.

b. Could light or glare from the finished project be a safety hazard or interfere with views?

There is no construction proposed with the comprehensive plan map amendment and rezone.

c. What existing off-site sources of light or glare may affect your proposal?

Lighting sources currently are from existing vehicle headlights on nearby roads, building lighting from nearby uses and street lighting on adjacent roads.

d. Proposed measures to reduce or control light and glare impacts, if any:

None are proposed. Light and glare impacts would be addressed with any future development proposal under either the existing or proposed land use designation or zoning.

12. RECREATION

a. What designated and informal recreational opportunities are in the immediate vicinity?

Shaughnessy Park is located one block to the west of Chinook Elementary School. The Game Farm Park is located approximately two miles to the southwest.

b. Would the proposed project displace any existing recreational uses? If so, describe.

No recreational uses would be affected by the proposed comprehensive plan map amendment and rezone.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

None are proposed with the proposed comprehensive plan map amendment and rezone. Limited recreation is typically available as part of a school proposal, although specific information is not yet available.

13. HISTORIC AND CULTURAL PRESERVATION

- a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, specifically describe.

The two structures on the site are more than 45 years old. There are also several other structures in the vicinity that are over 45 years old.

- b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

A study was conducted by Historical Research Associates and ICF. There are no landmarks, features or evidence of Indian or historic use or occupation.

- c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

Research was conducted on the Washington State Department of Archaeology and Historic Preservation web page as well as a professional study prepared by ICF.

- d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

None are proposed.

14. TRANSPORTATION

- a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on-site plans, if any.

The site is served by Auburn Way South. Specific access requirements would be determined during any development plans under either the existing or proposed comprehensive plan designation or zoning.

- b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

Metro Transit has stops approximately 200 feet to the south along Auburn Way South. Route 186 travels between the Auburn Station and Enumclaw. Route 915 is

a Dial a Ride (DART) service which also travels between Auburn Station and Enumclaw.

- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?**

Parking would be provided as part as part of future school development consistent with Auburn Code, Table 18.52.020 (1.2 parking spaces per teaching station).

- d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).**

No new streets or improvements to existing streets are proposed with the comprehensive plan map amendment and rezone. Improvements maybe required to Auburn Way South and other surrounding streets as part of future construction.

- e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.**

The property is not located in the immediate vicinity of water, rail or air transportation.

- f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?**

No new traffic would be generated by the comprehensive plan map amendment and rezone. A traffic study will be performed as part of project-specific design and permitting to determine traffic impacts and mitigation.

- g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.**

No interference with or impacts to the movement of agricultural or forest products on roads in the vicinity would occur by the requested comprehensive plan map amendment and rezone.

- h. Proposed measures to reduce or control transportation impacts, if any:**

No mitigation is proposed. Traffic impacts would be addressed with any future development under the existing or proposed land use designation and zoning.

15. PUBLIC SERVICES

- a. **Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe:**

No increase in the demand for public services would result from the proposed comprehensive plan map amendment and rezone.

- b. **Proposed measures to reduce or control direct impacts on public services, if any.**

None are proposed. Impacts on public services would be addressed with any future development proposed under the existing or proposed land use designation and zoning.

16. UTILITIES

- a. **Circle utilities currently available at the site:** electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other: _____

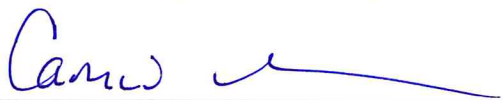
- b. **Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.**

Electricity	Puget Sound Energy
Natural Gas	Puget Sound Energy
Sewer.....	City of Auburn
Water.....	City of Auburn

There are no utilities proposed as a result of the comprehensive plan map amendment and rezone. The existing structures are served via water and sewer in Auburn Way South.

C. SIGNATURE

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

Signature: 
Applicant Representative

Name of signee: Camie Anderson

Position and Agency/Organization: Senior Associate

Date submitted: January 30, 2020

Appendix A

Supplemental Sheet for Nonproject Actions

D. SUPPLEMENTAL SHEET FOR NON-PROJECT ACTIONS (Do not use this sheet for project actions)

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

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

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

The parcel is currently developed. The proposal would not have a significant impact on the discharges to water; emissions to water; emissions to air production, storage or release of toxic or hazardous substances; or production of noise. Redevelopment and/or a change of use under the proposed land use designation and rezones would meet current standards for storm water management, emissions and noise. There would likely be some emissions and production of noise during construction of the site if it was to be altered; this would be addressed during project-specific design and environmental review.

Proposed measures to avoid or reduce such increases are:

No specific measures are proposed.

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

Any new development on the site under either the existing or proposed zoning would be required to meet current regulations/standards for protection of vegetation and animal habitat.

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

No specific measures are proposed.

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

The proposals would not deplete energy or natural resources.

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

Not applicable.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

There is no current development proposal for the site. There are no environmentally sensitive areas on the site.

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

No measures are proposed.

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

No direct impacts to adjacent land uses are anticipated with the proposed comprehensive plan amendment and rezone. Any impacts would be addressed during project-specific design and environmental review. The property does not lie within a shoreline; therefore there would be no impacts to shoreline uses.

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

None proposed. Impacts in these areas would be addressed with any specific future development proposals.

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

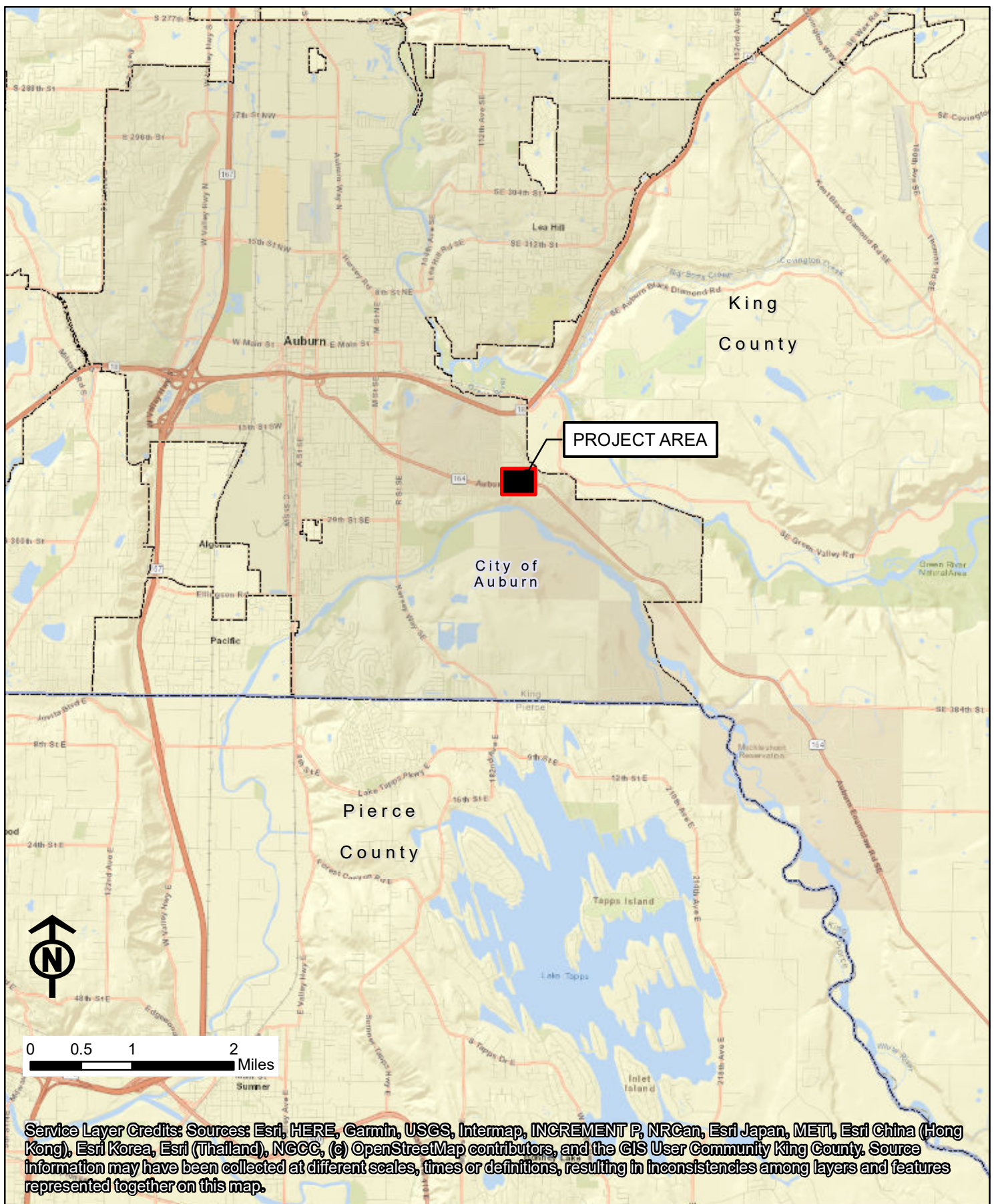
The proposed comprehensive plan map amendment and rezone would have no direct impact in these areas. Impacts under the existing or proposed designation or zoning would be addressed during project-specific design and environmental review.

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

None proposed. Demand in these areas would be addressed with any specific future development proposals.

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

The proposed comprehensive plan map amendment and rezone would not conflict with local, State or federal laws or requirements for the protection of the environment.



SHOCKEY
PLANNING GROUP, Inc.

Figure 1.
Vicinity Map

**NOTICE OF APPLICATION (NOA) and
DETERMINATION OF NON-SIGNIFICANCE (DNS)
Auburn School District (ASD) No. 408
Comprehensive Plan Map Amendment & Rezone
for Chinook Elementary
File No. SEP20-0002**

The City of Auburn is issuing a Notice of Application (NOA) and Determination of Non-Significance (DNS) for the following described project. The project application materials and listed studies may be reviewed at the Auburn Department of Community Development at 1 E Main St., 2nd Floor, Customer Service Center, Auburn, WA 98001 and by visiting www.auburnwa.gov/landuse.

Proposal: The Auburn School District has requested to amend the City of Auburn Comprehensive Plan Map designation of one parcel from "Multiple Family" to "Institutional" totaling approximately 2.19 acres in size. Concurrently, the project site is proposed to be rezoned from "R-20, Residential" to "P-1, Public Use Zone". The map amendment and rezone are necessary to allow for the future redevelopment of Chinook Elementary.

Location: The project site is located west of the intersection of Auburn Way S and Noble Ct. SE, within SW ¼ of Section 21, Township 21, Range 5. King County Assessor Parcel No. 2121059042.

Notice of Application: March 4, 2020
Application Complete: February 27, 2020
Permit Application: February 5, 2020

File Nos. SEP20-0002
CPA20-0001
REZ20-0001

Applicant: Auburn School District No. 408
Jeff Grose
815 Fourth St. NE
Auburn, WA 98002

Applicant's Representative: Camie Anderson
Shockey Planning Group
2716 Colby Avenue
Everett, WA 98201

Property Owner: Same as applicant.

Studies/Plans Submitted With Application:

- SEPA Environmental Checklist – Non-Project Action, Shockey Planning Group, Inc., dated January 2020, received February 5, 2020
- Comprehensive Plan Amendment Exhibit and Rezone Exhibit, dated January 27, 2020, received February 5, 2020

Other Permits, Plans, and Approvals Needed:

- Comprehensive Plan Amendment
- Rezone

Statement of Consistency and List of Applicable Development Regulations: This proposal is subject to and shall be consistent with the Auburn City Code, Comprehensive Plan, and Public Works Design and Construction Standards.

Lead Agency: City of Auburn

The lead agency for this proposal has determined that it does not have probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

Public Comment Period: This may be your only opportunity to comment on the environmental impact of the proposal. All persons may comment on this application. This DNS is issued under WAC 197-11-340(2); the lead agency will not act on this proposal for 15 days from the date issued below. Comments must be in writing and submitted by 5:00 PM on **March 19, 2020** to the mailing address of 25 W Main St., Auburn, WA, 98001, or to the email below. Any person wishing to become a party of record, shall include in their comments that they wish to receive notice of and participate in any hearings, if relevant, and request a copy of decisions once made.

Appeal Period: Any person aggrieved of the City's determination may file an appeal with the Auburn City Clerk at 25 W Main St., Auburn, WA 98001 within 14 days of the close of the comment period, or by 5:00 PM on **April 2, 2020**.

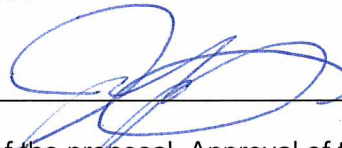
For questions regarding this project, please contact Alexandria Teague, Planner II, at planning@auburnwa.gov or 253-931-3088.

Public Hearing: Planning Commission public hearing for the comprehensive plan amendment and rezone will be scheduled at a later date.

RESPONSIBLE OFFICIAL:	Jeff Tate
POSITION/TITLE:	Director, Department of Community Development
ADDRESS:	25 W Main St. Auburn, WA 98001 253-931-3090

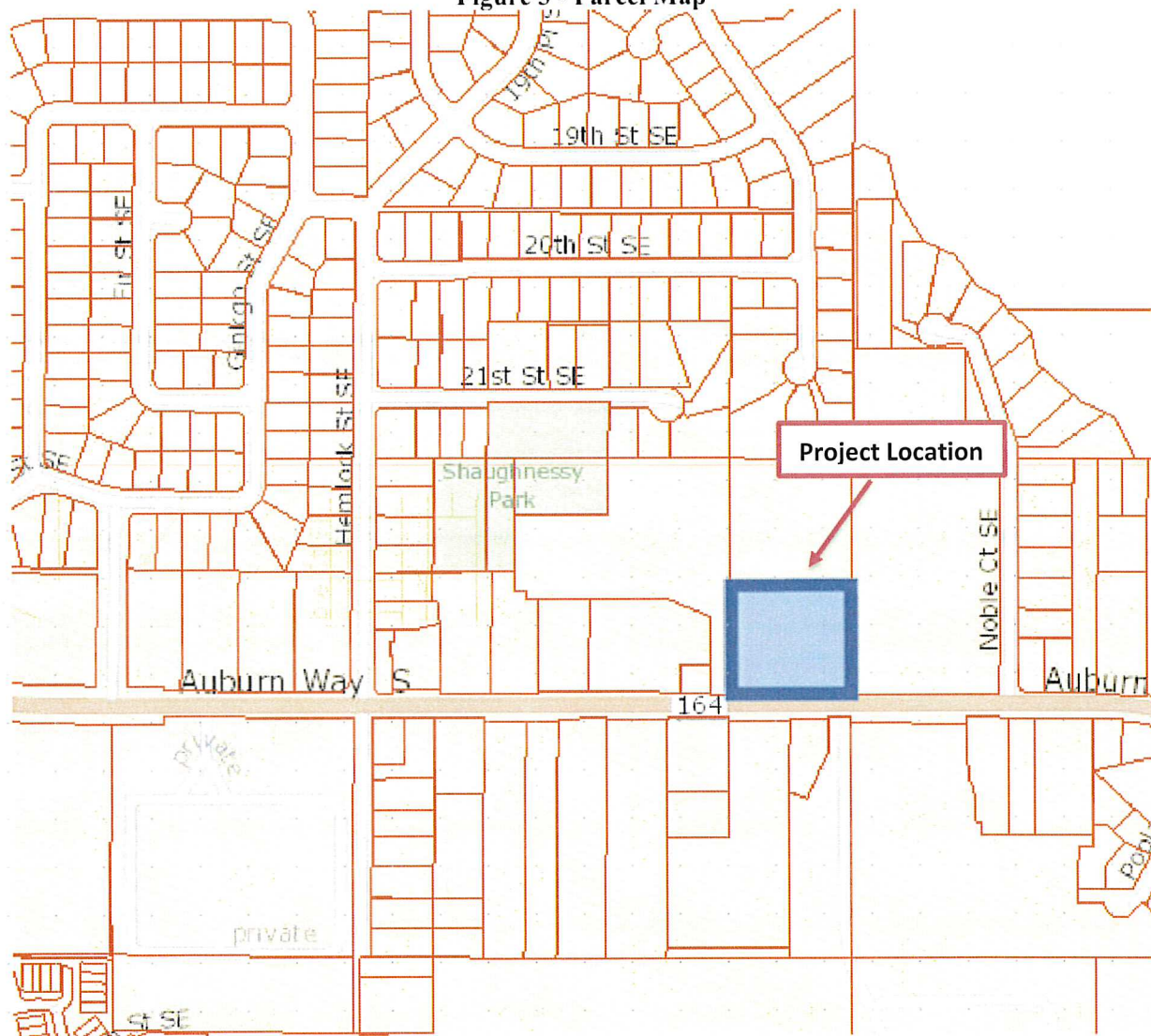
DATE ISSUED: March 4, 2020

SIGNATURE: _____



Note: This determination does not constitute approval of the proposal. Approval of the proposal can only be made by the legislative or administrative body vested with that authority. The proposal is required to meet all applicable regulations.

Figure 3 - Parcel Map



The Seattle Times

-Notice Details-

These are the details of your notice scheduled to run on the dates indicated below.

Prepayment Information

Date	Method	Card Type	Last 4 Digits	Check #	Amount

Account Information

Account #:	107302
Advertiser Name:	City of Auburn, Finance Dept
Agency Name:	
Contact:	Shawn Campbell
Address:	25 W Main St Auburn, WA 98001
Telephone:	(253) 876-1980

Run Date(s)

Seattle Times	03/04/20
NWclassifieds	03/04/20
NWclassifieds	03/05/20
NWclassifieds	03/06/20
NWclassifieds	03/07/20
NWclassifieds	03/08/20
NWclassifieds	03/09/20
NWclassifieds	03/10/20

Notice Placement Information

Notice ID:	936082
Purchase Order #:	SEP20-0002
# of lines:	88
Total NET Cost:	\$196.24
Class Name:	Public Notices

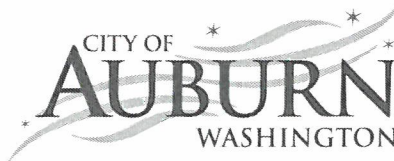
Legals Desk Contact Information

Phone #	(206) 652-6018
Email:	legals@seattletimes.com

*The ad preview below may not be to actual scale

NOTICE OF APPLICATION (NOA) and DETERMINATION OF NON-SIGNIFICANCE (DNS)

The City of Auburn is issuing a Notice of Application (NOA) and Determination of Non-Significance (DNS) for the following described project. The project application materials and listed studies may be reviewed at the Auburn Department of Community Development at 1 E Main St., 2nd Floor, Customer Service Center, Auburn, WA 98001 and by visiting www.auburnwa.gov/landuse. **Proposal:** The Auburn School District has requested to amend the City of Auburn Comprehensive Plan Map designation of one parcel from "Multiple Family" to "Institutional" totaling approximately 2.19 acres in size. Concurrently, the project site is proposed to be rezoned from "R-20, Residential" to "P-1, Public Use Zone". The map amendment and rezone are necessary to allow for the future redevelopment of Chinook Elementary. **Location:** The project site is located west of the intersection of Auburn Way S and Noble Ct. SE, within SW 1/4 of Section 21, Township 21, Range 5, King County Assessor Parcel No. 2121059042. **Notice of Application:** March 4, 2020 **Notice of Complete:** February 27, 2020 **Permit Application:** February 5, 2020 **File No.** SEP20-0002/CPA20-0001/REZ20-0001 **Property Owners:** Auburn School District No. 408, Jeff Grose, 815 Fourth St. NE, Auburn, WA 98002 **Applicant:** Same as property owner. **Applicant's Representative:** Camie Anderson, Shockley Planning Group, 2716 Colby Avenue, Everett, WA 98201 **Studies/Plans Submitted with Application:** SEPA Environmental Checklist, Comprehensive Plan Amendment Exhibit and Rezoning Exhibit **Other Permits, Plans, and Approvals Needed:** Comprehensive Plan Amendment, Rezoning Statement of Consistency and List of Applicable Development Regulations: This proposal is subject to and shall be consistent with the Auburn City Code, Comprehensive Plan, and Design and Construction Standards. **Lead Agency:** City of Auburn. The lead agency for this proposal has determined that it does not have probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2) (c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request. **Public Comment Period:** This may be your only opportunity to comment on the environmental impact of the proposal. All persons may comment on this application. This DNS is issued under WAC 197-11-340(2); the lead agency will not act on this proposal for 15 days from the date issued below. Comments must be in writing and submitted by 5:00 PM on **March 19, 2020** to the mailing address of 25 W Main St., Auburn, WA, 98001, or to the email below. Any person wishing to become a party of record, shall include in their comments that they wish to receive notice of and participate in any hearings, if relevant, and request a copy of decisions once made. **Appeal Period:** Any person aggrieved of the City's determination may file an appeal with the Auburn City Clerk at 25 W Main St., Auburn, WA 98001 within 14 days of the close of the comment period, or by 5:00 PM on **April 2, 2020**. **Public Hearing:** Planning Commission public hearing for the comprehensive plan amendment and rezoning will be scheduled at a later date. **DATE ISSUED:** **March 4, 2020**



AFFIDAVIT OF POSTING OF LEGAL NOTICE BY APPLICANT

Application Number:

SEP20-0002
CPA20-0001
REZ20-0001

Applicant:

Auburn School District No. 408
Jeff Grose
815 Fourth St. NE
Auburn, WA 98002

Applicant's Representative:

Camie Anderson
Shockey Planning Group
2716 Colby Avenue
Everett, WA 98201

Property Owners:

Same as applicant.

Location:

The project site is located west of the intersection of Auburn Way S and Noble Ct. SE, within SW ¼ of Section 21, Township 21, Range 5. King County Assessor Parcel No 2121059042.

I certify that on 3/4/2020 I did erect a land use posting board at the location above, which included a Notice of Application for the above referenced application, as required by Auburn City Code 1.27 and 18.70.015(A)(2)(b). The board was erected at least 15 days prior to the closing date for public comments noted above.

I declare under penalty of perjury of the laws of the State of Washington that the foregoing is true and correct.

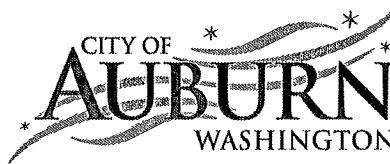
Math Nolan
Name (please print or type)

March 4th, 2020
Date

[Signature]
Signature

NOTE

This affidavit must be returned to the Planning and Development Department at least one week prior to the closing date for public comments or review of the application may be postponed.



AFFIDAVIT OF MAILING OF LEGAL APPLICATION NOTICE

Application Number:

SEP20-0002
CPA20-0001
REZ20-0001

Applicant:

Auburn School District No. 408
Jeff Grose
815 Fourth St. NE
Auburn, WA 98002

Applicant's Representative:

Camie Anderson
Shockey Planning Group
2716 Colby Avenue

Property Owner:

Same as applicant.

Location:

The project site is located west of the intersection of Auburn Way S and Noble Ct. SE, within SW ¼ of Section 21, Township 21, Range 5. King County Assessor Parcel No. 2121059042.

Closing Date for Public Comments:

March 19, 2020

I certify that on or before March 4, 2020, I did send a Notice of Application for the above referenced application, as required by Auburn City Code 16.06.090 and 14.07.040, to all property owners located within 300 feet of the affected site. Said Notice was mailed pre-paid stamped through the United States Postal Service at least 15 days prior to the closing date for public comments noted above.

I declare under penalty of perjury of the laws of the State of Washington that the foregoing is true and correct.

A handwritten signature in black ink, appearing to read "Jen Oliver", is written over a horizontal line.

Jen Oliver – Administrative Assistant

STAFF REPORT
PRIVATE INITIATED ANNUAL COMPREHENSIVE
PLAN MAP AMENDMENT & REZONE,
CPA20-0001, REZ20-0001
Auburn School District – Chinook Elementary
School

(For Exhibits referenced in the staff report, please see “Comp. Plan Map Amendments” tab in the working binder)

POLICY/TEXT (P/T) AMENDMENTS

CITY INITIATED (CPA20-0005)

LIST OF DOCKETED ITEMS:

P/T #6 – Volume 5, Transportation Element (Separate document incorporated by reference). The changes the Transportation element consist of the following:

- Update Transportation Improvement Program (TIP) information/project list;
- Re-designate multiple capital projects from the TIP (funded) to the Comprehensive Plan (unfunded) to maintain continuity in the future transportation network conditions.
- Update maps as needed to reflect current data and conditions (addressed by CMP#1, below);
- Additional minor changes will relate to grammar, punctuation, choice of words, etc.

P/T #8 – Volume 1, Land Use Element and Volume 5, Transportation Element (Plan). Amend comprehensive plan policies which do not sufficiently protect the operations of the Auburn Municipal Airport, and do not provide the City sufficient authority to ensure development around the airport is coordinated and consistent with the Airport Master Plan. Policies are currently being evaluated as to whether they:

- Protect the operations of the Auburn Municipal Airport (the “airport”);
 - Prevent or promote incompatible land uses around the airport;
 - Ensure that development around the airport is coordinated and consistent with the Airport Master Plan;
 - Protect the airport from nonconforming uses and structures that pose a safety concern to airport operations;
 - Provide the authority to review the impact of development on air safety;
 - Are clearly defined and clearly understood, or open to a wide degree of interpretation; or
- Use outdated language

Annual Comprehensive Plan Map Amendments

CPM #1 - Volume 5: Transportation Element: Several maps found throughout Volume 5 have been updated to reflect current conditions.

CPM #2 - CPA20-0001 - Request by Auburn School District to change the designation of King County Parcel number 2121059042 totaling approximately 2.19 acres and located on the north side of Auburn Way South approximately 400 feet west of Noble Court SE from "Multiple-Family Residential" to "Institutional" and an associated rezone from “R-20, Residential 20 dwelling units per acre” to “P-1, Public Use”. The existing Chinook Elementary School, located on an adjacent parcel, is zoned P-1. The school district has purchased this additional site to incorporate into a redevelopment effort for the existing school.

STAFF REPORT
PRIVATE INITIATED ANNUAL COMPREHENSIVE
PLAN MAP AMENDMENT & REZONE,
CPA20-0001, REZ20-0001
Auburn School District – Chinook Elementary
School

(For Exhibits referenced in the staff report, please see “Comp. Plan Map Amendments” tab in the working binder)

ENVIRONMENTAL DECISIONS & CHECKLIST APPLICATION (SEPA) FOR CITY INITIATED AMENDMENTS

(Environmental checklist applications and SEPA decisions for school district Capital Facilities Plans are prepared by the respective districts as lead agency, and are included in the “Comp. Plan Policy /Text Amendments” tab)

(Environmental checklist applications and SEPA decisions for the private initiated map amendments (Labrador Ventures LLC and the Auburn School District) are included in the “Comp. Plan Policy /Text Amendments” tab)

AGENCY CORRESPONDENCE

**NOTICE OF PLANNING COMMISSION
PUBLIC HEARING November 17, 2020**

*(For Hearing Notice information specific to the private applications, see
behind the "Comp. Plan Map Amendments" tab in the working binder)*

**GENERAL PUBLIC NOTICE & ADVERTISEMENT OF
COMPREHENSIVE PLAN AMENDMENT
APPLICATION SUBMISSION DEADLINE
June 5, 2020, 5:00 pm**

**POLICY/TEXT AMENDMENT (P/T) #1
INCORPORATE AUBURN SCHOOL DISTRICT #408
CAPITAL FACILITIES PLAN 2021 - 2026**

**POLICY/TEXT AMENDMENT (P/T) #2
INCORPORATE DIERINGER SCHOOL DISTRICT #343
CAPITAL FACILITIES PLAN 2021-2026**

**POLICY/TEXT AMENDMENT (P/T) #3
INCORPORATE FEDERAL WAY PUBLIC SCHOOLS
#210, 2021 CAPITAL FACILITIES PLAN**

**POLICY/TEXT AMENDMENT (P/T) #4
INCORPORATE KENT SCHOOL DISTRICT #415
2020/2021 - 2025/2026 CAPITAL FACILITIES PLAN**

**POLICY/TEXT AMENDMENT (P/T #5)
INCORPORATE CITY OF AUBURN
CAPITAL FACILITIES PLAN 2021-2026**

POLICY/TEXT (P/T) AMENDMENTS (CPA20-0005)

P/T #6 – Volume 5, Transportation Element
(Separate document incorporated by reference). The changes the Transportation element consist of the following:

- Update Transportation Improvement Program (TIP) information/project list;
- Re-designate multiple capital projects from the TIP (funded) to the Comprehensive Plan (unfunded) to maintain continuity in the future transportation network conditions.
- Update maps as needed to reflect current data and conditions (addressed by CMP#1, below);
- Additional minor changes will relate to grammar, punctuation, choice of words, etc.

POLICY/TEXT (P/T) AMENDMENTS (CPA20-0005)

P/T #8 - Volume 1, Land Use Element and Volume 5, Transportation Element (Plan). Amend comprehensive plan policies which do not sufficiently protect the operations of the Auburn Municipal Airport, and do not provide the City sufficient authority to ensure development around the airport is coordinated and consistent with the Airport Master Plan. Policies are currently being evaluated as to whether they:

- Protect the operations of the Auburn Municipal Airport (the “airport”);
 - Prevent or promote incompatible land uses around the airport;
 - Ensure that development around the airport is coordinated and consistent with the Airport Master Plan;
 - Protect the airport from nonconforming uses and structures that pose a safety concern to airport operations;
 - Provide the authority to review the impact of development on air safety;
 - Are clearly defined and clearly understood, or open to a wide degree of interpretation; or
- Use outdated language

STAFF REPORT

CITY INITIATED ANNUAL COMPREHENSIVE PLAN

AMENDMENTS, CPA20-0005

Annual Comprehensive Plan Text Amendments

P/T #1 – Auburn School District 2021-2026 Capital Facilities Plan

P/T #2 – Dieringer School District Capital Facilities Plan 2021-2026

P/T #3 – Federal Way School District 2021 Capital Facilities Plan

P/T #4 – Kent School District 2020/2021 - 2025/2026 Capital Facilities Plan

P/T #5 – City of Auburn 2021-2026 Capital Facilities Plan

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Use outdated language

Annual Comprehensive Plan Map Amendments

CPM #1 - Volume 5: Transportation Element: Several maps found throughout Volume 5 have been updated to reflect current conditions.

CPM #2 - CPA20-0001 - Request by Auburn School District to change the designation of King County Parcel number 2121059042 totaling approximately 2.19 acres and located on the north side of Auburn Way South approximately 400 feet west of Noble Court SE from "Multiple-Family Residential" to "Institutional" and an associated rezone from "R-20, Residential 20 dwelling units per acre" to "P-1, Public Use". The existing Chinook Elementary School, located on an adjacent parcel, is zoned P-1. The school district has purchased this additional site to incorporate into a redevelopment effort for the existing school.

(For Exhibits referenced in the staff report, please see corresponding tab in the working binder)

Annual Comprehensive Plan Map Amendments

CPM #1 - Volume 5: Transportation Element:
Several maps found throughout Volume 5 have been updated to reflect current conditions.

AGENCY CORRESPONDENCE

POLICY/TEXT (P/T) AMENDMENTS (CPA20-0005)

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**GENERAL PUBLIC NOTICE & ADVERTISEMENT OF
COMPREHENSIVE PLAN AMENDMENT
APPLICATION SUBMISSION DEADLINE
June 5, 2020, 5:00 pm**

POLICY/TEXT (P/T) AMENDMENTS

CITY INITIATED (CPA20-0005)

LIST OF DOCKETED ITEMS:

P/T #6 – Volume 5, Transportation Element (Separate document incorporated by reference). The changes the Transportation element consist of the following:

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AGENDA BILL APPROVAL FORM

Agenda Subject:

Ordinance No. 6805 (Thomas)(15 Minutes)

Date:

November 18, 2020

Department:

Finance

Attachments:

[Transmittal Memo](#)

[Ordinance No. 6805](#)

[Schedule A](#)

[Schedule B](#)

Budget Impact:**Administrative Recommendation:**

City Council to introduce and adopt Ordinance No. 6805, amending the 2020 budget

Background Summary:

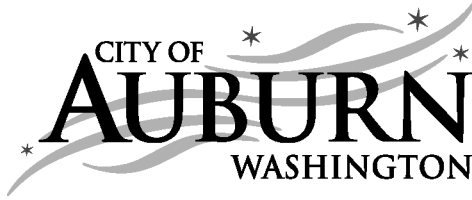
Ordinance No. 6805 (Budget Amendment #8) represents the eighth and final budget amendment for the 2019-2020 biennium and the fourth budget amendment for 2020. For details, see the attached transmittal memorandum and supporting materials.

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

Thomas

Meeting Date: November 23, 2020

Item Number:



Interoffice Memorandum

To: City Council
From: Jamie Thomas, Finance Director
CC: Nancy Backus, Mayor
Date: November 10, 2020
Re: Ordinance No. 6805 – 2019-2020 Budget Amendment #8

The City's biennial 2019-2020 budget was approved by Council as two one-year appropriations. Budget Amendments #1 through #4 amended the budget for calendar year 2019 and Budget Amendments #5 through #7 amended the budget for calendar year 2020. This amendment is the eighth budget amendment for the biennium and the fourth and final budget amendment for calendar year 2020.

Proposed amendments to the 2020 budget are as follows:

FTE Additions: No new positions are being requested in this amendment.

Project Funding Requests. Project funding requests included in this budget amendment add spending authority for new projects or establish additional spending authority for existing projects. Total project funding requests total \$62,000.

Project funding requests include:

- **Replace hood fire suppression system at the Senior Center (Fund 505):** This amendment provides \$45,000 in expenditure authority to replace the 19-year-old hood fire suppression system based on the recommendation of the VRFA.
- **Purchase new Police K-9 and related vehicle modifications (General Fund):** This amendment provides \$10,000 in funding to cover the cost of a new Police K-9 and an additional \$7,000 to retrofit an existing Police vehicle for K-9 use.

Other Requests. Other requests included in this budget amendment establish spending authority for new items such as contracts for service, account for the receipt and expenditure of grant revenues, recognize increased revenues and associated expenditures, and provide funding for purchases of vehicles and equipment and transfers from operating to capital funds. Significant items in this category include:

- Transfer budget from Water Operations to Water Capital subfund to fund capital projects \$ 1,165,400
- Refunding of 2010 B&D LTGO bonds (Funds 230, 231, and 232) 1,540,000
- Increase CARES grant funding 1,225,800
- Increase budget due to payouts resulting from voluntary lay-off and retirements (Fund 505) 75,000
- Increase Auburn Golf Course revenue and expenditure budgets (General Fund) 30,000

The following table summarizes the current and revised budget as a result of this amendment.

Table 1: 2019 Budget as Amended

2020 Amended Budget	\$ 395,194,482
Budget Amendment #8 (Ord #6805)	<u>4,013,200</u>
2020 Budget as Amended	\$ 399,207,682

Attachments:

- ❖ 1. Proposed Ordinance #6805 (budget adjustment #8)
- ❖ 2. Summary of proposed 2020 budget adjustments by fund (Schedule A)
- ❖ 3. Summary of approved changes to adopted 2020 budget by fund (Schedule B)

ORDINANCE NO. 6805

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, AMENDING ORDINANCES NOS. 6693 AND 6694, THE 2019-2020 BIENNIAL BUDGET ORDINANCES, AS AMENDED BY ORDINANCE NO. 6712, ORDINANCE NO. 6719, ORDINANCE NO. 6720, ORDINANCE NO. 6751, ORDINANCE NO. 6752, ORDINANCE NO. 6764, AND ORDINANCE NO. 6783, AUTHORIZING AMENDMENT TO THE CITY OF AUBURN 2019-2020 BUDGET AS SET FORTH IN SCHEDULE "A" AND SCHEDULE "B"

WHEREAS, the Auburn City Council at its regular meeting of December 3, 2018, adopted Ordinances Nos. 6693 and 6694 which adopted the City of Auburn 2019-2020 biennial budget; and

WHEREAS, the Auburn City Council at its regular meeting of April 1, 2019, adopted Ordinance No. 6712 (BA#1) which amended Ordinances Nos. 6693 and 6694 which adopted the City of Auburn 2019-2020 biennial budget; and

WHEREAS, the Auburn City Council at its regular meeting of May 20, 2019, adopted Ordinance No. 6719 (BA#2) which amended Ordinance No. 6712 which amended the City of Auburn 2019-2020 biennial budget; and

WHEREAS, the Auburn City Council at its regular meeting of July 15, 2019, adopted Ordinance No. 6720 (BA#3), which amended Ordinance No. 6719 which amended the City of Auburn 2019-2020 biennial budget; and

WHEREAS, the Auburn City Council at its regular meeting of December 4, 2019, adopted Ordinances Nos. 6752 (BA#4) and 6751 (BA#5), both of which amended Ordinance No. 6720 which amended the City of Auburn 2019-2020 biennial budget; and

WHEREAS, the Auburn City Council at its regular meeting of December 4, 2019, adopted Ordinance No. 6764 (BA#6), which amended Ordinance No. 6751 which amended the City of Auburn 2019-2020 biennial budget; and

WHEREAS, the Auburn City Council at its regular meeting of August 24, 2020, adopted Ordinance No. 6783 (BA#7), which amended Ordinance No. 6764 which amended the City of Auburn 2019-2020 biennial budget; and

WHEREAS, the City of Auburn deems it necessary to appropriate additional funds to the various funds of the 2020 budget as outlined in this Ordinance (BA#8); 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 2019-2020 Biennial Budget. The 2019-2020 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. 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 of it to any person or circumstance, will not affect the validity of the remainder of this ordinance, or the validity of its application to other persons or circumstances.

Section 3. Implementation. The Mayor is authorized to implement those administrative procedures necessary to carry out the directives of this legislation.

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

INTRODUCED: _____

PASSED: _____

APPROVED: _____

NANCY BACKUS, MAYOR

ATTEST:

APPROVED AS TO FORM:

Shawn Campbell, MMC, City Clerk

Kendra Comeau, City Attorney

PUBLISHED: _____

Schedule A
Summary of 2020 Budget Adjustments by Fund
Budget Amendment #8 (Ordinance #6805)

	Beg. Fund Balance	2020 Revenues	2020 Expenditures	Ending Fund Balance
General Fund (#001)				
2020 Adopted Budget	12,394,863	75,249,867	80,586,405	7,058,325
Previous Budget Amendments	11,246,297	(22,120)	3,523,700	7,700,477
2020 Amended Budget	23,641,160	75,227,747	84,110,105	14,758,802
BA#8 (Ordinance #6805, Proposed):	-	1,255,800	1,300,800	(45,000)
Parks Department:				
Increase revenue and expenditure budgets for the Auburn Golf Course	-	30,000	30,000	-
Non-Departmental:				
Replace hood fire suppression system at Senior Center	-	-	45,000	(45,000)
Additional CARES Act revenues and expenditures (COVID-19 related)	-	1,225,800	1,225,800	-
Revised 2020 Budget - Fund 001	23,641,160	76,483,547	85,410,905	14,713,802
Drug Forfeiture Fund (#117)				
2020 Adopted Budget	233,460	152,000	310,956	74,504
Previous Budget Amendments	1,044,513	-	118,500	926,013
2020 Amended Budget	1,277,973	152,000	429,456	1,000,517
BA#8 (Ordinance #6805, Proposed):	-	-	17,000	(17,000)
Purchase new Police K-9 and retrofit existing Police vehicle for K-9 use	-	-	17,000	(17,000)
Revised 2020 Budget - Fund 117	1,277,973	152,000	446,456	983,517
City Hall Annex 2010 A&B Bond Fund (#230)				
2020 Adopted Budget	-	1,658,400	1,658,400	-
Previous Budget Amendments	4,489	-	-	-
2020 Amended Budget	4,489	1,658,400	1,658,400	-
BA#8 (Ordinance #6764, Proposed):	-	-	-	-
Refunding of 2010 B&D LTGO Bonds	-	-	-	-
230.00.591.180.71	DEBT SERVICE PRINCIPAL GO BONDS		(610,000)	
230.00.592.180.83	DEBT SERVICE INTEREST		(520,000)	
230.00.597.100.55	OPERATING TRANSFER OUT		1,130,000	

Schedule A
Summary of 2020 Budget Adjustments by Fund
Budget Amendment #8 (Ordinance #6805)

	Beg. Fund Balance	2020 Revenues	2020 Expenditures	Ending Fund Balance
Local Revitalization 2010 C&D Bond Fund (#231)				
2020 Adopted Budget	11,896	575,100	574,600	12,396
Previous Budget Amendments	21,697	(500)	-	21,197
2020 Amended Budget	33,593	574,600	574,600	33,593
BA#8 (Ordinance #6805, Proposed):				
Refunding of 2010 B&D LTGO Bonds	-	-	-	-
231.00.591.190.71 DEBT SERVICE PRINCIPAL			(255,000)	
231.00.592.190.83 INTEREST			(155,000)	
231.00.597.100.55 OPERATING TRANSFER OUT			410,000	
Revised 2020 Budget - Fund 231	33,593	574,600	574,600	33,593
2020 LGTO Refunding Bonds (2010 B&D) Fund (#232)				
2020 Adopted Budget	-	-	-	-
Previous Budget Amendments	-	-	-	-
2020 Amended Budget	-	-	-	-
BA#8 (Ordinance #6764, Proposed):				
Refunding of 2010 B&D LTGO Bonds	-	1,540,000	1,508,000	32,000
Revised 2020 Budget - Fund 232	-	1,540,000	1,508,000	32,000
Water Fund (#430)				
2020 Adopted Budget	5,131,610	16,323,800	14,408,831	7,046,579
Previous Budget Amendments and CIP Carry-Forwards	6,781,496	17,457,321	15,516,408	8,722,409
2020 Amended Budget	11,913,106	33,781,121	29,925,239	15,768,988
BA#8 (Ordinance #6805, Proposed):				
Transfer budget from Water operations to capital subfunds to fund capital projects	-	-	1,165,400	(1,165,400)
Revised 2020 Budget - Fund 430	11,913,106	33,781,121	31,090,639	14,603,588

Schedule A
Summary of 2020 Budget Adjustments by Fund
Budget Amendment #8 (Ordinance #6805)

	Beg. Fund Balance	2020 Revenues	2020 Expenditures	Ending Fund Balance
Water Capital Fund (#460)				
2020 Adopted Budget	2,562,724	2,070,200	4,282,305	350,619
Previous Budget Amendments and CIP Carry-Forwards	(2,481,645)	15,114,592	12,930,648	(297,701)
2020 Amended Budget	81,079	17,184,792	17,212,953	52,918
BA#8 (Ordinance #6805, Proposed):	-	1,165,400	-	1,165,400
Transfer budget from Water operations to capital subfunds to fund capital projects	-	1,165,400	-	1,165,400
Revised 2020 Budget - Fund 460	81,079	18,350,192	17,212,953	1,218,318
Facilities Fund (#505)				
2020 Adopted Budget	1,050,811	4,034,500	4,115,862	969,449
Previous Budget Amendments	264,685	(328,800)	(119,800)	55,685
2020 Amended Budget	1,315,496	3,705,700	3,996,062	1,025,134
BA#8 (Ordinance #6805, Proposed):	-	45,000	120,000	(75,000)
Replace hood fire suppression system at Senior Center	-	45,000	45,000	-
Increase budget due to payouts resulting from voluntary lay-off and retirements	-	-	75,000	(75,000)
Revised 2020 Budget - Fund 505	1,315,496	3,750,700	4,116,062	950,134
Equipment Rental Fund (#550)				
2020 Adopted Budget	2,352,641	2,075,495	2,785,735	1,642,401
Previous Budget Amendments	604,129	9,900	(121,400)	735,429
2020 Amended Budget	2,956,770	2,085,395	2,664,335	2,377,830
BA#8 (Ordinance #6805, Proposed):	-	7,000	7,000	-
Purchase new Police K-9 and retrofit existing Police vehicle for K-9 use	-	7,000	7,000	-
Revised 2020 Budget - Fund 550	2,956,770	2,092,395	2,671,335	2,377,830
Grand Total - All Funds				
2020 Adopted Budget	108,311,321	189,050,270	199,654,274	97,707,317
Previous Budget Amendments	46,947,432	50,885,459	73,884,849	23,948,042
2020 Amended Budget	155,258,753	239,935,729	273,539,123	121,655,359
TOTAL BA#8 (Ordinance #6805, Proposed):	-	4,013,200	4,118,200	(105,000)
Revised 2020 Budget	155,258,753	243,948,929	277,657,323	121,550,359
		399,207,682		399,207,682

Schedule B
2020 Appropriations by Fund

Fund	2020 Adopted Budget	BA#5 (Ord #6751)	CIP Carry Forwards	BA#6 (Ord #6764)	Additional CIP Carry Forwards	BA#7 (Ord #6783)	BA#8 (Ord #6805)	Total Amendments	Revised Budget
General Fund (#001)	87,644,730	4,599,174	-	1,232,350	-	5,392,653	1,255,800	12,479,977	100,124,707
Arterial Street Fund (#102)	5,039,077	4,109,581	180,000	450,000	1,659,846	376,283	-	6,775,710	11,814,787
Local Street Fund (#103)	2,858,880	249,701	-	-	1,212,534	129,497	-	1,591,732	4,450,612
Hotel/Motel Tax Fund (#104)	266,121	52,454	-	-	-	40,511	-	92,965	359,086
Arterial Street Preservation Fund (#105)	5,202,057	(536,021)	800,000	1,606,240	861,744	813,208	-	3,545,171	8,747,228
Drug Forfeiture Fund (#117)	385,460	71,297	-	-	-	973,216	-	1,044,513	1,429,973
Housing & Comm Develop Fund (#119)	576,428	6,446	-	289,780	-	371,800	-	668,026	1,244,454
Recreation Trails Fund (#120)	78,526	1,550	-	-	-	1,349	-	2,899	81,425
BIA Fund (#121)	129,873	940	-	-	-	58,012	-	58,952	188,825
Cumulative Reserve Fund (#122)	10,360,112	33,754	42,200	-	-	75,249	-	151,203	10,511,315
Mitigation Fees Fund (#124)	10,408,687	(69,211)	1,944,100	-	1,022,390	2,104,822	-	5,002,101	15,410,788
1998 GO Library Bond Fund (#229)	-	-	-	-	-	-	-	-	-
City Hall Annex 2010 A&B Bond Fund (#230)	1,658,400	-	-	-	-	4,489	-	4,489	1,662,889
Local Revitalization 2010 C&D Bond Fund (#231)	586,996	3,436	-	-	-	17,761	-	21,197	608,193
2020 LGTO Refunding Bonds (2010 B&D) Fund (#232)	-	-	-	-	-	-	1,540,000	1,540,000	1,540,000
SCORE Debt Service Fund (#238)	2,117,000	-	-	-	-	-	-	-	2,117,000
LID Guarantee Fund (#249)	1,688	15	-	-	-	6	-	21	1,709
LID 350 Fund (#275)	8,759	(4,956)	-	-	-	(3,455)	-	(8,411)	348
Golf/Cemetery 2016 Refunding Fund (#276)	376,000	19	-	-	-	(19)	-	-	376,000
Parks Construction Fund (#321)	955,872	120,757	1,311,800	758,050	571,043	68,013	-	2,829,663	3,785,535
Capital Improvements Fund (#328)	10,284,577	362,010	5,497,000	687,050	893,431	2,043,115	-	9,482,606	19,767,183
Local Revitalization Fund (#330)	-	-	290,500	-	87,617	1,622	-	379,739	379,739
Water Fund (#430)	21,455,410	8,307,683	3,230,666	88,000	145,821	12,466,647	-	24,238,817	45,694,227
Sewer Fund (#431)	14,923,386	894,808	280,667	211,250	-	(470,146)	-	916,579	15,839,965
Storm Drainage Fund (#432)	14,550,602	1,868,064	280,667	54,640	-	828,517	-	3,031,888	17,582,490
Sewer Metro Sub Fund (#433)	21,890,667	383,462	-	-	-	(1,568,593)	-	(1,185,131)	20,705,536
Solid Waste Fund (#434)	21,860,569	91,608	-	-	-	184,018	-	275,626	22,136,195
Airport Fund (#435)	1,516,440	236,582	-	-	-	343,255	-	579,837	2,096,277
Cemetery Fund (#436)	1,451,098	261,627	-	-	-	296,320	-	557,947	2,009,045
Water Capital Fund (#460)	4,632,924	9,187,643	3,286,000	-	2,232,083	(2,072,779)	1,165,400	13,798,347	18,431,271
Sewer Capital Fund (#461)	9,799,991	249,314	436,500	-	1,782,342	1,737,210	-	4,205,366	14,005,357
Storm Drainage Capital Fund (#462)	11,283,288	(1,394,955)	829,800	-	400,593	1,401,629	-	1,237,067	12,520,355
Airport Capital Fund (#465)	875,305	3,028,414	-	-	856,390	2,930	-	3,887,734	4,763,039
Cemetery Capital Fund (#466)	35,937	(7,685)	380,400	-	-	5,731	-	378,446	414,383
Insurance Fund (#501)	1,791,570	4,456	-	-	-	135,927	-	140,383	1,931,953
Workers' Comp Fund (#503)	3,743,973	(963,880)	-	-	-	324,634	-	(639,246)	3,104,727
Facilities Fund (#505)	5,085,311	14,043	-	224,300	-	(302,458)	45,000	(19,115)	5,066,196
Innovation & Technology Fund (#518)	9,289,127	(56,838)	-	195,000	-	(46,938)	-	91,224	9,380,351
Equipment Rental Fund (#550)	4,428,136	174,775	-	-	-	439,254	7,000	621,029	5,049,165
Equipment Rental Capital Fund (#560)	4,897,259	(267,778)	1,140,000	-	1,366,350	(129,122)	-	2,109,450	7,006,709
IT Capital Fund (#568)	800,697	356,536	661,527	-	-	151,854	-	1,169,917	1,970,614
Fire Pension Fund (#611)	2,236,249	22,922	-	-	-	22,370	-	45,292	2,281,541
SKHHP Fund (#654)	-	334,750	-	120,000	-	127,695	-	582,445	582,445
Cemetery Endowment Fund (#701)	1,874,409	56,978	55,400	-	-	47,258	-	159,636	2,034,045
Total	297,361,591	31,783,475	20,647,227	5,916,660	13,092,184	26,393,345	4,013,200	101,846,091	399,207,682



AGENDA BILL APPROVAL FORM

Agenda Subject:

3rd Quarter 2020 Financial Report (Thomas)(20 Minutes)

Date:

November 18, 2020

Department:

Finance

Attachments:

[Q3 Financial Report](#)

Budget Impact:**Administrative Recommendation:**

For discussion only

Background Summary:

The financial report summarizes the general state of Citywide financial affairs and highlights significant items or trends that the City Council should be aware of. The attachment provides the year-to-date through September 2020 status report based on financial data available as of October 20, 2020. Sales tax information represents business activity that occurred through July 2020.

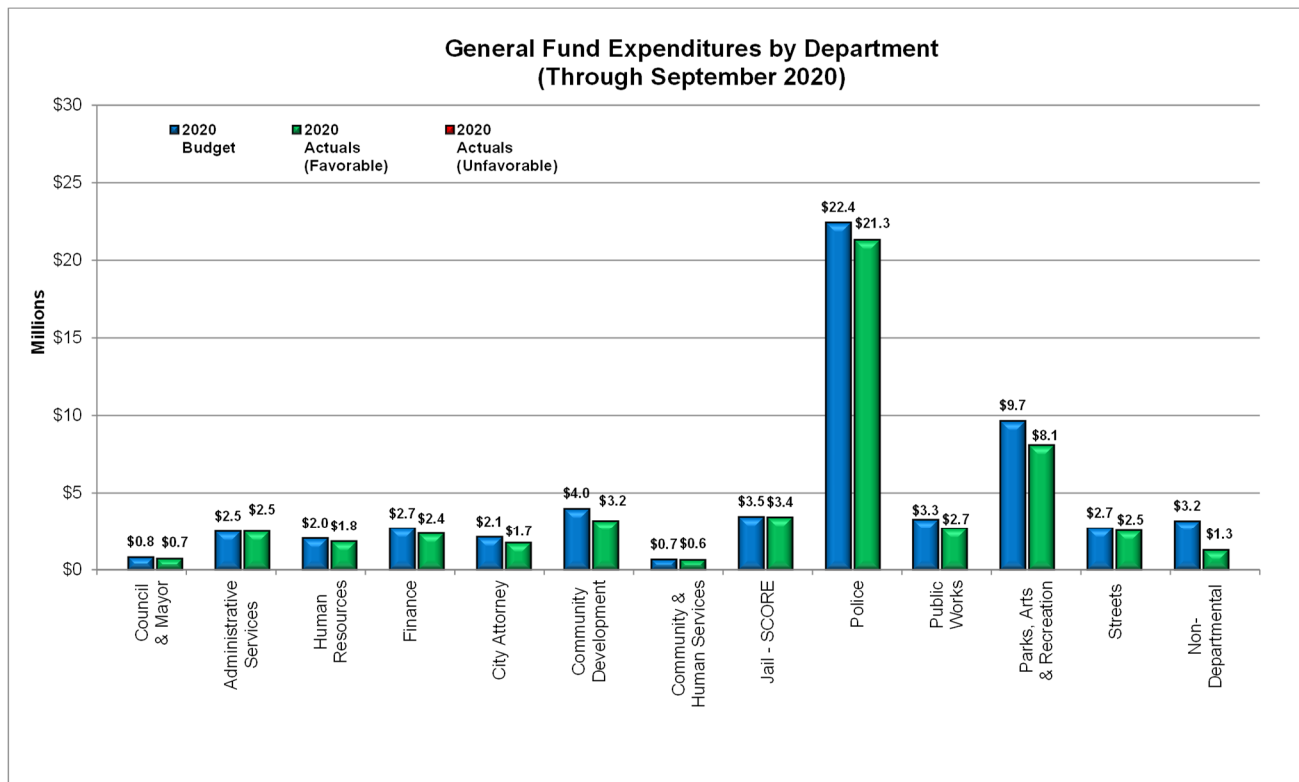
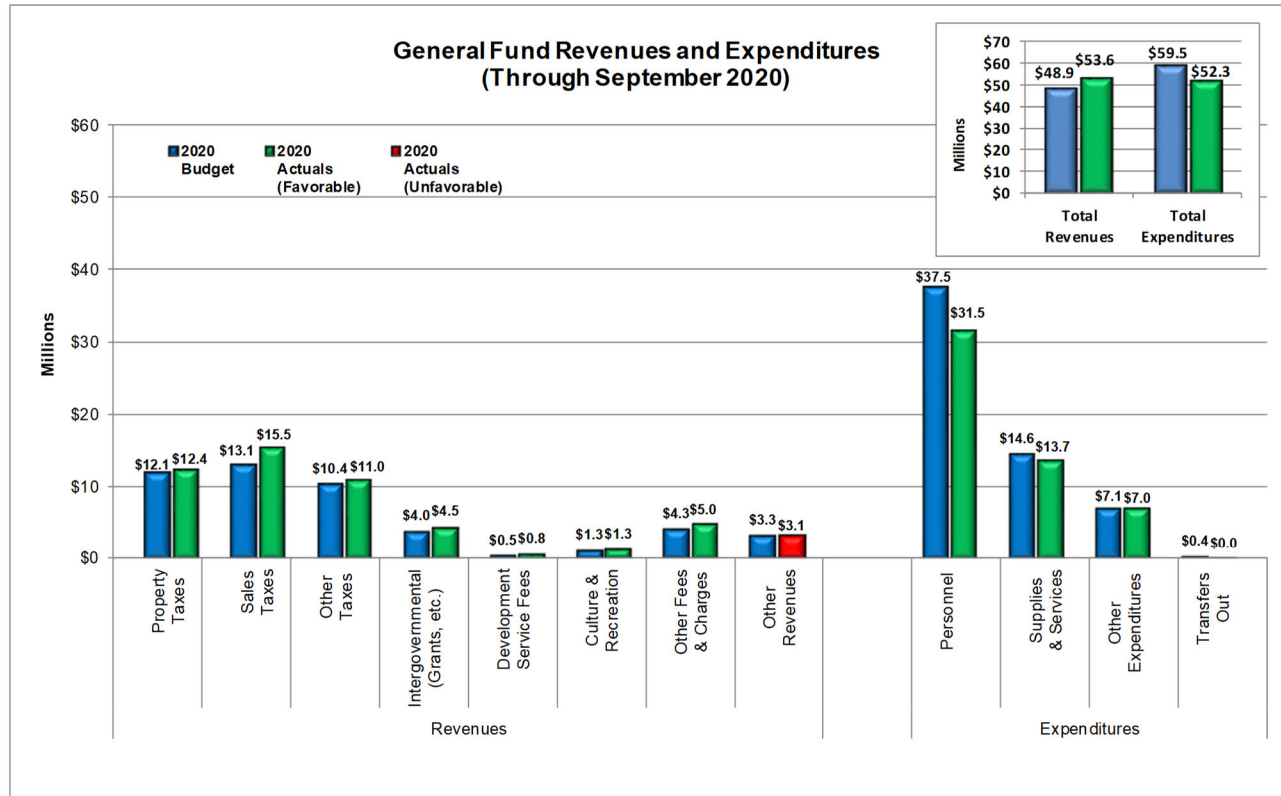
Reviewed by Council Committees:**Councilmember:****Staff:**

Thomas

Meeting Date: November 23, 2020

Item Number:

General Fund Summary



General Fund Summary of Sources and Uses	Page Ref	2020			2019	2020 YTD Budget vs. Actual	
		Annual Budget	YTD Budget	YTD Actual	YTD Actual	Favorable (Unfavorable) Amount	Percentage
Operating Revenues							
Property Tax	7	\$ 22,000,000	\$ 12,115,200	\$ 12,376,181	\$ 12,228,024	\$ 260,981	2.2 %
Retail Sales Tax	8-9	15,576,200	11,528,900	13,678,442	13,825,585	2,149,542	18.6 %
Affordable Housing Sales Tax Credit		150,000	112,500	104,759	-	(7,741)	(6.9) %
Sales Tax - Pierce County Parks		110,800	82,000	80,900	82,419	(1,100)	(1.3) %
Sales Tax - Annexation Credit		-	-	-	373,279	0	N/A
Criminal Justice Sales Tax		1,910,000	1,407,100	1,667,278	1,783,637	260,178	18.5 %
Brokered Natural Gas Tax		131,000	103,500	123,168	172,481	19,668	19.0 %
City Utilities Tax	10-11	4,521,700	3,384,100	3,413,691	3,026,859	29,591	0.9 %
Admissions Tax	11	252,800	189,603	197,965	334,077	8,362	4.4 %
Electric Tax	10-11	4,024,400	3,135,600	3,242,922	2,753,414	107,322	3.4 %
Natural Gas Tax	10-11	1,201,900	1,067,100	1,114,296	818,958	47,196	4.4 %
Cable Franchise Fee		904,000	678,000	677,983	694,741	(17)	(0.0) %
Cable Utility Tax		1,135,100	851,682	864,091	731,470	12,408	1.5 %
Cable Franchise Fee - Capital		65,000	48,750	46,529	48,471	(2,221)	(4.6) %
Telephone Tax	10-11	981,900	752,700	831,771	735,332	79,071	10.5 %
Solid Waste Tax (external)	10-11	154,600	115,920	166,230	109,116	50,310	43.4 %
Leasehold Excise Tax		51,000	38,250	211,704	197,512	173,454	453.5 %
Gambling Excise Tax	12	82,100	61,575	74,995	276,973	13,420	21.8 %
Taxes sub-total		\$ 53,252,500	\$ 35,672,480	\$ 38,872,904	\$ 38,192,348	\$ 3,200,423	9.0 %
Business License Fees	12-13	\$ 328,000	\$ 160,100	\$ 147,995	\$ 126,563	\$ (12,106)	(7.6) %
Building Permits	14	720,000	456,900	686,295	627,371	229,395	50.2 %
Other Licenses & Permits		551,300	406,200	729,676	766,440	323,476	79.6 %
Intergovernmental (Grants, etc.)	15-16	8,031,370	3,953,285	4,529,943	4,733,859	576,659	14.6 %
Charges for Services:	16-18						%
General Government Services	16	2,823,620	2,032,510	2,234,136	1,944,889	201,626	9.9 %
Public Safety	16-17	964,000	723,000	704,263	847,021	(18,737)	(2.6) %
Development Services Fees	16-17	650,000	475,100	754,150	850,551	279,050	58.7 %
Culture and Recreation	16, 18	1,492,380	1,269,200	1,332,318	2,224,932	63,118	5.0 %
Fines and Penalties	18-19	668,500	498,250	475,518	642,069	(22,732)	(4.6) %
Fees/Charges/Fines sub-total		\$ 16,229,170	\$ 9,974,545	\$ 11,594,294	\$ 12,763,695	\$ 1,619,749	16.2 %
Interest and Investment Earnings	20	\$ 700,700	\$ 493,680	\$ 377,313	\$ 291,861	\$ (116,367)	(23.6) %
Rents and Leases	20	507,600	426,800	386,007	793,273	(40,793)	(9.6) %
Contributions and Donations	20	46,200	37,000	28,876	26,539	(8,124)	(22.0) %
Other Miscellaneous	20	230,800	179,100	171,276	330,377	(7,824)	(4.4) %
Transfers In		4,081,527	2,079,645	2,081,527	104,006	1,882	0.1 %
Insurance Recoveries - Capital & Operating		179,250	81,400	71,391	92,792	(10,009)	(12.3) %
Other Revenues sub-total		\$ 5,746,077	\$ 3,297,625	\$ 3,116,390	\$ 1,638,848	\$ (181,235)	(5.5) %
Total Operating Revenues		\$ 75,227,747	\$ 48,944,651	\$ 53,583,588	\$ 52,594,892	\$ 4,638,937	9.5 %
Operating Expenditures							
Council & Mayor		\$ 1,057,296	\$ 801,100	\$ 708,024	\$ 762,497	\$ 93,076	11.6 %
Administration		3,578,081	2,503,300	2,494,166	1,607,681	9,134	0.4 %
Human Resources		1,767,704	1,298,300	1,165,246	655,167	133,054	10.2 %
Municipal Court & Probation		3,074,111	744,233	666,941	1,107,248	77,293	10.4 %
Finance		3,518,178	2,694,200	2,360,243	2,538,235	333,957	12.4 %
City Attorney		2,894,572	2,122,900	1,748,226	1,877,968	374,674	17.6 %
Community Development		5,349,088	3,982,600	3,178,358	3,028,604	804,242	20.2 %
Community & Human Services (Comm Devel)		1,055,484	653,400	632,686	660,205	20,714	3.2 %
Jail - SCORE		4,601,000	3,450,750	3,423,825	2,894,741	26,925	0.8 %
Police		30,763,024	22,444,600	21,335,656	20,626,144	1,108,944	4.9 %
Public Works		4,426,341	3,273,400	2,684,001	2,798,423	589,399	18.0 %
Parks, Arts & Recreation		12,626,216	9,652,800	8,094,481	9,558,340	1,558,319	16.1 %
Streets		3,858,677	2,705,600	2,547,290	2,561,410	158,310	5.9 %
Non-Departmental		5,540,333	3,165,933	1,279,897	1,239,164	1,886,036	59.6 %
Total Operating Expenditures		\$ 84,110,105	\$ 59,493,116	\$ 52,319,041	\$ 51,915,829	\$ 7,174,075	12.1 %

Executive Summary

This report provides an overview of the City's overall financial position for the fiscal period ending September 30, 2020, reflecting financial data available as of October 20, 2020.

General Fund:

Due to the COVID-19 pandemic, many General Fund revenues declined due to the Governor's "Stay Home, Stay Healthy" order that effectively closed all non-essential businesses earlier this year. While the county has since progressed to phase 2 reopening, revenues are still being unfavorably impacted compared to what would be considered normal activity. The revenue categories that are primarily impacted by the pandemic include sales taxes, admission tax, gambling tax, business licenses, culture and recreation, and rents and leases. In light of the economic impact that COVID-19 has had, the City recently adjusted some General Fund revenue budgets downward to reflect new expectations. At the same time, the City also implemented expenditure reductions with the goal of closing the expected revenue gap. Anticipated expenditure reductions are reflected in this financial report in both the budget and actuals. Through September 2020, General Fund revenues totaled \$53.6 million and were \$4.6 million, or 9.5% favorable to the revised budget expectations.

The City estimates that the annual revenue loss to the General Fund in 2020 due to COVID-19 will be between \$6.0 million and \$9.0 million in 2020, which partially depends on when Pierce and King counties are allowed to progress through the remaining reopening phases set forth by the Governor. To help close the revenue gap, the City implemented the following policy changes earlier this year; together, these changes account for year-to-date incremental revenue to the General Fund in the amount of \$2.0 million.

Policy Changes due to COVID-19:

- Divert interest earnings for most funds to the General Fund for 2020 (retroactive to April). The year-to-date incremental revenue to the General Fund as a result of this policy change is an additional \$216,000 in revenue.
- No longer allocating a portion of Motor Vehicle Fuel Tax (MVFT) monies to the Arterial Street Fund for 2020 and, therefore, that portion of revenues from the state will stay in the General Fund. The funding source in 2020 for the Arterial Street Fund is being replaced with real estate excise tax (REET) monies. This policy change was made retroactive to January, and the year-to-date incremental revenue to the General Fund as a result of this policy change is \$321,000.
- The City will retain all utility tax revenues entirely in the General Fund for 2020 and replacing this funding source for the Arterial Street Preservation Fund with REET funds. This policy change, which was also made retroactive to January, has resulted in year-to-date incremental revenue to the General Fund of \$1.5 million.

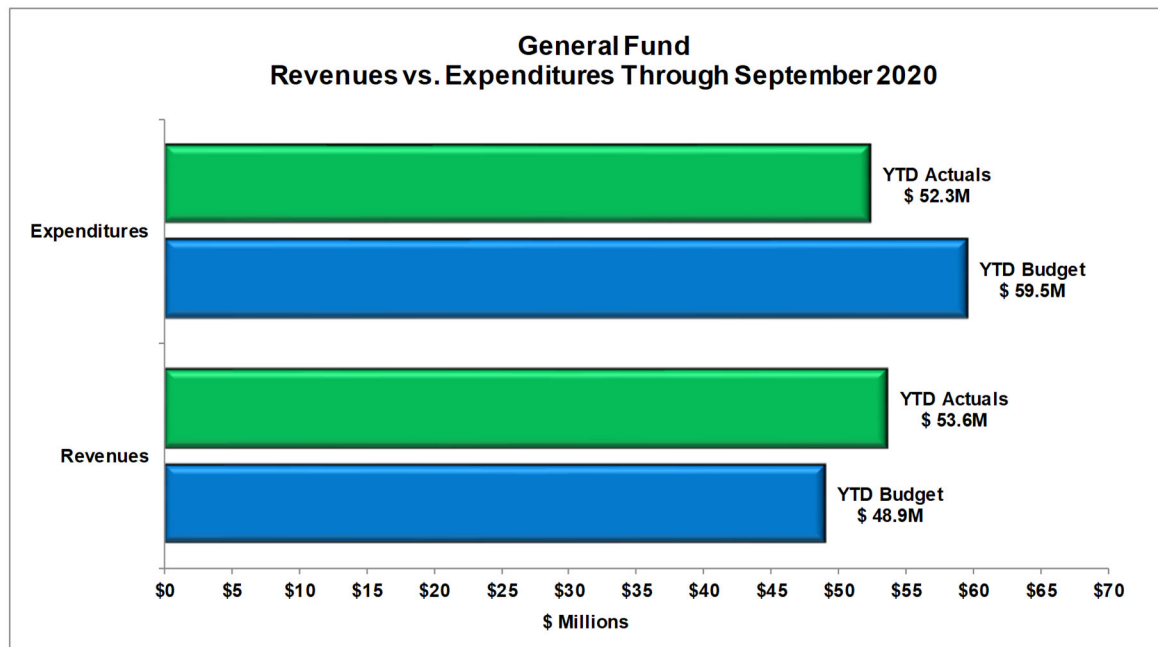
Notable variances to budget through September 2020 include:

- Retail Sales Tax: The sales tax report through September 2020 (which is provided as an attachment to this report) reflects amounts remitted to the City of Auburn based on sales from November 2019 through July 2020. Revenue losses compared to the year prior were seen in several categories, most notably in the manufacturing, automotive, and services sectors. While sales tax revenues are down in some areas, there are some categories that exceeded expectations, most notably the construction category. Through Q3-2020, sales tax revenues are down 1.1%, or \$147,000, compared to the same period last year. **[pages 8-9]**

- Building permit revenues collected through September 2020 totaled \$686,000 and were \$229,000, or 50.2%, above budget and 9.4% higher than revenues collected through Q3-2019. While the “Stay Home, Stay Healthy” order earlier this year did impact building permit revenues, there were four significant commercial projects in the City that contributed to higher than anticipated revenues this year. The total number of building permits issued year-to-date totaled 371, which is 8.8% less than the number of permits issued through Q3-2019. **[page 14]**
- Culture and recreation revenues collected through September totaled \$1.3 million and were \$893,000 less than what was collected through September 2019. These reduced revenues are a direct result of the COVID-19 pandemic whereby the City of Auburn essentially closed the majority of all Parks, Arts and Recreation activities and services effective March 6, 2020. While some activities have since resumed, these are at a reduced capacity, and other activities continue to be on hold, delayed, or canceled to comply with the Governor’s guidance for Washington’s Safe Start phased reopening plan. **[pages 16, 18]**
- Rents and leases revenues to date totaled \$386,000 and were \$41,000, or 9.6%, below budget expectations and \$407,000, or 51.3%, less than revenues collected through Q3-2019. The majority of these revenues are derived from Parks, Arts and Recreation Department rentals such as golf carts, athletic fields, campsites and shelters, and meeting and event facilities – all of which were halted in March due to COVID-19 restrictions and had limited openings started in May. **[page 20]**

2020 General Fund expenditures through September 2020 totaled \$52.3 million compared to a revised year-to-date budget of \$59.5 million; this represents a \$7.2 million, or 12.1%, favorable variance to budget. Due to the significant impact the COVID-19 pandemic has already had and will continue to have on the General Fund, the City implemented several mitigation strategies to close the gap for the projected revenue shortfall. These strategies included employee furloughs, hiring freezes on sixteen positions, voluntary early retirements, temporary benefit cuts, temporary lay-offs of temporary and seasonal employees, participation in the Shared Work Program for employees whose workload has slowed down, and specific departmental expenditure reductions in the areas of travel, training, and some service contracts. These expenditure cuts are reflected in the expenditures reported here.

The majority of the expenditure savings through September was seen in salary costs, which were underspent by \$3.1 million, and in benefit costs, which were underspent by \$2.9 million. Savings in salaries were primarily related to position vacancies resulting, in large part, from the hiring freezes, layoffs, and participation in the Shared Work Program as noted above. Savings in benefit expenditures were due in part to position vacancies and also to the fact that the actual cost of providing medical benefits in 2020 were less than budgeted.



Street Funds:

The City's three street funds are special revenue funds wherein the revenue sources and expenditures are legally restricted. These funds are used for street capital construction projects, as well as local and arterial street repair and preservation projects. Historically, the majority of expenditures in all three street funds occur during the second half of the year when weather conditions are optimal for pavement construction. Variances in budget and actuals between years are generally due to the schedule and level of activity on projects in the fund, and the timing of grant reimbursements and other funding.

Through September 2020, **Arterial Street Fund** revenues totaled \$1.4 million as compared to collections of \$1.5 million in the same period of 2019, while expenditures totaled \$1.3 million as compared to expenditures of \$1.6 million in 2019. **[pages 23–24]**

Local Street Fund revenues of \$1.5 million are in line with budget expectations and only \$48,000 below collections through September 2019. Expenditures through September were \$1.0 million as compared with \$0.8 million in 2019. **[pages 25–26]**

Lastly, **Arterial Street Preservation Fund** revenues totaled \$2.2 million through September 2020, approximately \$95,000 higher than year-to-date through September 2019. Expenditures totaled \$1.2 million versus \$2.4 million last year. **[pages 27–28]**

Enterprise Funds:

The City's enterprise funds account for operations with revenues primarily provided from user fees, charges or contracts for services.

All City utilities transitioned from bimonthly to monthly usage billing starting in January 2019. Additionally, a new utility fee schedule also went into effect in January 2019.

The **Water Fund** ended September 2020 with operating income of \$4.5 million year-to-date, compared to \$5.2 million last year. **[page 30]**

The **Sewer Fund** finished September 2020 with operating income of \$1.5 million year-to-date versus \$2.2 million in 2019. This variance is primarily due to a one-time refund from the Department of Revenue last year, as well as lower commercial volumes. **[page 31]**

Through September 2020 the **Stormwater Fund** had year-to-date operating income of \$2.6 million compared to \$2.3 million in 2019, largely due to the rate increase implemented in January. **[page 31]**

The **Solid Waste Fund** finished September 2020 with year-to-date operating income of \$200,000 compared to \$300,000 in the same period last year. **[pages 31-32]**

The **Airport Fund** experienced operating income of \$405,000 year-to-date through September 2020, compared to \$331,000 through September 2019. This variance is largely attributable to the purchase and sale of aviation fuel, an activity that was not previously directly managed by the City. **[page 33]**

The **Cemetery Fund** had year-to-date operating income of \$153,000 through September, compared to \$146,000 through September 2019. **[page 33]**

Internal Service Funds:

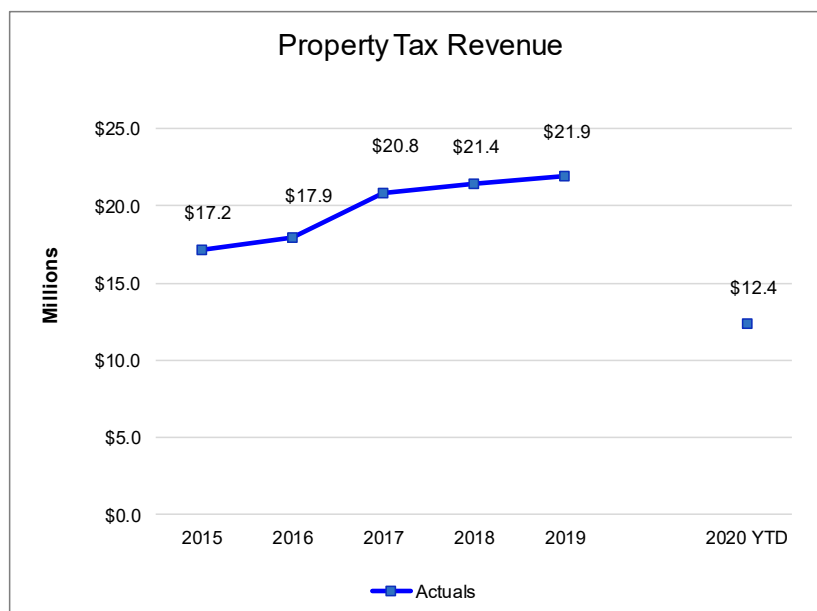
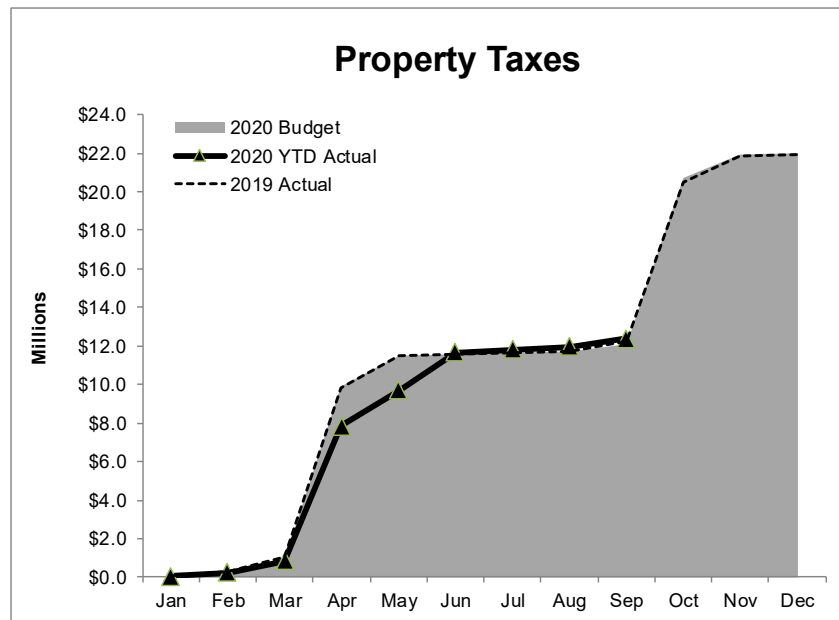
Internal service funds provide services to other City departments and include functions such as Insurance, Worker's Compensation, Facilities, Innovation & Technology, and Equipment Rental. No significant variances were reported in these funds during the period ending September 30, 2020. **[page 34]**

General Fund

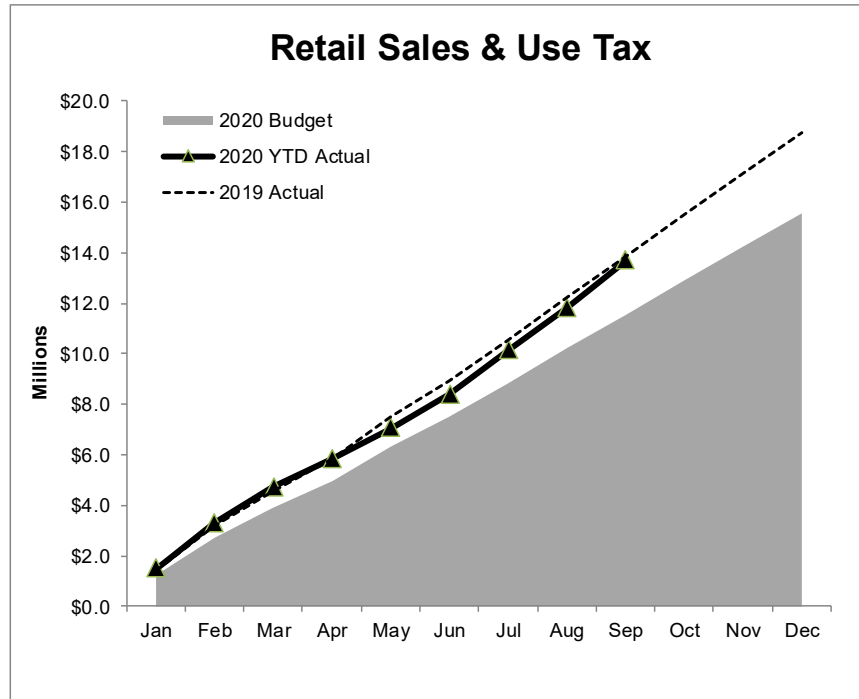
Revenues

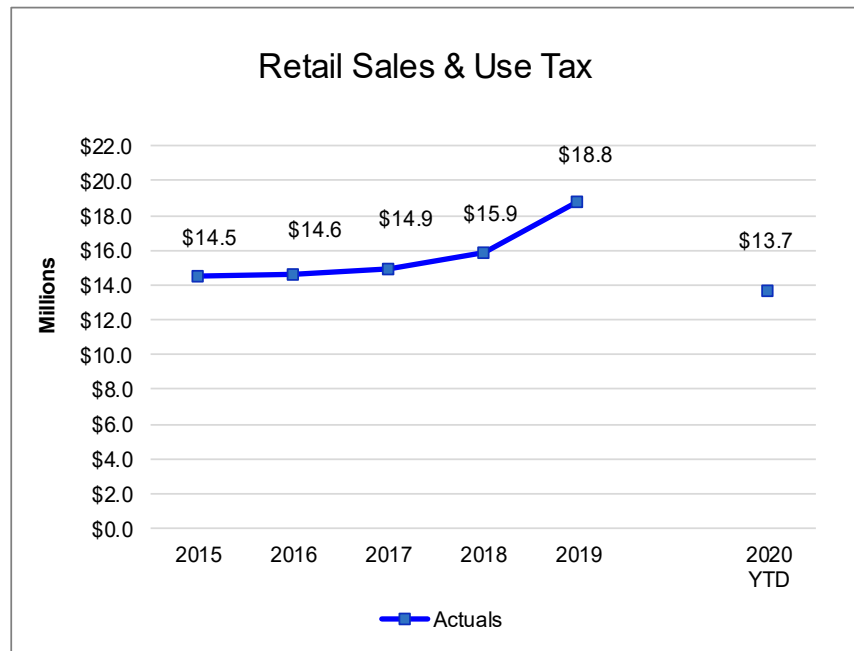
The combined total of property, sales/use, utility, gambling, and admissions taxes provides over 70% of all resources supporting general governmental activities. The following section provides additional information on these sources.

Property Tax collections through September 2020 totaled \$12.4 million and compare to a budget of \$12.1 million. As depicted in the graphic below, the majority of property taxes are collected during the months of April and October, coinciding with the due dates for the County property tax billings. The COVID-19 pandemic is expected to have minimal, if any, impact to property tax revenues.



Retail sales tax collections through September 2020 reflect taxes remitted to the City of Auburn based on sales from November 2019 through July 2020, which includes approximately one and a half months where all non-essential business were closed as part of the “Stay Home, Stay Healthy” order. In Budget Amendment No. 7 (approved in September), the budget for retail sales tax revenues for 2020 was reduced by \$3.3 million to reflect revised expectations. As a result of COVID-related business shut-downs, sales tax revenues collected in Q2-2020 were 19.1% lower than sales taxes collected during the same period in 2019. Conversely, sales tax revenues collected in Q3-2020 were 8.1% higher than sales tax revenue collected during the same period last year, with the most notable increases seen in the construction and automotive categories.





Note: The increase in sales tax revenue from 2018 to 2019 was primarily due to a policy change whereby sales tax on construction revenue stays in the General Fund starting in 2019. Of the year-over-year increase in sales tax revenue depicted in the graphic above from 2018 to 2019, \$2.2 million of the \$2.9 million increase was due to this policy change.

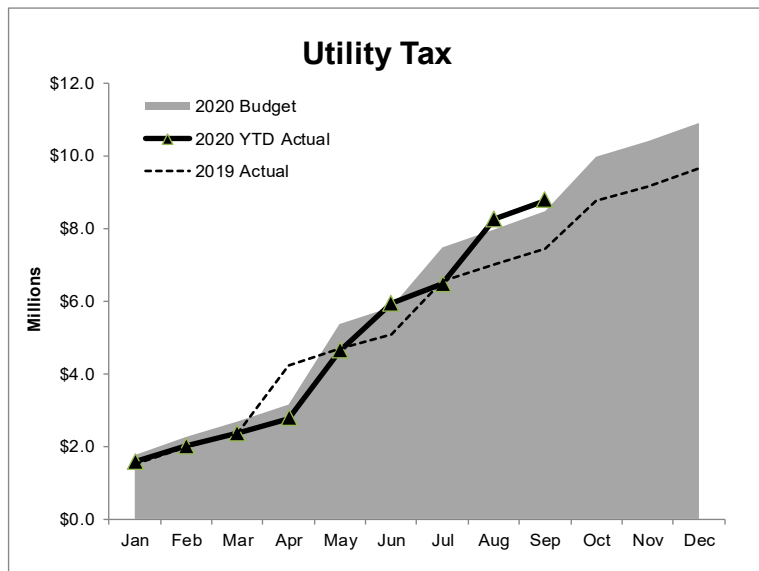
The following table breaks out the City's retail sales taxes by major business sector.

Comparison of Retail Sales Tax Collections by Group Through September				
Component Group	2019 Actual	2020 Actual	Change from 2019	
			Amount	Percentage
Construction	\$ 1,506,735	\$ 2,138,487	\$ 631,752	41.9 %
Manufacturing	589,753	286,376	\$ (303,378)	(51.4) %
Transportation & Warehousing	63,946	121,106	\$ 57,160	89.4 %
Wholesale Trade	1,133,801	986,543	\$ (147,258)	(13.0) %
Automotive	3,037,102	2,746,612	\$ (290,491)	(9.6) %
Retail Trade	4,043,320	4,039,685	\$ (3,635)	(0.1) %
Services	3,305,574	3,136,003	\$ (169,572)	(5.1) %
Miscellaneous	192,684	223,631	\$ 30,947	16.1 %
YTD Total	\$ 13,872,916	\$ 13,678,441	\$ (194,475)	(1.4) %

Citywide retail sales tax revenue collected through Q3-2020 were \$194,000, or 1.4%, less than revenues collected through Q3-2019. While most business sectors generated less revenue compared to last year, the construction and transportation & warehousing sectors generated higher revenues than the same period in 2019.

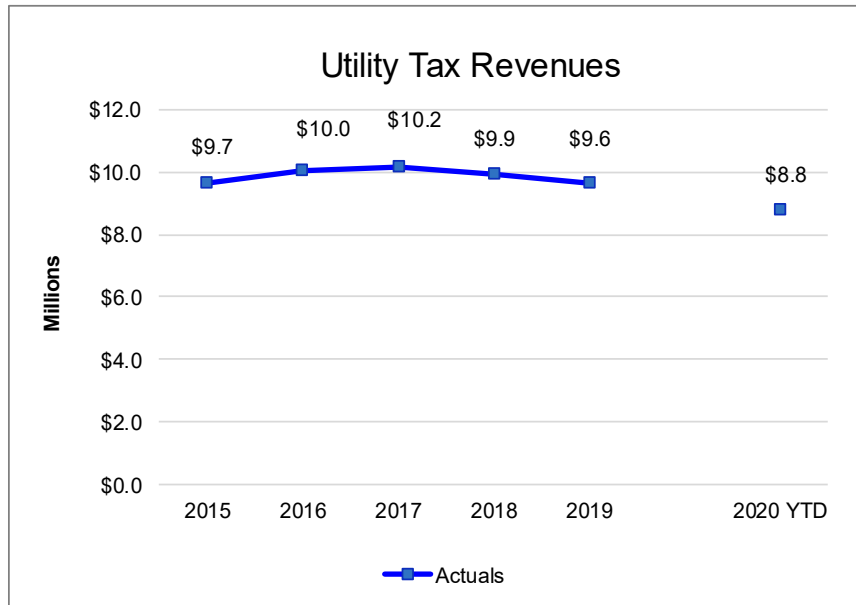
Utility Taxes consist of interfund taxes on City utilities (Water, Sewer, Storm and Solid Waste) and taxes on external utilities (Electric, Natural Gas, Telephone and Solid Waste). Due to the fiscal impact of the COVID-19 pandemic, the City of Auburn implemented a policy change regarding how these utility tax revenues are recorded. Historically, these revenues were recorded in both the General Fund and the Arterial Street Preservation Fund. Effective in 2020 only and retroactive to January, the City is retaining 100% of the utility tax revenues in the General Fund. This will result in an additional \$1.8 million in revenues in the General Fund by year-end to fund ongoing operations.

Through Q3-2020, this policy change has resulted in an additional \$1.5 million in utility tax revenue recorded to the General Fund.

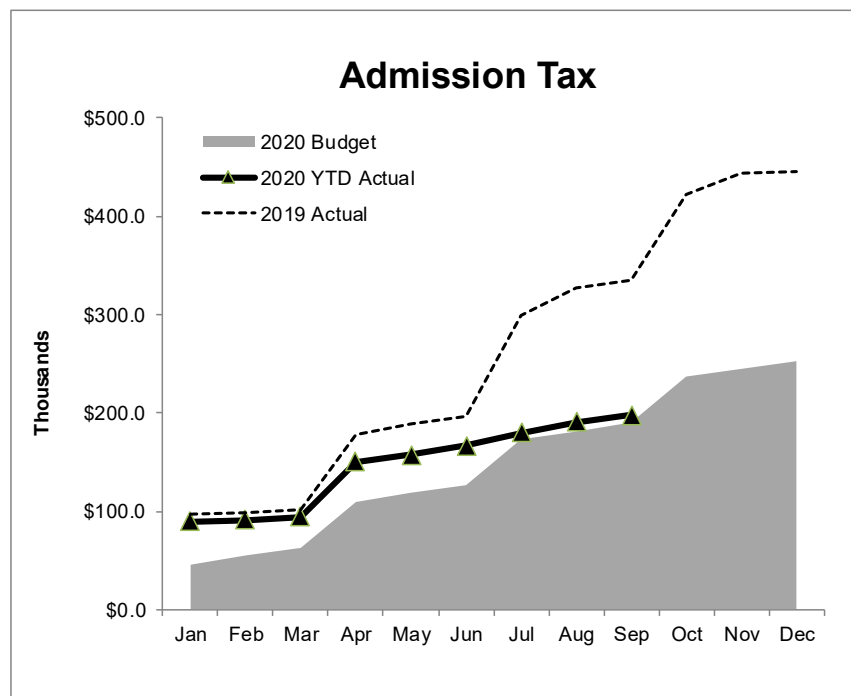


The table below demonstrates the various utility tax revenues and show year-to-date actuals compared to budget.

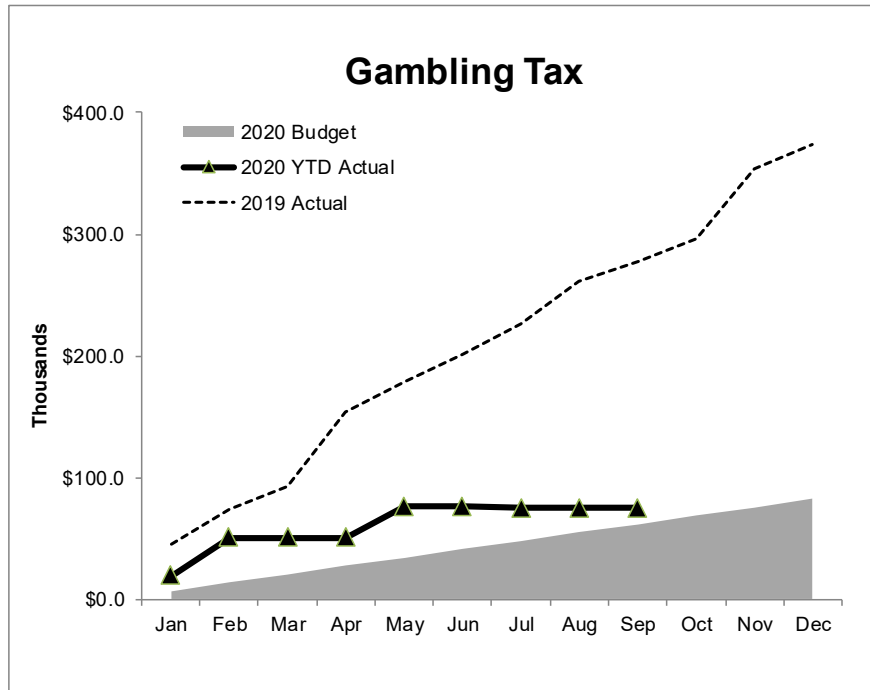
Utility Tax by Type Through September 2020							
Utility Tax Type	2019 YTD Actual	2020 YTD Budget	2020 YTD Actual	2020 vs. 2019 Actual		2020 vs. Budget	
				Amount	Percentage	Amount	Percentage
City Interfund Utility Taxes	\$ 3,026,859	\$ 3,384,100	\$ 3,413,691	\$ 386,832	12.8 %	\$ 29,591	0.9 %
Electric	2,753,414	3,135,600	3,242,922	489,509	17.8 %	107,322	3.4 %
Natural Gas	818,958	1,067,100	1,114,296	295,338	36.1 %	47,196	4.4 %
Telephone	735,332	752,700	831,771	96,439	13.1 %	79,071	10.5 %
Solid Waste (external)	109,116	115,920	166,230	57,114	52.3 %	50,310	43.4 %
YTD Total	\$ 7,443,679	\$ 8,455,420	\$ 8,768,910	\$ 1,325,231	17.8 %	\$ 313,490	3.7 %



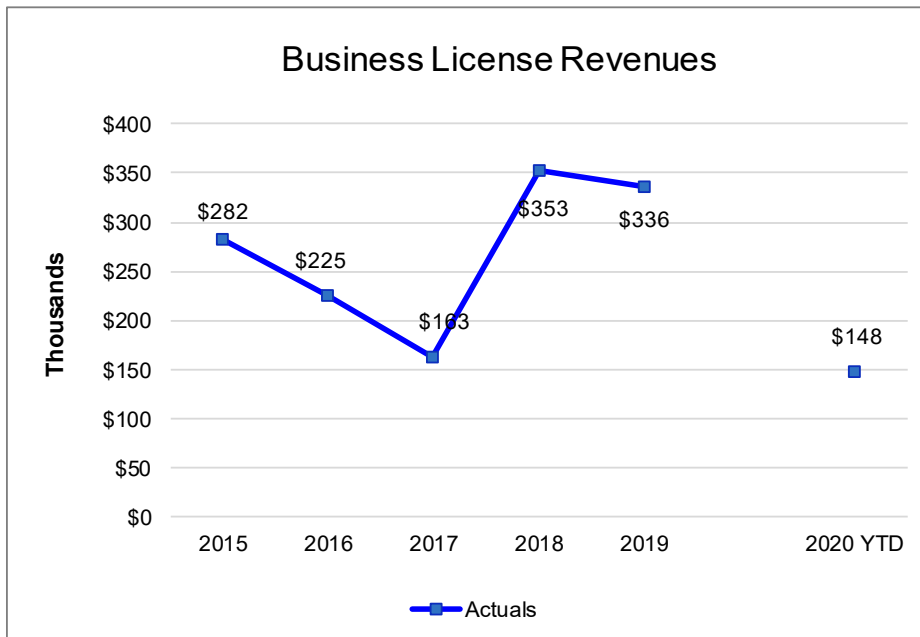
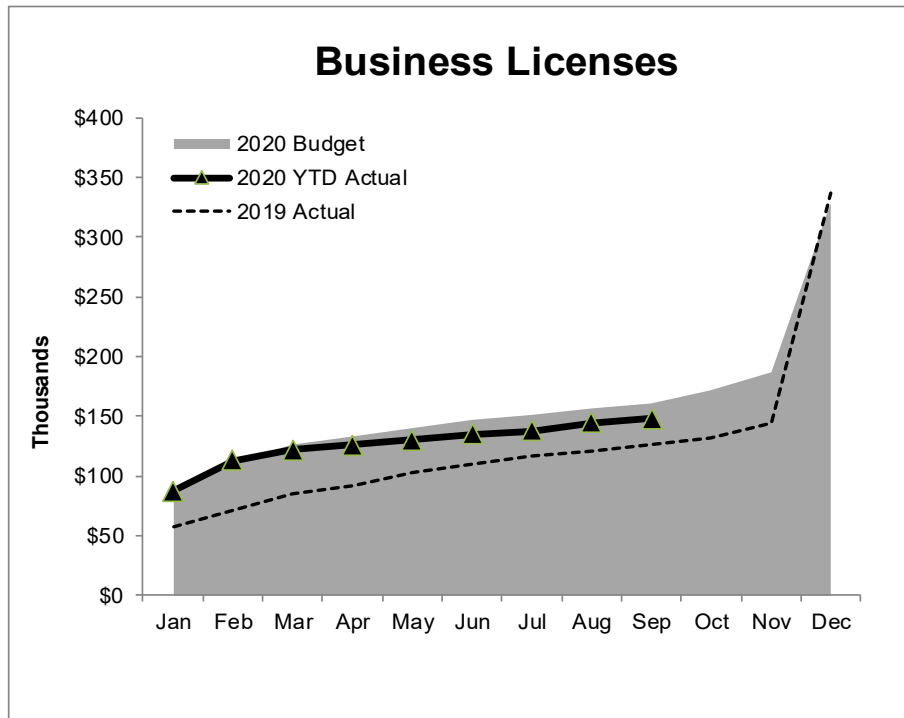
An admission tax of 5.0% is placed on charges for general admission, season tickets, cover charges, parking charges, etc. Admission tax revenue collected through Q3-2020 totaled \$198,000 and compares to \$334,000 collected through the same period last year. While there are only a handful of businesses that qualify to remit these taxes to the City, 75% of the tax revenue in this category is typically generated from Auburn Regal Theater located at the Outlet Collection mall. Due to the Governor's orders relating to COVID-19, all of these revenues ceased during the shutdown, will continue to be significantly lower than normal until group activities are permitted, and may be limited for some period thereafter. Since the initial shutdown in March, the Governor has since allowed golf courses to reopen within certain limitations and the Auburn Golf Course reopened on May 5th. Revenues in this category collected since May are almost exclusively from admissions tax collected from the golf course.



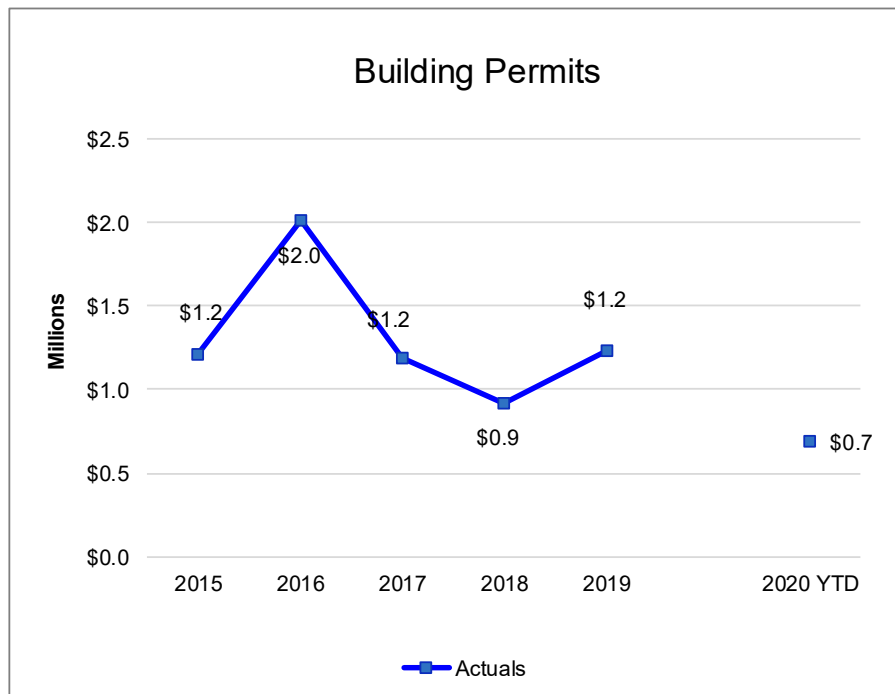
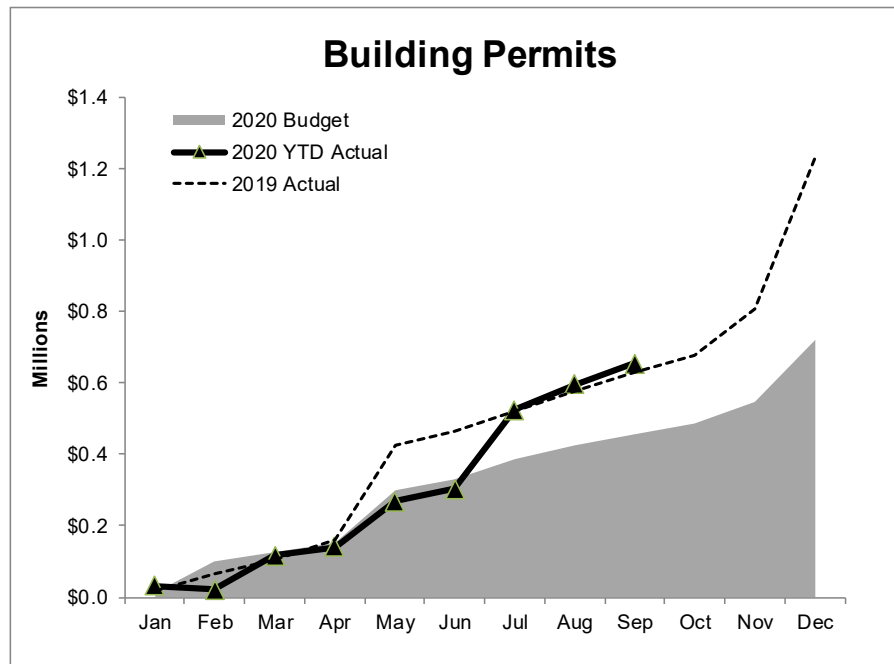
Gambling tax applies to all card games, punch board games, pull tabs, bingo games, raffles and amusement games played within City limits. Due to the Governor's orders relating to COVID-19, these entertainment style activities are mostly on hold. Therefore, it is expected the revenues generated from gambling taxes this year will be significantly lower than normal. As depicted in the graphic below, revenues collected through September totaled \$75,000 which was \$202,000 less than collections through Q3-2019.



The City charges an annual fee of \$100 for a business license for each business that is located within the City. The City typically sends out the renewals for the following year around December of each year. Therefore, the majority of these revenues are collected in December for the following year or January in the current year. Through September 2020 these revenues totaled \$148,000 and are \$12,000, or 7.6% unfavorable to budget. It is anticipated that due to COVID-19, there will be businesses that do not remit their renewals this year.



Building permit revenues collected through September 2020 totaled \$686,000 and were \$59,000, or 9.4%, higher than revenues collected through the same period last year. While these revenues were temporarily affected by COVID-19 due to the fact that construction was temporarily halted, there were several large projects that contributed to the higher revenues collected. Some of these projects include the replacement of Pioneer Elementary School, Auburn Elementary School #16, and the Bridge Point Warehouse.

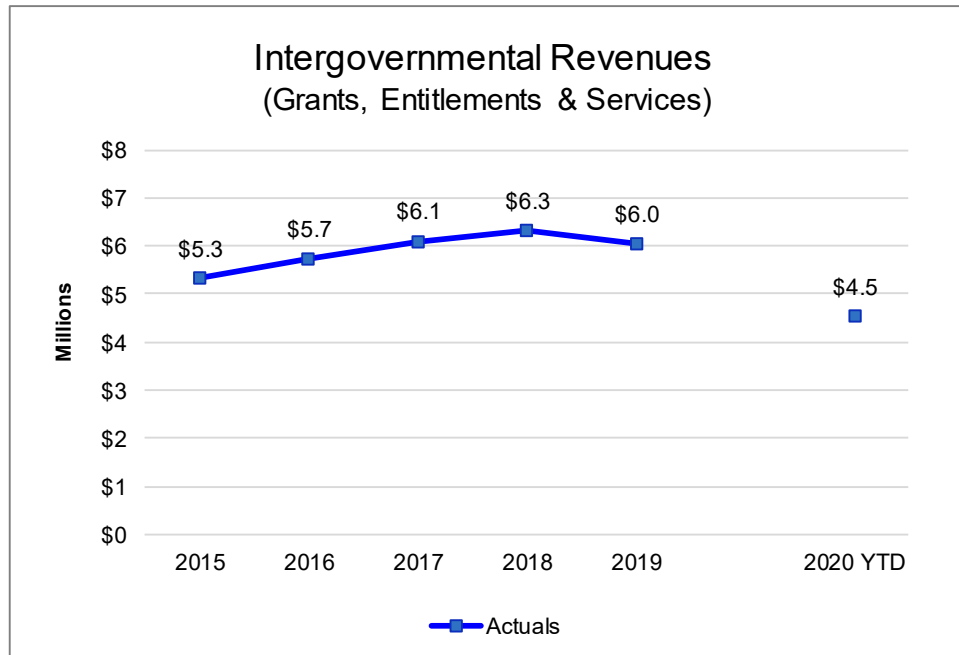


Intergovernmental revenues include grants (direct and indirect federal, state and local), revenue from the Muckleshoot Indian Tribe (MIT) compact as well as state shared revenues. Collections through Q3-2020 totaled \$4.5 million and were \$577,000 above budget expectations. The majority of the favorable variance to budget was seen in the contributions from Muckleshoot Casino for services related to police calls for service, court related prosecutions, and street maintenance.

Due to COVID-19 and the "Stay Home, Stay Healthy" order, many people have drastically reduced their driving patterns therefore fuel consumption has and will continue to be low compared to historical usage. To mitigate the revenue loss, the City of Auburn implemented a policy change for 2020 (retroactive to January) where motor vehicle fuel tax revenues (MVFT) that have historically benefitted the Arterial Street Fund are being retained in the General Fund. Through Q3-2020, the policy change has resulted in an additional \$321,000 in MVFT monies in the General Fund.

Streamlined Sales Tax (SST) revenue is a state shared revenue that was granted in 2008 as a way for cities to offset the negative fiscal impact of the Streamlined Sales and Use Tax Agreement, also known as 'destination sourcing'. The City of Auburn had expected to receive these monies through Q2-2021. In an effort for the state to close the revenue gap due to COVID-19, in April 2020, the state announced it will discontinue any SST distributions after Q2-2020. This loss of revenue represents a loss of \$460,000 to the City of Auburn in 2020. The City of Auburn received the final remittance from the state in June 2020, which totaled \$250,000.

Intergovernmental Revenues (Grants, Entitlements & Services)							
Through September 2020							
Revenue	2019	2020	2020	2020 vs. 2019 Actual		2020 vs. Budget	
	YTD Actual	YTD Budget	YTD Actual	Amount	% Change	Amount	% Change
Federal Grants	\$ 173,444	\$ 247,200	\$ 272,782	\$ 99,338	57.3 %	\$ 25,582	10.3 %
State Grants	148,776	102,500	140,207	(8,570)	(5.8) %	37,707	36.8 %
Interlocal Grants	38,888	171,900	205,373	166,484	0.0 %	33,473	19.5 %
Muckleshoot Casino Services	908,419	669,967	1,020,419	112,000	12.3 %	350,452	52.3 %
State Shared Revenues:							
Streamlined Sales Tax	1,304,831	490,000	494,830	(810,002)	(62.1) %	4,830	1.0 %
Motor Vehicle Fuel Tax	867,456	1,059,000	1,051,874	184,417	21.3 %	(7,126)	(0.7) %
Criminal Justice - High Crime	169,308	150,000	168,992	(316)	(0.2) %	18,992	12.7 %
Criminal Justice - Population	17,958	17,000	18,997	1,039	5.8 %		11.7 %
Criminal Justice - Special Prog.	64,666	62,500	68,053	3,388	5.2 %	5,553	8.9 %
Marijuana Excise Tax	135,977	101,250	130,716	(5,261)	(3.9) %	29,466	29.1 %
State DUI	8,548	8,700	8,619	72	0.8 %	(81)	(0.9) %
Fire Insurance Tax	80,386	78,900	85,819	5,433	6.8 %	6,919	8.8 %
Liquor Excise	322,324	295,243	371,283	48,959	15.2 %	76,040	25.8 %
Liquor Profit	492,877	499,125	491,980	(897)	(0.2) %	(7,145)	(1.4) %
Total State Shared:	3,464,332	2,761,718	2,891,163	(573,168)	(16.5) %	129,445	4.7 %
YTD Total	\$ 4,733,859	\$ 3,953,285	\$ 4,529,943	\$ (203,916)	(4.3) %	\$ 576,659	14.6 %



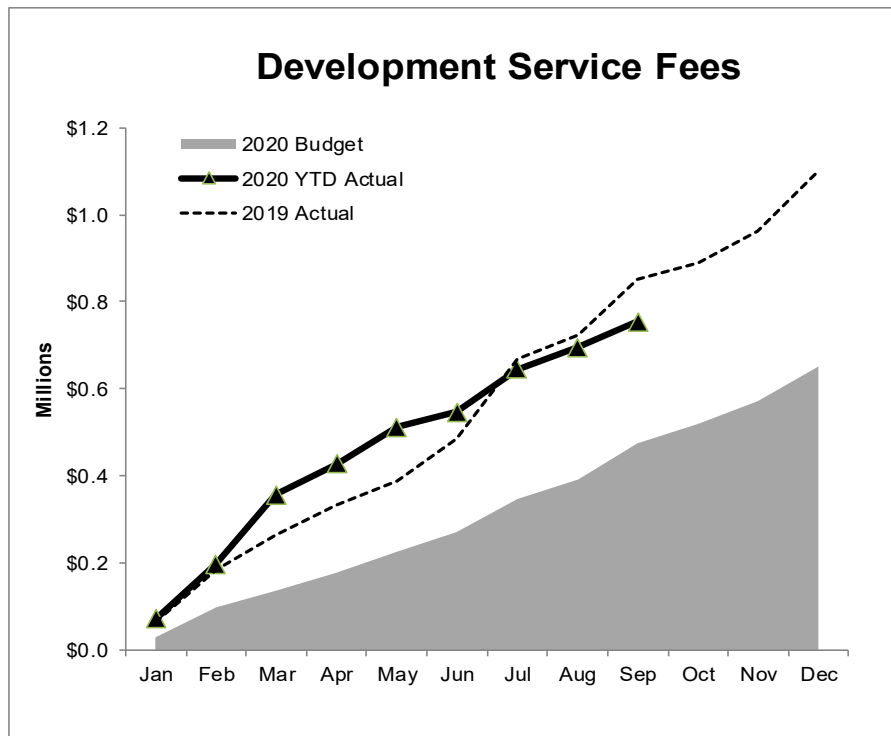
Charges for Services consist of general governmental service charges, public safety charges, development service fees, and culture and recreation fees. Total charges for services collected through September 2020 totaled \$5.0 million and were \$525,000, or 11.7%, favorable to budget.

Charges for Services by Type Through September 2020							
Revenue	2019 YTD Actual	2020 YTD Budget	2020 YTD Actual	2020 vs. 2019 Actual		2020 vs. Budget	
				Amount	Percentage	Amount	Percentage
General Government	\$ 1,944,889	\$ 2,032,510	\$ 2,234,136	\$ 289,247	14.9 %	\$ 201,626	9.9 %
Public Safety	847,021	723,000	704,263	(142,758)	(16.9) %	(18,737)	(2.6) %
Development Services	850,551	475,100	754,150	(96,400)	(11.3) %	279,050	58.7 %
Culture & Recreation	2,224,932	1,269,200	1,332,318	(892,614)	(40.1) %	63,118	5.0 %
YTD Total	\$ 5,867,392	\$ 4,499,810	\$ 5,024,867	\$ (842,526)	(14.4) %	\$ 525,057	11.7 %

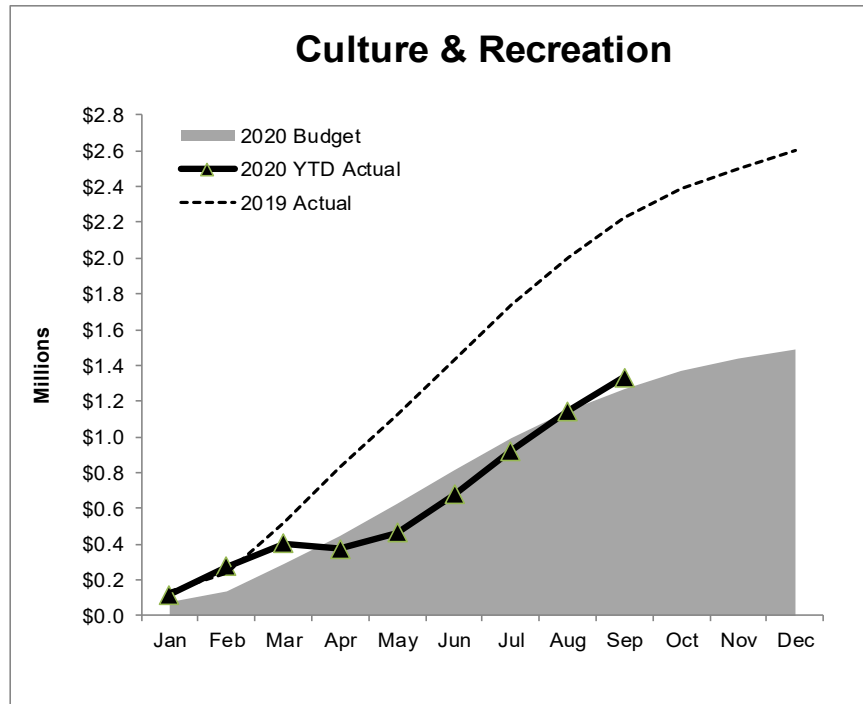
The General Government revenue category primarily includes the interfund assessment for the salary and benefit costs for support departments (Finance, Human Resources and the Legal Department). Salary and benefit costs for these support departments are charged to the respective General Fund home department and the offsetting revenues for that support personnel is recouped from other funds into the General Fund.

Public safety revenues mostly consist of revenues for law enforcement services. Law enforcement services include revenues received for extra duty security services, whereby police officers are contracted for and reimbursement is made by the hiring agency. This category also includes reimbursements from the Muckleshoot Indian Tribe (MIT) for a full-time dedicated police officer and associated expenditures as well as monies collected from the Auburn School District and the Criminal Justice Training Commission (CJTC) for services rendered. Law enforcement service revenues collected through September totaled \$704,000 and were \$19,000 or 2.6% unfavorable to budget expectations. It is anticipated that this revenue will continue to be lower than collections last year as some businesses who utilize these services will not require security services due to business closures.

Development services fee collections consist primarily of plan check fees, facility extension charges, and zoning and subdivision fees. Through Q3-2020, development service fees totaled \$754,000, and were \$279,000 favorable to budget expectations. The favorable variance to budget was seen primarily in facility extension charges, which generated \$342,000 in revenue through Q3-2020. Part of this favorable variance to budget was due to a sizable change in the fee schedule for this service. Plan check revenues collected year-to-date totaled \$318,000 and were approximately \$163,000 less than the amount collected through the same period last year. Plan check revenues to date include numerous commercial and residential projects including Auburn Elementary School #16, the replacement of Pioneer Elementary School, Legacy Plaza, Copper Gate Apartments, projects at Boeing, as well as single family residential projects including the Pulte Homes development.

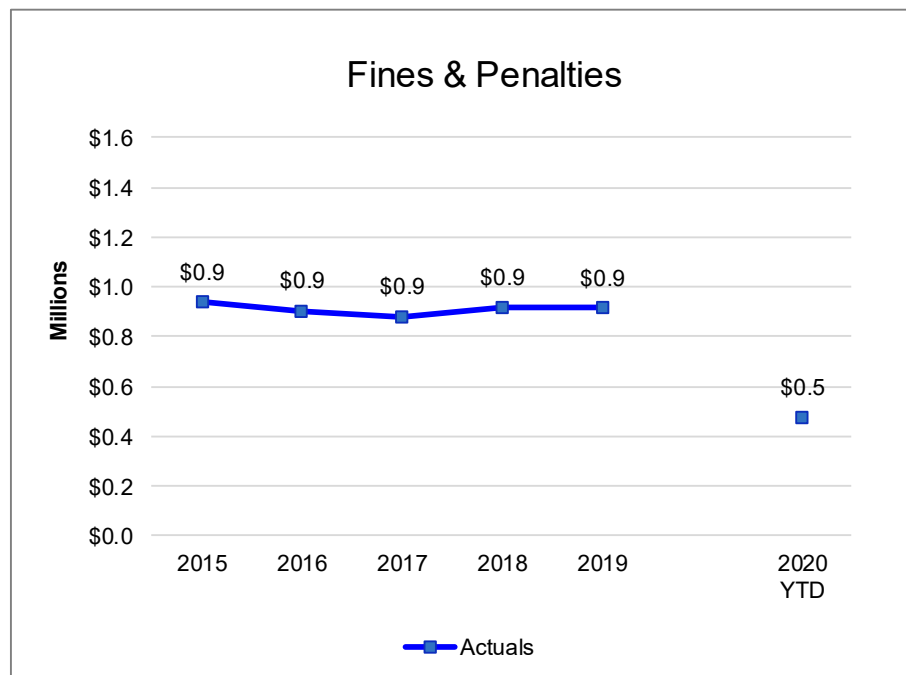
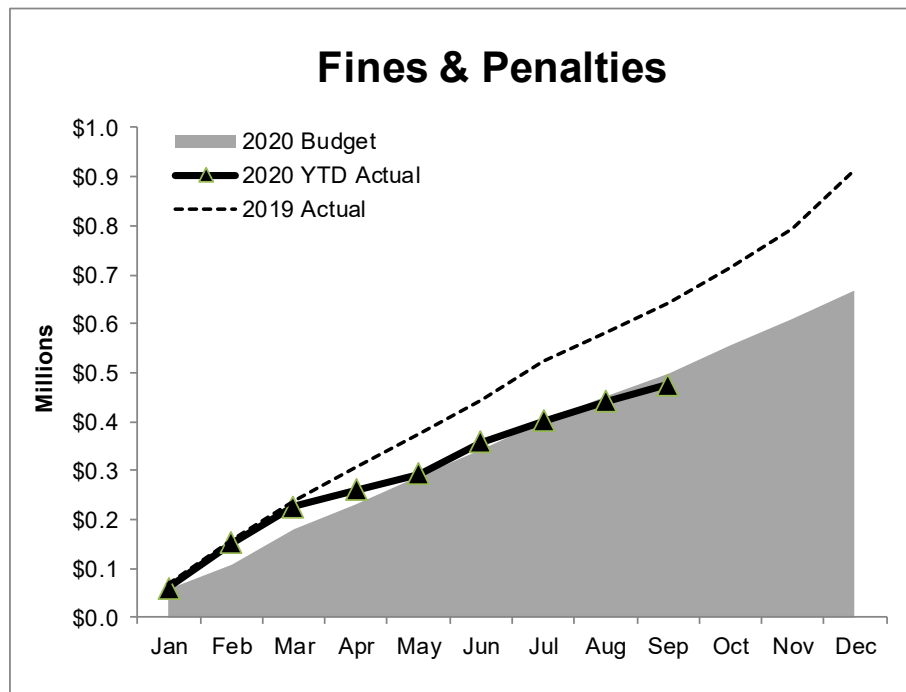


The majority of culture and recreation revenues is derived from greens fees and pro shop sales at the Auburn Golf Course, recreational classes, ticket sales at the Auburn Avenue Theater, senior programs and special events. Due to COVID-19, all of these activities were suspended in March. Effective May 5th, the Auburn Golf Course reopened with restrictions but there are numerous other culture and recreation activities that are still suspended or have been significantly modified. Therefore, culture and recreation revenues collected through September 2020 totaled \$1.3 million as compared to \$2.2 million collected through the same period last year.



Fines & Penalties include civil penalties (such as code compliance fines), parking and traffic infraction penalties, criminal fines (including criminal traffic, criminal non-traffic and other criminal offenses) as well as non-court fines such as false alarm fines. Total revenues collected through Q3-2020 totaled \$476,000 compared to a budget of \$498,000 and were 4.6% below budget expectations.

Fines & Penalties by Type Through September 2020							
Month	2019 YTD Actual	2020 YTD Budget	2020 YTD Actual	2020 vs. 2019 Actual		2020 vs. Budget	
				Amount	Percentage	Amount	Percentage
Civil Penalties	\$ 64,560	\$ 11,250	\$ 21,857	\$ (42,703)	(66.1) %	\$ 10,607	94.3 %
Civil Infraction Penalties	328,685	275,900	205,250	(123,435)	(37.6) %	(70,650)	(25.6) %
Redflex Photo Enforcement	2,672	0	1,182	(1,490)	(55.8) %	1,182	N/A %
Parking Infractions	96,758	53,500	54,982	(41,776)	(43.2) %	1,482	2.8 %
Criminal Traffic Misdemeanor	27,982	42,800	15,530	(12,453)	(44.5) %	(27,270)	(63.7) %
Criminal Non-Traffic Fines	46,259	33,600	17,773	(28,486)	(61.6) %	(15,827)	(47.1) %
Criminal Costs	14,966	39,300	14,725	(241)	(1.6) %	(24,575)	(62.5) %
Non-Court Fines & Penalties	60,187	41,900	144,220	84,034	139.6 %	102,320	244.2 %
YTD Total	\$ 642,069	\$ 498,250	\$ 475,518	\$ (166,550)	(25.9) %	\$ (22,732)	(4.6) %



Miscellaneous revenues consist of investment earnings, income from facility rentals, revenue collected on golf cart rentals at the Auburn Golf Course, contributions and donations, and other income including the quarterly purchasing card (P-card) rebate monies.

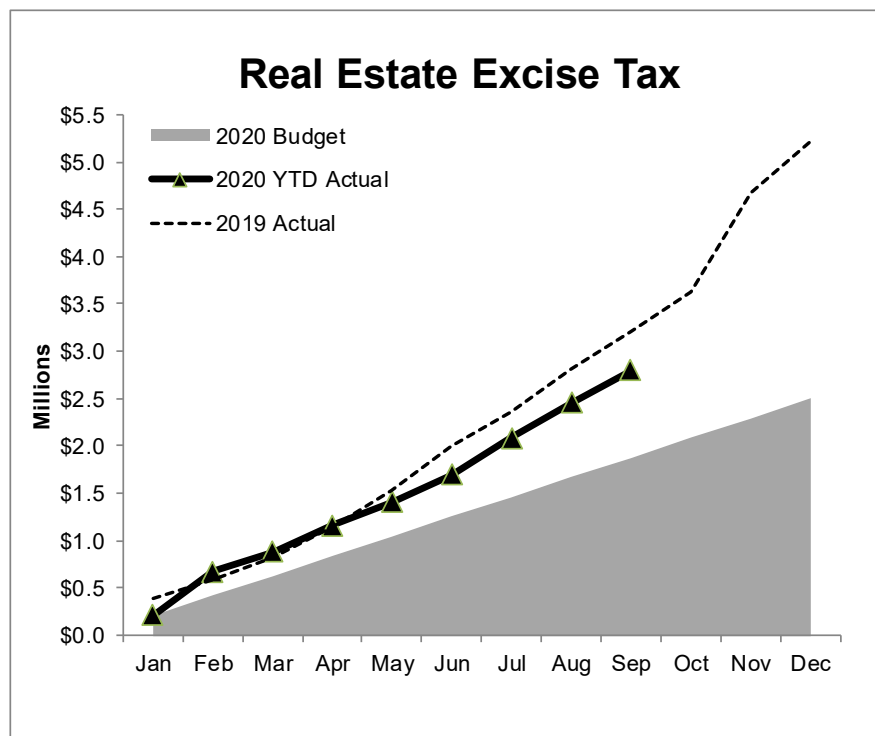
Miscellaneous Revenues by Type Through September 2020							
Month	2019 YTD Actual	2020 YTD Budget	2020 YTD Actual	2020 vs. 2019		2020 vs. Budget	
				Amount	Percentage	Amount	Percentage
Interest & Investments	\$ 291,861	\$ 493,680	\$ 377,313	\$ 85,452	29.3 %	\$ (116,367)	(23.6) %
Rents & Leases	793,273	426,800	386,007	(407,266)	(51.3) %	(40,793)	(9.6) %
Contributions & Donations	26,539	37,000	28,876	2,336	8.8 %	(8,124)	(22.0) %
Other Miscellaneous Revenue	330,377	179,100	171,276	(159,101)	(48.2) %	(7,824)	(4.4) %
YTD Total	\$ 1,442,050	\$ 1,136,580	\$ 963,472	\$ (478,578)	(33.2) %	\$ (173,108)	(15.2) %

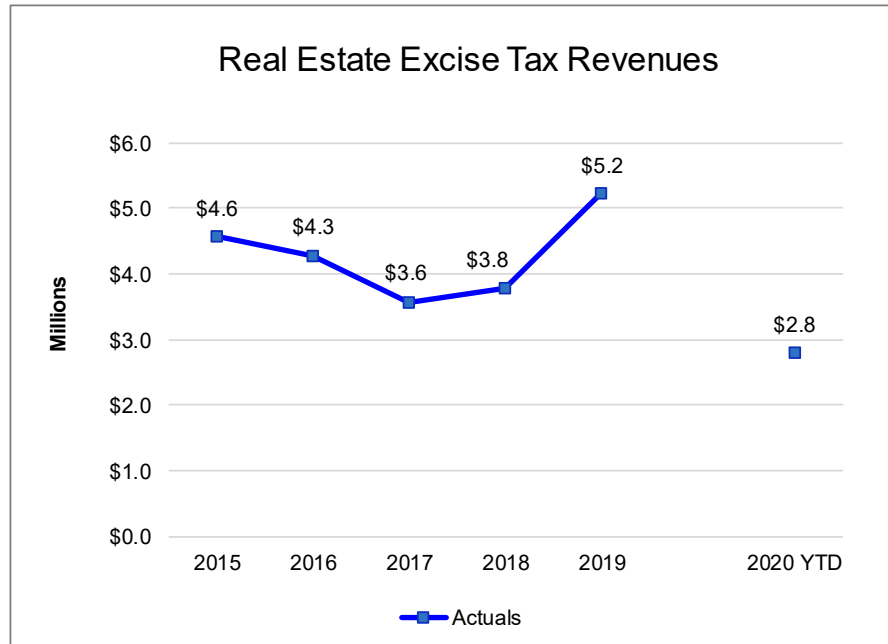
Revenues collected through Q3-2020 in this category totaled \$963,000 and were under budget expectations by \$173,000, or 15.2%. The majority of the unfavorable variance to budget was in the interest and investments category. As noted on page 3 of this report, the City has implemented a temporary policy change where the majority of interest earnings for most funds are being diverted to the General Fund (retroactive to April 2020). The year-to-date incremental revenue to the General Fund as a result of this policy change is an additional \$216,000 in revenue. While the budget has been increased to reflect this policy change, the unfavorable variance to budget is primarily due to the drastic decline in the State Investment Pool Interest rate, which started out at the beginning of 2020 at 1.7%, but which has declined each month and is currently at 0.2%.

The rents and leases revenue category is primarily rental revenue generated from campsites and park shelters, rentals of the athletic fields, and rentals of meeting and event rooms. Due to COVID-19, facility rental revenue abruptly halted in March as the facilities closed. The rents and leases category also includes revenue generated from golf cart rentals at the Auburn Golf Course; due to the "Stay Home, Stay Healthy" order, the golf course was closed from March 25th through May 4th which also contributed to the revenue loss in this category.

Real Estate Excise Tax (REET) revenue is receipted into the Capital Improvement Projects Fund and is used for governmental capital projects. REET revenue represents taxes on the sale of both commercial properties and single-family residences. REET revenues collected through September 2020 totaled \$2.8 million, exceeding budget expectations by \$925,000. Sales activity through this reporting period includes the sale of several warehouses, an office complex, retail businesses, multi-family complexes, single family homes, and vacant land.

Real Estate Excise Tax Revenues							
September 2020							
Month	2019 Actual	2020 Budget	2020 Actual	2020 vs. 2019		2020 vs. Budget	
				Amount	Percentage	Amount	Percentage
Jan	\$ 387,084	\$ 208,500	\$ 214,936	\$ (172,147)	(44.5) %	\$ 6,436	3.1 %
Feb	208,857	208,500	455,986	247,129	118.3 %	247,486	118.7 %
Mar	232,233	208,500	214,029	(18,204)	(7.8) %	5,529	2.7 %
Apr	318,475	208,500	273,949	(44,526)	(14.0) %	65,449	31.4 %
May	375,246	208,500	245,815	(129,431)	(34.5) %	37,315	17.9 %
Jun	481,934	208,500	288,495	(193,440)	(40.1) %	79,995	38.4 %
Jul	352,378	208,500	392,753	40,375	11.5 %	184,253	88.4 %
Aug	452,068	208,500	368,252	(83,815)	(18.5) %	159,752	76.6 %
Sep	400,173	208,500	346,819	(53,354)	(13.3) %	138,319	66.3 %
Oct	414,124	208,500					
Nov	1,046,103	208,500					
Dec	553,301	208,900					
YTD Total	\$ 3,208,447	\$ 1,876,500	\$ 2,801,035	\$ (407,413)	(12.7) %	\$ 924,535	49.3 %





Street Funds

This section provides a financial overview of the City's three street funds for the period ending September 30, 2020. The City's three street funds include the Arterial Street Fund (Fund 102), the Local Street Fund (Fund 103), and the Arterial Street Preservation Fund (Fund 105).

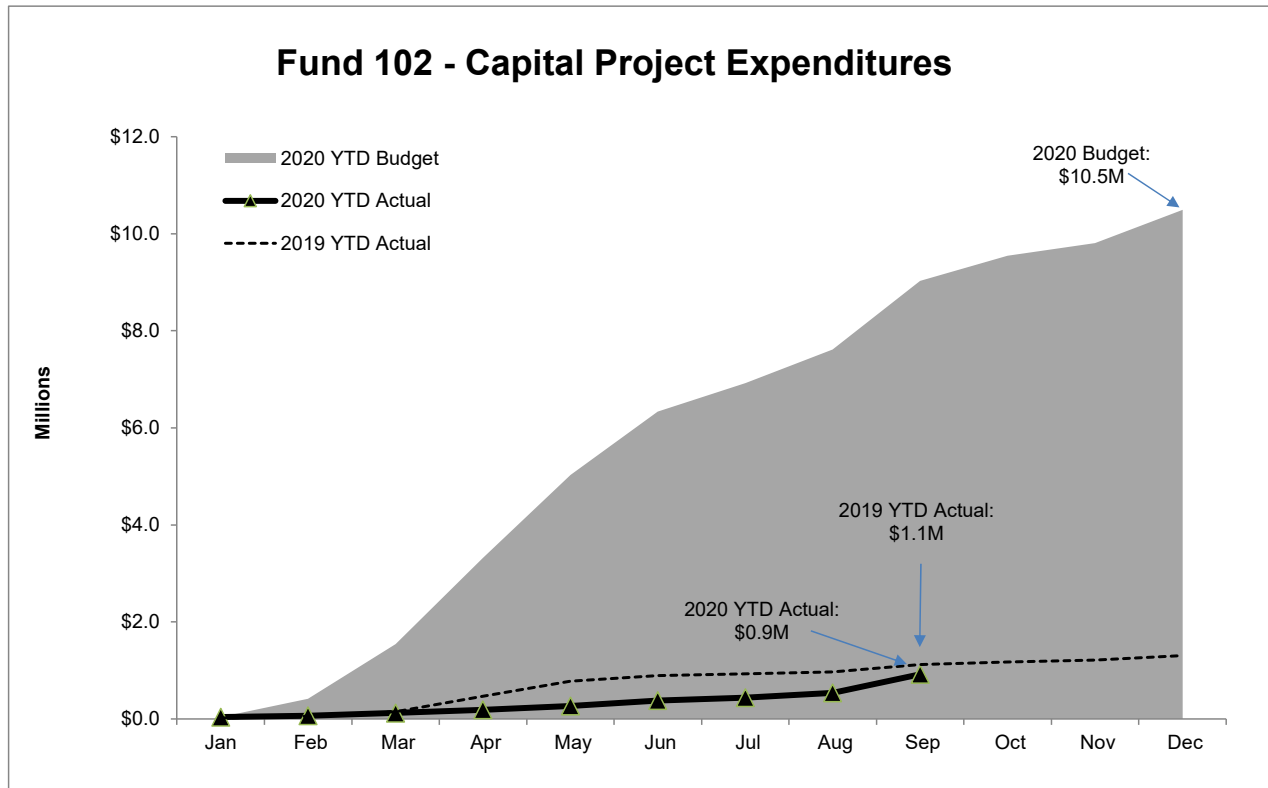
Fund 102 – Arterial Street Fund

The Arterial Street Fund is a special revenue fund that is funded by transportation grants, traffic impact fees, a portion of the City's gas tax receipts, Public Works Trust Fund loans, developer contributions, and other sources. As of September 30, 2020 there were 25 separate street projects budgeted in this fund.

Through September 2020, revenues collected totaled \$1.4 million as compared to collections of \$1.5 million through September last year. Total expenditures through September were \$1.3 million as compared to \$1.6 expended through September 2019. Variances in revenues and expenditures are largely due to the timing of capital expenditures and any subsequent reimbursement via grants and/or operating transfers. Expenditure timing is generally determined by the current phase of each individual capital project; expenditures tend to increase as projects move from design phase into construction.

Fund 102 - Arterial Street Summary of Sources and Uses Report Period: September 2020	2020			2019	2020 YTD Budget vs. Actual	
	2020 Budget	2020 YTD Budget	2020 YTD Actual	2019 YTD Actual	Favorable (Unfavorable)	
					Amount	Percentage
Revenues						
Federal Grants	\$ 5,535,770	\$ 3,787,825	\$ 130,624	\$ 492,609	\$ (3,657,201)	(96.6) %
State And Local Grants	730,000	510,000	-	-	(510,000)	(100.0) %
Motor Vehicle Fuel and Multimodal Taxes	197,000	143,021	83,551	457,355	(59,470)	(41.6) %
Developer Contributions	-	-	-	-	-	
Miscellaneous Revenue	-	-	14,469	-	14,469	
Operating Transfer In	3,370,194	2,358,141	1,147,876	559,429	(1,210,265)	(51.3) %
Investment Income	11,600	8,603	7,660	33,964	(943)	(11.0) %
Total Revenues	\$ 9,844,564	\$ 7,017,590	\$ 1,384,180	\$ 1,543,357	\$ (5,633,411)	(80.3) %
Expenditures						
Salary and Benefits	\$ 397,000	\$ 294,918	\$ 384,691	\$ 203,838	\$ (89,773)	(30.4) %
Capital Outlay	10,096,046	7,662,283	535,036	915,970	7,127,247	93.0 %
Subtotal - Capital Project Expenditures	10,493,046	7,957,201	919,728	1,119,808	7,037,473	88.4 %
Services and Charges	400,000	181,187	139,247	89,455	41,939	23.1 %
Interfund Payments for Services	80,100	60,075	60,075	58,575	-	0.0 %
Debt Service Principal and Interest	207,600	207,600	207,428	208,122	172	0.1 %
Operating Transfer Out	-	-	-	143,196	-	
Total Expenditures	\$ 11,180,746	\$ 8,406,063	\$ 1,326,478	\$ 1,619,156	\$ 7,079,585	84.2 %
Net Change in Fund Balance	\$ (1,336,182)	\$ (1,388,472)	\$ 57,702	\$ (75,800)	\$ 1,446,174	104.2 %

Beg. Fund Balance, January 2020	\$ 1,970,223
Net Change in Fund Balance, September 2020	57,702
Ending Fund Balance, September 2020	<u>\$ 2,027,925</u>
2020 Budgeted Ending Fund Balance	\$ 634,041



The table below presents the status of the projects with the most significant budget impact on the fund. Many capital projects are budgeted over multiple years; what is displayed below is the 2020 portion of each project's budget and year-to-date expenditures.

Fund 102 - Arterial Street			
Capital Projects Status *			
Name	2020 Budget	YTD Actual	Remaining
F Street SE Non-Motorized Improvements	\$2.9M	\$0.4M	\$2.5M
AWS Improvements - Hemlock St SE to Poplar St SE	\$2.2M	\$0.1M	\$2.1M
Lea Hill Safe Routes to Schools	\$1.4M	\$0.0M	\$1.4M
All Other Projects (22 Others Budgeted)	\$3.9M	\$0.4M	\$3.5M
Total	\$10.5M	\$0.9M	\$9.6M

*Components may not sum to total due to rounding.

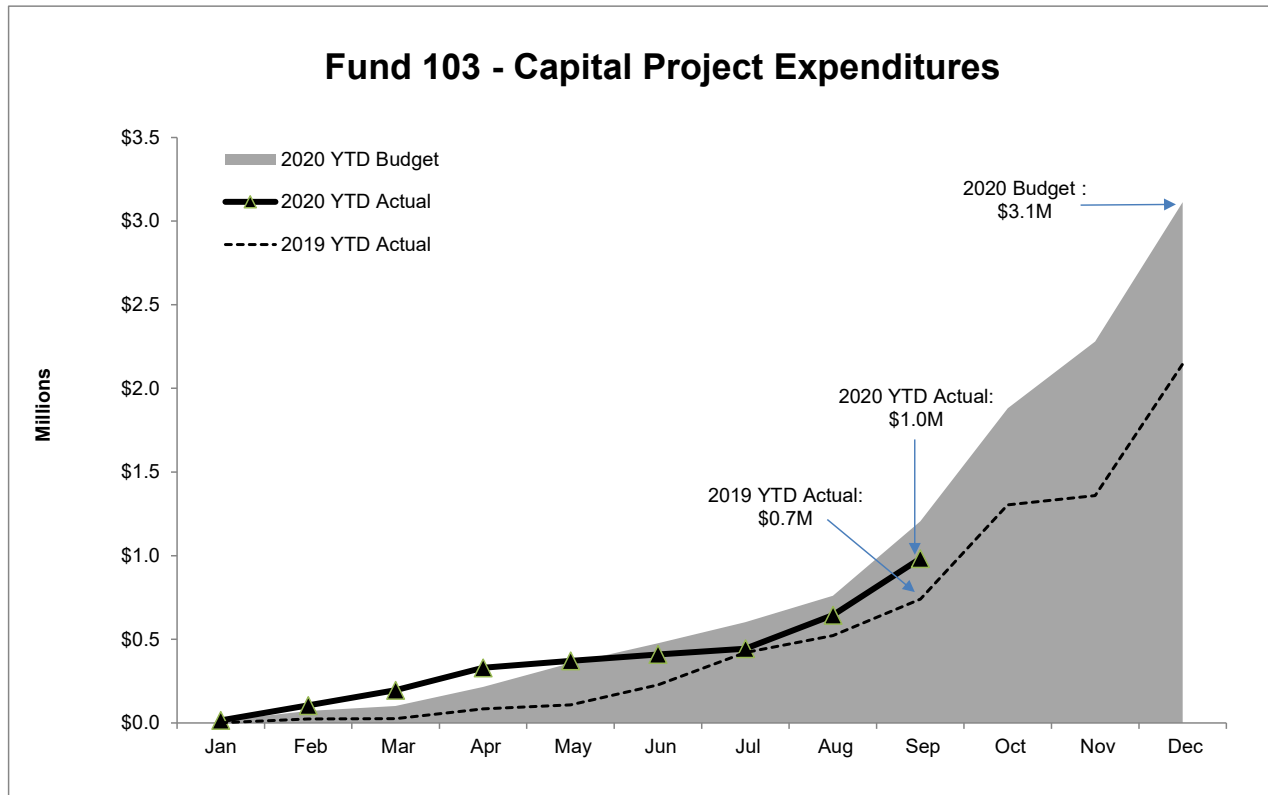
Note: The Lea Hill Safe Routes to Schools project was originally programmed assuming grant funding that has not yet been received in the competitive process.

Fund 103 – Local Street Fund

The Local Street Fund is a special revenue fund used for local street preservation. Effective January 1, 2019 through 2020 this fund is funded at a specific annual amount by real estate excise tax (REET 2) whereas, previously, the funding source was sales tax on construction. Expenditures through September were \$1.0 million and compare to expenditures of \$783,000 in the same period last year. Highlighted in the table below and shown in the following graph are the fund's total expenditures related to capital projects.

Fund 103 - Local Street Fund Summary of Sources and Uses Report Period: September 2020	2020			2019	2020 YTD Budget vs. Actual	
	2020 Budget	2020 YTD Budget	2020 YTD Actual	2019 YTD Actual	Favorable (Unfavorable) Amount Percentage	
Revenues						
Sales Tax on Construction	\$ -	\$ -	\$ -	\$ -	\$ -	
Operating Transfer In	1,900,000	1,462,500	1,462,500	1,462,500	-	0.0 %
Interest Earnings	-	-	10,301	58,470	10,301	
Total Revenues	\$ 1,900,000	\$ 1,462,500	\$ 1,472,801	\$ 1,520,970	\$ 10,301	0.7 %
Expenditures						
Capital Salary and Benefits	162,391	116,201	98,155	57,056	18,046	15.5 %
Capital Services and Charges						
Capital Outlay	2,950,143	1,398,842	884,929	682,281	513,914	36.7 %
Subtotal - Capital Project Expenditures	3,112,534	1,515,044	983,084	739,337	531,960	35.1 %
Admin Salary and Benefits	-	-	14,722	13,667	\$ (14,722)	
Admin Services and Charges	700	607	361	19,066	247	40.6 %
Interfund Payments for Services	15,600	11,700	11,700	11,400	-	0.0 %
Operating Transfer Out	-	-	-	-	-	
Total Expenditures	\$ 3,128,834	\$ 1,527,351	\$ 1,009,866	\$ 783,469	\$ 517,485	33.9 %
Net Change in Fund Balance	\$ (1,228,834)	\$ (64,851)	\$ 462,935	\$ 737,501	\$ 527,786	813.8 %

Beg. Fund Balance, January 2020	\$ 2,550,612
Net Change in Fund Balance, September 2020	462,935
Ending Fund Balance, September 2020	<u>\$ 3,013,547</u>
2020 Budgeted Ending Fund Balance	\$ 1,321,778



The table below presents the status of the projects with the most significant budget impact on the fund. Many capital projects are budgeted over multiple years; what is displayed below is the 2020 portion of each project's budget and year-to-date expenditures.

Fund 103 - Local Street			
Capital Projects Status*			
Name	2020 Budget	YTD Actual	Remaining
2020 Local Street Reconstruction	\$1.6M	\$0.7M	\$0.9M
2019 Local Street Reconstruction	\$0.8M	\$0.3M	\$0.6M
2021 Local Street Preservation	\$0.7M	\$0.0M	\$0.7M
All Other Projects (2 Others Budgeted)	\$0.0M	\$0.0M	\$0.0M
Total	\$3.1M	\$1.0M	\$2.1M

*Components may not sum to total due to rounding.

Fund 105 – Arterial Street Preservation Fund

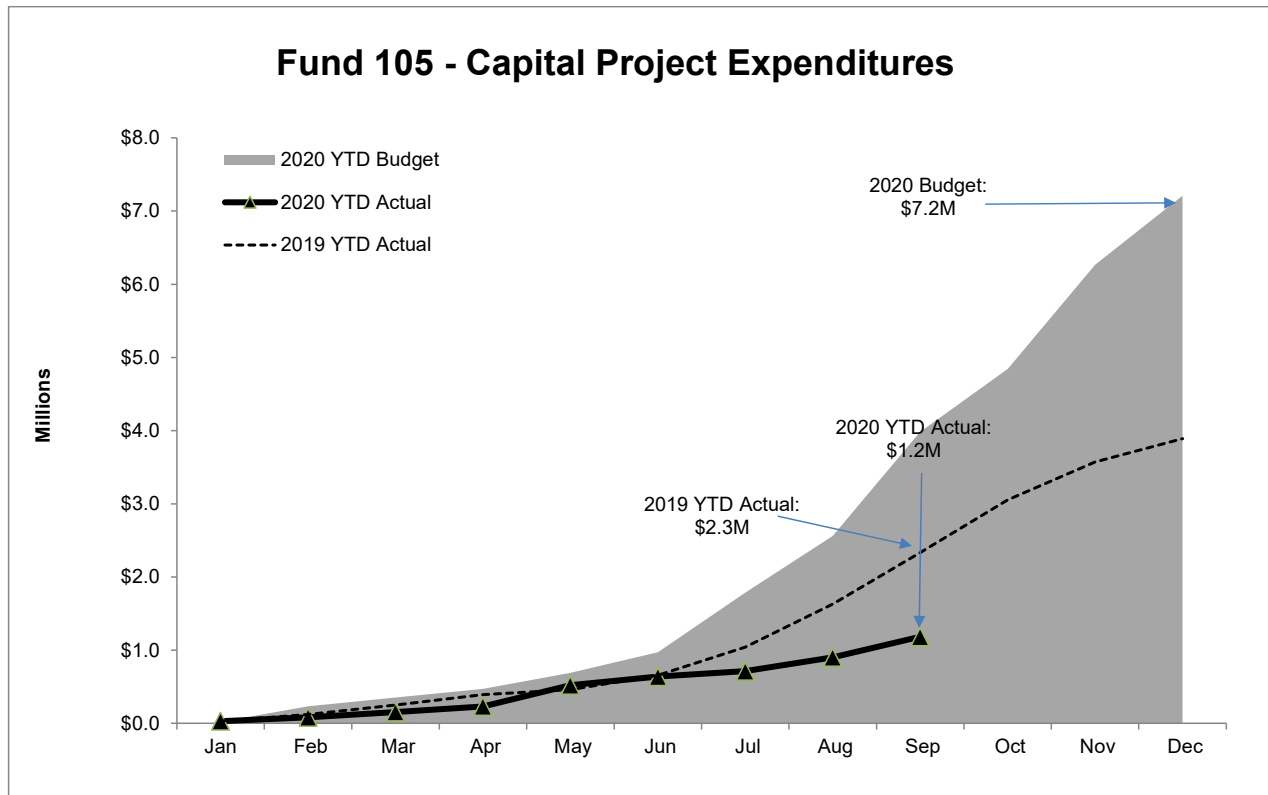
The Arterial Street Preservation Fund is a special revenue fund that is primarily funded by a 1.0% utility tax that was adopted by Council in 2008; these utility tax revenues are restricted for arterial street repair and preservation projects. In 2020, due to COVID-19 impacts, the funding source will be from REET 2 revenues and the 1.0% utility tax will be retained in the General Fund.

Major projects budgeted within the Arterial Street Preservation Fund in 2020 include Auburn Way North Preservation (Phase 2), Auburn Way North Preservation (Phase 3) and 2020 Arterial Street Preservation. Through September 2020 revenues totaled \$2.2 million, which is approximately \$95,000 higher than the same period last year. This is primarily due to the timing associated with construction projects and their subsequent cost reimbursements from grants and transfers-in.

Expenditures through September were \$1.2 million as compared to \$2.4 million through last September. Historically, the majority of this fund's expenditures occur in the second half of each year due to the weather sensitivity of pavement construction (this work needs to be done primarily in the summer and early fall). Highlighted in the table below and shown in the following graph are the fund's total expenditures related to capital projects.

Fund 105 - Arterial Street Preservation Summary of Sources and Uses Report Period: September 2020	2020			2019	2020 YTD Budget vs. Actual	
	2020	2020 YTD	2020 YTD	2019 YTD	Favorable (Unfavorable)	
	Budget	Budget	Actual	Actual	Amount	Percentage
Revenues						
City Utility Tax	\$ 66,900	\$ 50,103	\$ -	\$ 504,476	\$ (50,103)	(100.0) %
Electric Utility Tax	69,900	53,788	-	550,683	(53,788)	(100.0) %
Natural Gas Utility Tax	19,800	17,538	-	163,792	(17,538)	(100.0) %
Cable TV Tax	18,800	14,106	-	146,294	(14,106)	(100.0) %
Telephone Utility Tax	16,100	12,316	-	147,066	(12,316)	(100.0) %
Garbage Utility Tax (External Haulers)	2,200	1,650	-	18,186	(1,650)	(100.0) %
Grants	3,880,589	1,592,461	348,331	84,617	(1,244,130)	(78.1) %
Developer Mitigation Fees	-	-	-	-	-	
Operating Transfer In	2,618,020	1,061,263	1,891,551	500,338	830,288	78.2 %
Interest Earnings	13,000	9,750	7,297	36,365	(2,453)	(25.2) %
Total Revenues	\$ 6,705,309	\$ 2,812,974	\$ 2,247,179	\$ 2,151,818	\$ (565,795)	(20.1) %
Expenditures						
Salary and Benefits	\$ 306,000	\$ 230,905	\$ 412,922	\$ 438,878	\$ (182,017)	(78.8) %
Capital Outlay	6,903,224	4,154,925	772,074	1,894,227	3,382,851	81.4 %
Subtotal - Capital Project Expenditures	7,209,224	4,385,830	1,184,996	2,333,106	3,200,834	73.0 %
Supplies	-	-	-	-	-	
Services and Charges	-	-	985	18,529	(985)	
Operating Transfer Out	-	-	-	-	-	
Total Expenditures	\$ 7,209,224	\$ 4,385,830	\$ 1,185,980	\$ 2,351,635	\$ 3,199,850	73.0 %
Net Change in Fund Balance	\$ (503,915)	\$ (1,572,856)	\$ 1,061,199	\$ (199,817)	\$ 2,634,054	167.5 %

Beg. Fund Balance, January 2020	\$ 2,041,919
Net Change in Fund Balance, September 2020	1,061,199
Ending Fund Balance, September 2020	\$ 3,103,118
2020 Budgeted Ending Fund Balance	\$ 1,538,004



The table below presents the status of the projects with the most significant budget impact on the fund. Many capital projects are budgeted over multiple years; what is displayed below is the 2020 portion of each project's budget and year-to-date expenditures.

Fund 105 - Arterial Street Preservation			
Capital Projects Status*			
Name	2020 Budget	YTD Actual	Remaining
AWN Preservation Phase 3	\$1.8M	\$0.4M	\$1.5M
AWN Preservation Phase 2	\$1.5M	\$0.2M	\$1.3M
2020 Arterial Street Preservation	\$0.9M	\$0.1M	\$0.8M
All Other Projects (4 Others Budgeted)	\$3.0M	\$0.6M	\$2.4M
Total	\$7.2M	\$1.2M	\$6.0M

*Components may not sum to total due to rounding.

Fund 124 – Mitigation Fees

The Mitigation Fees Fund is a special revenue fund funded from revenues from fees for new development that are assessed at the time applications are received for development activity. These revenues are used to address costs associated with City growth.

The fund houses two types of revenues: mitigation fees and impact fees. Mitigation fees are variable charges collected as a result of State Environmental Policy Act (SEPA) reviews and the City's determination that a project must pay additional fees to compensate for a unique effect that it has on the community. Impact fees are set charges collected automatically for a variety of projects. These fees are adopted annually by the City Council based on projects anticipated in the Capital Facilities Plan over the next six years.

The City received \$1.7 million in revenues in through September 2020, which exceeds total revenue budgeted for the year. With the exception of interest and investment income, each revenue category has exceeded its annual budgeted amount. Expenditures were significantly below budget due to the timing of capital projects funded by mitigation and/or impact fee revenues.

Fund 124 - Mitigation Fees Summary of Sources and Uses	BUDGET			YTD ACTUALS		
	Report Period Through:		Ending	Report Period Through:		Ending
	Revenues	Expenditures	Fund Balance	Revenues	Expenditures	Fund Balance
Transportation Impact Fees	\$ 800,000	\$ 2,952,194	\$ 5,541,320	\$ 1,193,203	\$ 724,876	\$ 8,161,840
Traffic Mitigation Fees	-	-	123,687	13,622	-	137,309
Fire Impact Fees	100,000	75,000	473,889	121,545	-	570,434
Fire Mitigation Fees	-	-	81	-	-	81
Parks Impact Fees	200,000	2,121,728	3,382,966	206,500	220,458	5,290,736
Parks Mitigation Fees	-	300,000	49,371	129,591	300,000	178,962
School Impact Admin Fees	2,000	-	86,251	3,160	-	87,411
Wetland Mitigation Fees	-	5,000	67,581	-	-	72,581
Interest and Investment Income	204,700	-	204,700	57,118	-	57,118
Fees in Lieu of Improvements	-	-	27,020	-	-	27,020
Operating Transfers-In	-	-	-	-	-	-
Total	\$ 1,306,700	\$ 5,453,922	\$ 9,956,866	\$ 1,724,739	\$ 1,245,334	\$ 14,583,494

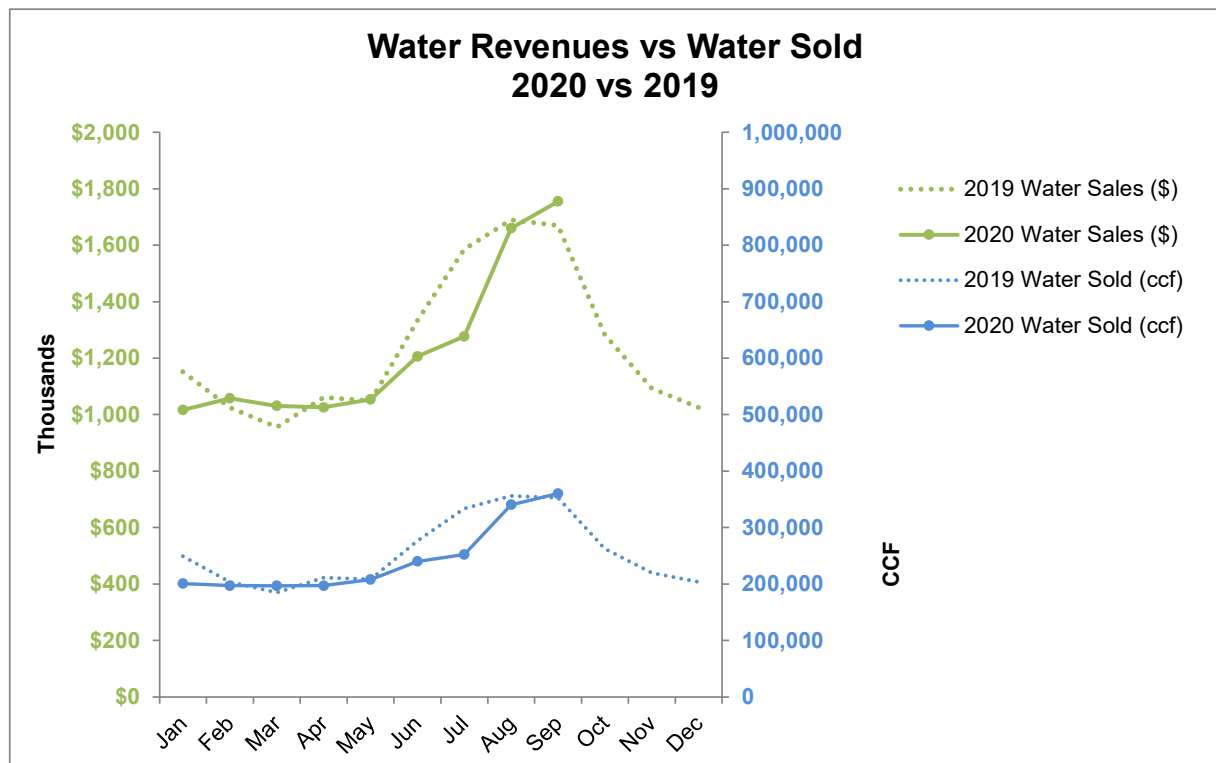
Beginning Fund Balance, January 2020	\$ 14,104,088
Net Change in Fund Balance, September 2020	479,406
Ending Fund Balance, September 2020	\$ 14,583,494
2020 Budgeted Ending Fund Balance	\$ 9,956,866

Enterprise Funds

Detailed income and expense statements for Enterprise and Internal Service funds can be found in an attachment at the end of this report. The attachment provides operating and – as applicable – capital fund reports for these funds showing budget, actuals, and variances. Operating funds house all the operating costs along with debt service and financing obligations. Capital funds show costs associated with capital acquisition and construction. Both the operating and capital funds have a working capital balance. This approach isolates those funds available for capital and cash flow needs for daily operations, and project managers will know exactly how much working capital is available for current and planned projects.

Through September the **Water Utility** had operating income of \$4.5 million as compared to \$5.2 million through September 2019. Total Water Fund operating revenues were \$657,000 lower than 2019; the majority of this variance is due to weaker performance in water sales. Increases in residential sales revenue were more than offset by decreases in most other categories, particularly commercial, irrigation and manufacturing. Also contributing to the reduced operating income is a decrease in interest earnings from 2019 to 2020. Operating expenditures in 2020 were materially the same as the same period in 2019.

Water sales by volume through September totaled 2.2 million hundred cubic feet (ccf) as compared to 2.4 million ccf in 2019, a decrease of 7.7%. Consumption has been lower each month in 2020 compared to 2019 with the exception of the March and September billings for the prior months' consumption. Total consumption decreased across all non-residential categories, resulting in the lowest YTD consumption in a five-year period. This is in line with a trend of decreased year-over-year consumption on a *per account* basis due largely to conservation efforts and appliance efficiency improvements, which are anticipated in the Utilities Comprehensive Plan. COVID-19 mitigation efforts contributed to the decrease in commercial and manufacturing consumption, as many businesses were required to close or operate at reduced capacity.



Through September, the **Sewer Utility** finished with operating income of \$1.5 million as compared to \$2.2 million through September 2019. Last year the fund saw a one-time \$203,000 refund from the Department of Revenue for overpayment of excise tax that significantly increased YTD revenues. Consumption by volume through September 2020 is down 11.6% from 2019 due to reductions in commercial consumption, which was exacerbated by COVID-19 mitigation efforts. This resulted in a decrease of \$197,000 in sewer service revenue.

Operating expenditures in the Sewer Utility were above the same period in 2019 due to the timing of intergovernmental payments and increases in interfund allocations.

Through September, the **Stormwater Utility** had operating income of \$2.6 million compared with \$2.3 million through September 2019. Operating revenues were up \$130,000 compared to 2019 mainly due to charges for City storm service. As most Stormwater Utility charges are flat rate, COVID-19 has not had a significant effect on service revenue.

Operating expenditures in the Stormwater Utility were down \$179,000 from 2019, contributing to the higher operating income noted above. This variance is mainly due to the timing of certain intergovernmental expenditures.

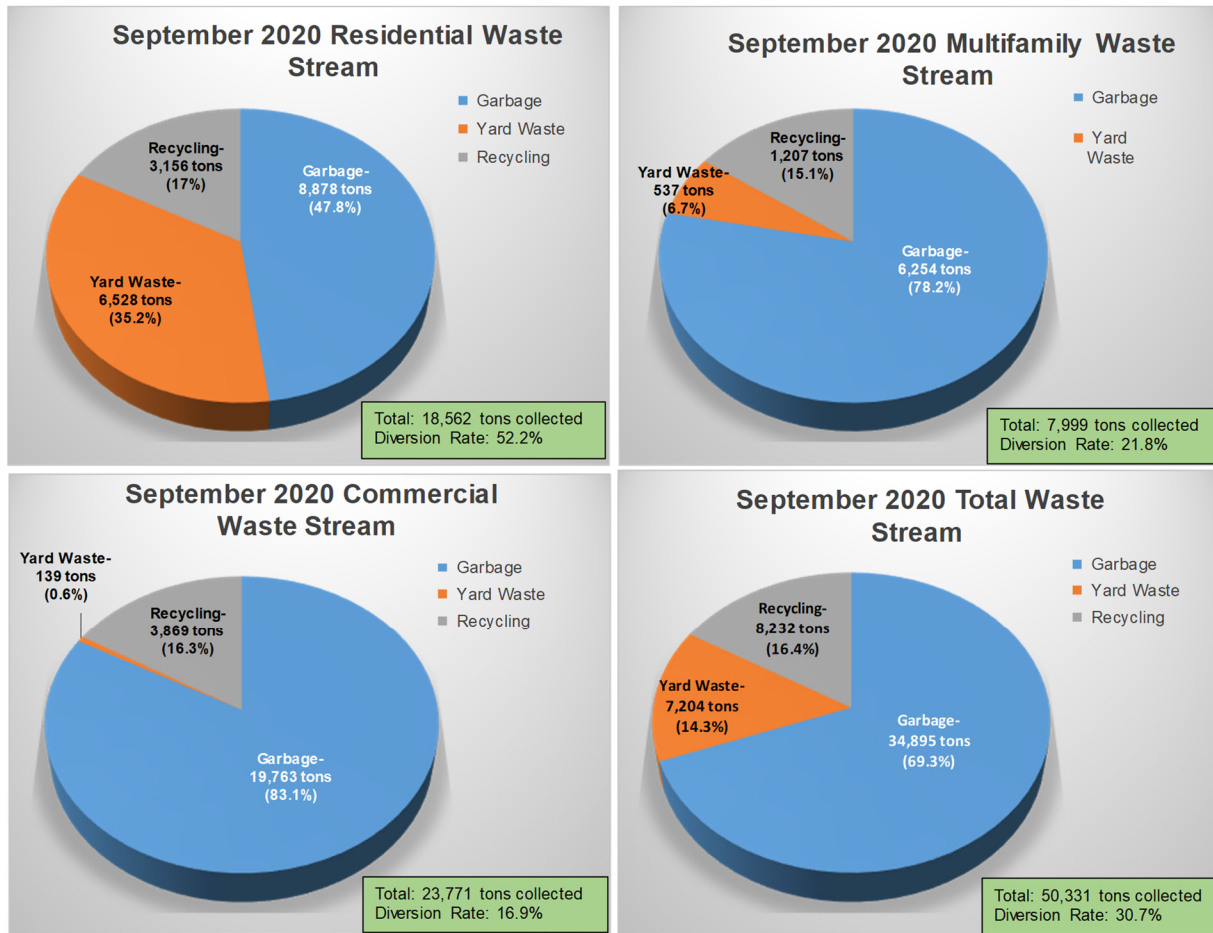
Through September 2020 the **Solid Waste Utility** Fund had \$11.4 million in operating revenues, compared to \$11.2 million in operating expenditures. The City of Auburn's Solid Waste services are outsourced to Waste Management and to Republic Services, who manages the contract for the annexed areas.

Through September 2020, Waste Management serviced 15,532 customers (79% of customers) and Republic Services serviced 4,183 customers (21% of customers).

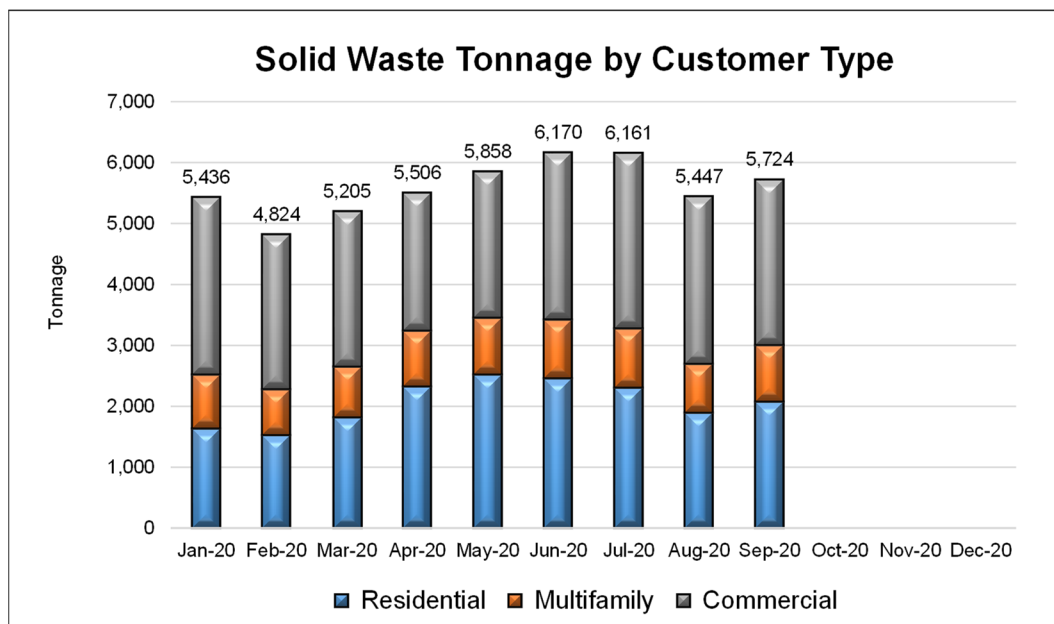
The current mix of solid waste customer account types is:

- 89.8% Residential
- 7.8% Commercial
- 2.4% Multifamily

The "diversion rate" is a measure of how much generated waste is not sent to the landfill; i.e., waste that is either recycled or collected yard waste. Through September 2020, the total diversion rate was 30.7%, which represents a total of 15,400 tons of waste that was diverted from landfills.

2020 Tons Collected and Diversion Rates

Of the total tonnage collected through September, 37% was from residential customers, 16% from multifamily customers, and 47% from commercial customers, as shown in the following graph:

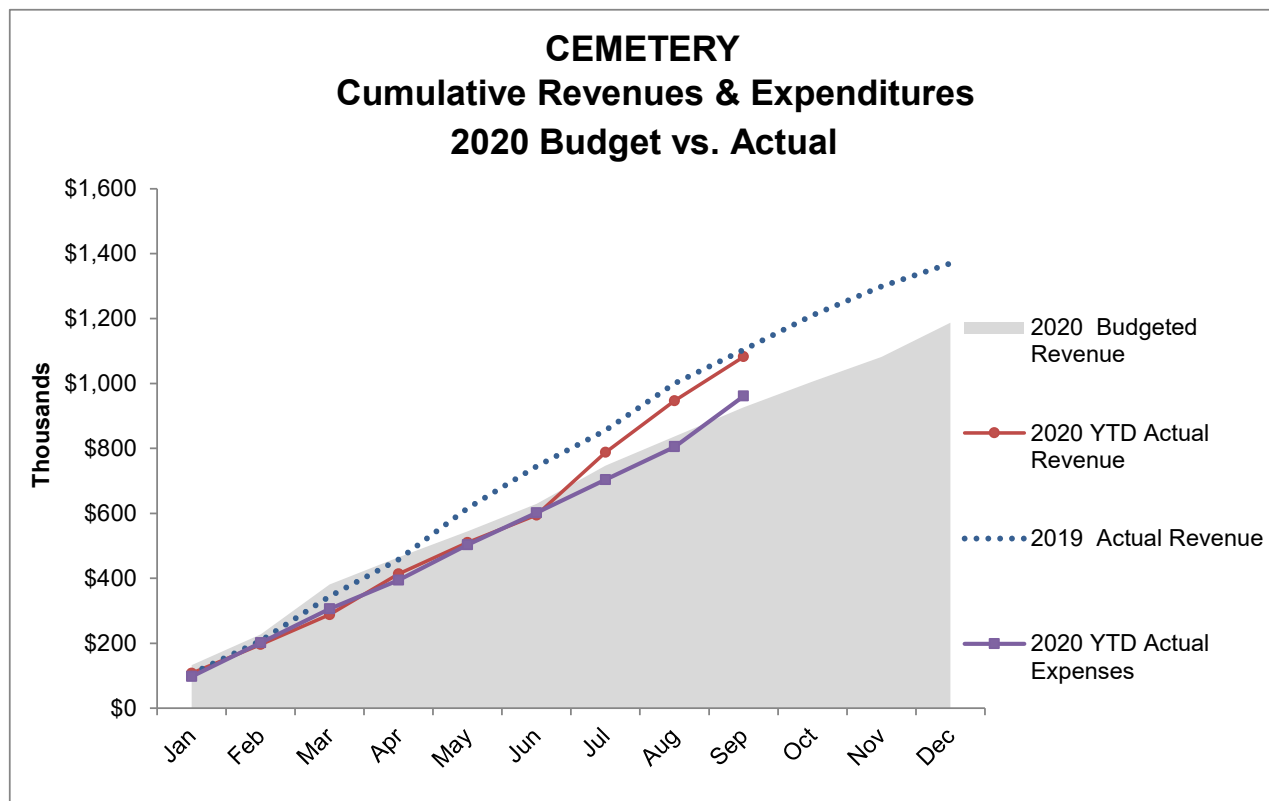


In January 2019, the Auburn Municipal Airport transitioned from contracted management services through a third-party management company, Airport Management Group (AMG), to management of the Airport by City staff.

Through September 2020, the **Airport Fund** had operating income of \$405,000 as compared with operating income of \$331,000 through September 2019. Operating revenues in the Airport Fund were \$20,000 more than the same period last year, largely due to increased revenue for property leases and tie down and hangar rent.

Operating expenditures in the Airport Fund were \$54,000 less than the same period last year. A large portion of this decrease is due to the purchase of aviation fuel for resale in 2019; fuel purchases in 2020 have been significantly lower. The remaining variance consists largely of payroll expenditures, which have decreased due to a vacant position at the Airport.

Through September 2020, the **Cemetery Fund** experienced operating income of \$153,000 as compared with an operating income of \$146,000 through September 2019. Total sales revenue is down \$9,000, with significantly less revenues occurring in March and May of 2020 than the same period in 2019. Overall, operating revenues are down by \$21,000, or 1.9% while operating expenditures are down \$29,000 or 3.0% from last year due largely to lower expenditures for inventory purchases and repairs and maintenance.



Internal Service Funds

Operating expenditures within the **Insurance** Fund represent the premium cost pool that will be allocated monthly to other City funds over the course of the year. As a result, the expenditure balance gradually diminishes each month throughout the year.

No significant variances are reported in the **Workers' Compensation, Facilities, Innovation & Technology**, or **Equipment Rental** Funds.

Contact Information

This report is prepared by the Finance Department. Additional financial information can also be viewed at our website: <http://www.auburnwa.gov/>. For any questions about this report please contact Jamie Thomas at jdthomas@auburnwa.gov.

**City of Auburn
Investment Portfolio Summary
September 30, 2020**

Investment Type	Purchase Date	Book Value	Maturity Date	Yield to Maturity
State Investment Pool	Various	\$ 120,639,922	Various	0.21%
KeyBank Money Market	Various	14,013,737	Various	0.01%
OpusBank Public Interest Acct	Various	10,534,157	Various	0.24%
FFCB	12/30/2019	1,999,618	12/30/2020	1.63%
FFCB	8/27/2018	2,025,600	2/23/2021	2.70%
RFCSP	2/19/2019	5,146,514	1/15/2021	2.52%
RFCSP	5/9/2019	5,097,353	10/15/2020	2.23%
STRIPS	7/26/2019	5,046,067	11/15/2020	1.83%
FHLB	1/17/2020	5,044,370	12/9/2022	1.56%
Total Cash & Investments		\$ 169,547,337		0.458%

Investment Mix	% of Total	Summary	
State Investment Pool	71.2%	Current 6-month treasury rate	0.12%
Key Bank Money Market	8.3%	Current State Pool rate	0.21%
Opus Bank Public Interest Acct	6.2%	KeyBank Money Market	0.01%
FHLB	3.0%	OpusBank Public Interest Acct	0.24%
FFCB	2.4%	Blended Auburn rate	0.46%
RFCSP	6.0%		
STRIPS	3.0%		
	100.0%		

SALES TAX SUMMARY

SEPTEMBER 2020 SALES TAX DISTRIBUTIONS (FOR JULY 2020 RETAIL ACTIVITY)

NAICS	CONSTRUCTION	2019 Annual Total (Nov '18-Oct '19)	2019 YTD (Nov '18-Jul '19)	2020 YTD (Nov '19 - Jul '20)	YTD % Diff
236	Construction of Buildings	1,219,472	799,302	1,383,282	73.1%
237	Heavy and Civil Construction	132,101	98,473	135,787	37.9%
238	Specialty Trade Contractors	840,982	608,960	619,417	1.7%
TOTAL CONSTRUCTION		\$ 2,192,555	\$ 1,506,735	\$ 2,138,487	41.9%
Overall Change from Previous Year				\$ 631,752	

NAICS	MANUFACTURING	2019 Annual Total (Nov '18-Oct '19)	2019 YTD (Nov '18-Jul '19)	2020 YTD (Nov '19 - Jul '20)	YTD % Diff
311	Food Manufacturing	9,140	6,802	7,013	3.1%
312	Beverage and Tobacco Products	12,690	8,929	8,764	-1.8%
313	Textile Mills	326	180	957	430.4%
314	Textile Product Mills	2,965	2,023	1,849	-8.6%
315	Apparel Manufacturing	767	537	876	63.2%
316	Leather and Allied Products	307	267	381	42.5%
321	Wood Product Manufacturing	13,028	10,227	11,001	7.6%
322	Paper Manufacturing	10,180	8,867	2,271	-74.4%
323	Printing and Related Support	46,449	33,825	28,614	-15.4%
324	Petroleum and Coal Products	8,499	6,195	1,386	-77.6%
325	Chemical Manufacturing	11,220	9,857	8,441	-14.4%
326	Plastics and Rubber Products	7,666	5,819	5,161	-11.3%
327	Nonmetallic Mineral Products	19,762	15,128	10,196	-32.6%
331	Primary Metal Manufacturing	48,894	31,445	46,752	48.7%
332	Fabricated Metal Product Manuf	29,751	24,399	19,210	-21.3%
333	Machinery Manufacturing	21,356	17,475	11,494	-34.2%
334	Computer and Electronic Product	8,921	5,565	6,548	17.7%
335	Electric Equipment, Appliances	1,213	174	8,044	4513.3%
336	Transportation Equipment Man	510,518	356,059	76,082	-78.6%
337	Furniture and Related Products	17,907	16,159	7,470	-53.8%
339	Miscellaneous Manufacturing	39,336	29,819	23,866	-20.0%
TOTAL MANUFACTURING		\$ 820,898	\$ 589,753	\$ 286,376	-51.4%
Overall Change from Previous Year				\$ (303,378)	

NAICS	TRANSPORTATION AND WAREHOUSING	2019 Annual Total (Nov '18-Oct '19)	2019 YTD (Nov '18-Jul '19)	2020 YTD (Nov '19 - Jul '20)	YTD % Diff
481	Air Transportation	0	0	0	N/A
482	Rail Transportation	22,935	16,496	13,030	-21.0%
484	Truck Transportation	17,265	11,049	17,779	60.9%
485	Transit and Ground Passengers	27	27	14	-48.7%
488	Transportation Support	37,253	28,328	65,380	130.8%
491	Postal Service	727	541	526	-2.9%
492	Couriers and Messengers	285	218	16,539	7496.6%
493	Warehousing and Storage	10,217	7,288	7,839	7.6%
TOTAL TRANSPORTATION		\$ 88,710	\$ 63,946	\$ 121,106	89.4%
Overall Change from Previous Year				\$ 57,160	

NAICS	WHOLESALE TRADE	2019 Annual Total (Nov '18-Oct '19)	2019 YTD (Nov '18-Jul '19)	2020 YTD (Nov '19 - Jul '20)	YTD % Diff
423	Wholesale Trade, Durable Goods	1,169,244 b	897,370	758,279	-15.5%
424	Wholesale Trade, Nondurable	316,221	229,311	217,708	-5.1%
425	Wholesale Electronic Markets	10,550	7,120	10,556	48.3%
TOTAL WHOLESALE		\$ 1,496,015	\$ 1,133,801	\$ 986,543	-73.0%
Overall Change from Previous Year				\$ (147,258)	

NAICS	AUTOMOTIVE	2019 Annual Total (Nov '18-Oct '19)	2019 YTD (Nov '18-Jul '19)	2020 YTD (Nov '19 - Jul '20)	YTD % Diff
441	Motor Vehicle and Parts Dealer	3,809,399	2,840,445	2,579,995	-9.2%
447	Gasoline Stations	259,864	196,657	166,617	-15.3%
TOTAL AUTOMOTIVE		\$ 4,069,263	\$ 3,037,102	\$ 2,746,612	-9.6%
Overall Change from Previous Year				\$ (290,491)	

NAICS	RETAIL TRADE	2019 Annual Total (Nov '18-Oct '19)	2019 YTD (Nov '18-Jul '19)	2020 YTD (Nov '19 - Jul '20)	YTD % Diff
442	Furniture and Home Furnishings	221,841	160,025	142,528	-10.9%
443	Electronics and Appliances	277,403	204,900	218,692	6.7%
444	Building Material and Garden	651,706	486,621	547,710	12.6%
445	Food and Beverage Stores	406,230	303,970	336,554	10.7%
446	Health and Personal Care Store	426,130	329,890	262,298	-20.5%
448	Clothing and Accessories	1,236,033	901,139	636,756	-29.3%
451	Sporting Goods, Hobby, Books	254,383	185,343	171,903	-7.3%
452	General Merchandise Stores	818,123	620,494	673,093	8.5%
453	Miscellaneous Store Retailers	917,046	676,134	849,062	25.6%
454	Nonstore Retailers	227,559	174,803	201,088	15.0%
TOTAL RETAIL TRADE		\$ 5,436,454	\$ 4,043,320	\$ 4,039,685	-0.1%
Overall Change from Previous Year				\$ (3,635)	

NAICS	SERVICES	2019 Annual Total (Nov '18-Oct '19)	2019 YTD (Nov '18-Jul '19)	2020 YTD (Nov '19 - Jul '20)	YTD % Diff
51*	Information	667,861	505,756 a	514,800	1.8%
52*	Finance and Insurance	138,176	104,707	143,314	36.9%
53*	Real Estate, Rental, Leasing	434,301	321,782	279,484	-13.1%
541	Professional, Scientific, Tech	344,043	248,422	282,543 c	13.7%
551	Company Management	1,147	1,138	34	-97.0%
56*	Admin. Supp., Remed Svcs	522,491	389,522	475,923	22.2%
611	Educational Services	45,995	31,727	22,832	-28.0%
62*	Health Care Social Assistance	93,305	72,041	88,140	22.3%
71*	Arts and Entertainment	119,538	85,220	40,674	-52.3%
72*	Accommodation and Food Svcs	1,469,344	1,087,824	894,605	-17.8%
81*	Other Services	606,743	456,165	392,200	-14.0%
92*	Public Administration	2,204	1,269	1,454	14.5%
TOTAL SERVICES		\$ 4,445,147	\$ 3,305,574	\$ 3,136,003	-5.1%
Overall Change from Previous Year				\$ (169,572)	

NAICS	MISCELLANEOUS	2019 Annual Total (Nov '18-Oct '19)	2019 YTD (Nov '18-Jul '19)	2020 YTD (Nov '19 - Jul '20)	YTD % Diff
000	Unknown	0	0	0	N/A
111-115	Agriculture, Forestry, Fishing	4,807	3,719	4,217	13.4%
211-221	Mining & Utilities	29,481	21,471	18,704	-12.9%
999	Unclassifiable Establishments	230,217	167,494	200,710	19.8%
TOTAL SERVICES		\$ 264,505	\$ 192,684	\$ 223,631	16.1%
Overall Change from Previous Year				\$ 30,947	

GRAND TOTAL	\$ 18,813,547	\$ 13,872,916	\$ 13,678,441	
Overall Change from Previous Year			\$ (194,475)	-1.4%

Total September 2020 Sales Tax Distributions

\$ 1,858,640

Percent Increase from September 2019

15.9%

Comparisons:

September 2019 \$ 1,604,250

September 2018 \$ 1,519,880

Includes Adjustments in excess of +/- \$10,000.

a. WA State Department of Revenue audit adjustment to sales tax returns for February 2019 Reporting (adjustment: \$14,165).

b. WA State Department of Revenue audit adjustment to sales tax returns for August 2019 Reporting (adjustment: \$10,411).

c. WA State Department of Revenue adjustment to sales tax returns for July 2020 Reporting (adjustment: \$18,706).

OPERATING & CAPITAL FUNDS				ENTERPRISE FUNDS								
Through September 2020	WATER			SEWER			SEWER METRO			STORM		
	YTD			YTD			YTD			YTD		
	Budget	Actual	Variance	Budget	Actual	Variance	Budget	Actual	Variance	Budget	Actual	Variance
OPERATING FUND:												
OPERATING REVENUES												
Charges For Service	14,778,400	11,174,434	(3,603,966)	8,554,200	6,399,036	(2,155,164)	17,259,700	12,588,592	(4,671,108)	10,328,200	7,703,130	(2,625,070)
Grants	-	-	-	-	-	-	-	-	-	-	50,000	50,000
Interest Earnings	-	49,530	49,530	-	28,473	28,473	-	2,959	2,959	-	29,248	29,248
Rents, Leases, Concessions, & Other	187,000	124,669	(62,331)	69,000	36,118	(32,882)	-	-	-	56,000	41,725	(14,275)
TOTAL OPERATING REVENUES	14,965,400	11,348,633	(3,616,767)	8,623,200	6,463,627	(2,159,573)	17,259,700	12,591,551	(4,668,149)	10,384,200	7,824,104	(2,560,096)
OPERATING EXPENSES												
Salaries & Wages	2,522,053	1,757,843	764,210	1,511,111	1,069,549	441,562	-	-	-	2,574,037	1,731,904	842,133
Benefits	1,446,108	888,658	557,450	846,106	530,848	315,258	-	-	-	1,437,619	889,327	548,292
Supplies	364,244	237,633	126,611	164,550	75,130	89,420	-	-	-	84,550	48,584	35,966
Other Service Charges	4,520,767	2,214,993	2,305,774	3,478,200	2,125,977	1,352,223	18,397,800	13,127,914	5,269,886	2,070,740	1,040,560	1,030,180
Intergovernmental Services (Less Transfers Out)	-	-	-	-	-	-	-	-	-	-	-	-
Waste Management Payments See note	-	-	-	-	-	-	-	-	-	-	-	-
Sewer Metro Services	-	-	-	-	-	-	-	-	-	-	-	-
Debt Service Interest	1,064,200	346,086	718,114	293,900	114,420	179,480	-	-	-	346,700	161,025	185,675
Interfund Operating Rentals & Supplies	1,844,067	1,391,998	452,069	1,443,267	1,091,040	352,227	-	-	-	1,838,700	1,387,256	451,444
TOTAL OPERATING EXPENSES	11,761,439	6,837,211	4,924,228	7,737,134	5,006,964	2,730,170	18,397,800	13,127,914	5,269,886	8,352,346	5,258,656	3,093,690
OPERATING REVENUES LESS EXPENSES BEFORE DEPRECIATION	3,203,961	4,511,421	1,307,460	886,066	1,456,663	570,597	(1,138,100)	(536,363)	601,737	2,031,854	2,565,447	533,593
NON-OPERATING REVENUES												
Operating Transfers-in	-	-	-	-	-	-						
Intergovernmental Loan	3,095,821	55,022	3,040,799									
Other Non-Operating Revenues												
Revenue Bond Proceeds	15,719,900	15,729,824	(9,924)									
NON-OPERATING EXPENSES												
Transfer to Capital Subfund	14,220,292	2,927,272	11,293,020	-	-	-				-	-	-
Other Operating Transfers-out	2,390,308	272,785	2,117,523	315,681	8,457	307,224				391,081	82,457	308,624
Debt Service Principal	1,638,200	-	1,638,200	596,700	-	596,700				470,100	-	470,100
Net Change in Restricted Net Assets	-	3,002,875	3,002,875	-	603,549	603,549				-	245,993	245,993
Interfund Loan Repayment												
Other Non-Operating Expenses												
BEGINNING WORKING CAPITAL - January 1, 2020	11,913,106	11,913,106	-	7,216,765	7,216,765	-	3,445,836	3,445,836	-	7,198,290	7,198,290	-
ENDING WORKING CAPITAL - September 30, 2020	15,683,988	26,006,441	10,322,453	7,190,450	8,061,422	870,972	2,307,736	2,909,473	601,737	8,368,963	9,435,287	1,066,324
NET CHANGE IN WORKING CAPITAL (see Note)	3,770,882	14,093,335	10,322,453	(26,315)	844,657	870,972	(1,138,100)	(536,363)	601,737	1,170,673	2,236,997	1,066,324
CAPITAL FUND:												
CAPITAL REVENUES												
Interest Revenue	4,300	279	(4,021)	34,700	79,314	44,614				34,700	50,643	15,943
Grants	-	-	-	-	-	-				174,120	-	(174,120)
Contributions	-	-	-	-	-	-				-	-	-
Other Non-Operating Revenue	-	28,638	28,638	-	-	-				-	16,493	16,493
Increase In Contributions - System Development	960,200	516,656	(443,544)	670,500	161,134	(509,366)				501,800	525,075	23,275
Interfund Revenues	-	-	-	-	-	-				-	-	-
Increase In Contributions - FAA	-	-	-	-	-	-				-	-	-
Proceeds of Debt Activity	-	-	-	-	-	-				-	-	-
Transfers In from Operating Sub-Fund	14,220,292	2,927,272	(11,293,020)	-	-	-				-	-	-
Transfer In from Other Funds	2,000,000	250,000	(1,750,000)	-	-	-				-	-	-
TOTAL CAPITAL REVENUES	17,184,792	3,722,844	(13,461,948)	705,200	240,448	(464,752)				710,620	592,212	(118,408)
CAPITAL EXPENSES												
Other Non-Operating Expense	-	107,669	(107,669)	-	2,283	(2,283)				-	-	-
Increase In Fixed Assets - Salaries	353,600	227,193	126,407	78,600	69,742	8,858				130,000	77,309	52,691
Increase In Fixed Assets - Benefits	141,400	105,825	35,575	31,400	34,316	(2,916)				52,000	36,690	15,310
Increase In Fixed Assets - Services	400	8	392	2,000	382	1,618				2,000	570	1,430
Increase In Fixed Assets - Site Improvements	122,000	33,616	88,384	-	-	-				-	-	-
Increase In Fixed Assets - Equipment	-	-	-	-	-	-				-	-	-
Increase In Fixed Assets - Construction	16,460,553	3,169,515	13,291,038	3,959,842	768,896	3,190,946				2,263,293	369,865	1,893,428
Operating Transfers Out	50,000	50,000	-	50,000	50,000	-				50,000	50,000	-
TOTAL CAPITAL EXPENSES	17,127,953	3,693,825	13,434,128	4,121,842	925,619	3,196,223				2,497,293	534,434	1,962,859
BEGINNING WORKING CAPITAL - January 1, 2020	81,079	81,079	-	13,300,157	13,300,157	-				11,809,735	11,809,735	-
ENDING WORKING CAPITAL - September 30, 2020	137,918	110,098	(27,820)	9,883,515	12,614,986	2,731,471				10,023,062	11,867,513	1,844,451
NET CHANGE IN WORKING CAPITAL (see Note)	56,839	29,019	(27,820)	(3,416,642)	(685,171)	2,731,471				(1,786,673)	57,778	1,844,451
Total Change in Working Capital	3,827,721	14,122,355	10,294,634	(3,442,957)	159,486	3,602,443	(1,138,100)	(536,363)	601,737	(616,000)	2,294,775	2,910,775
(*) Depreciation	3,829,600	2,833,029		2,450,100	1,754,509		-	-		2,315,100	1,590,546	
Working Capital = Current Assets minus Current Liabilities												

OPERATING & CAPITAL FUNDS	ENTERPRISE FUNDS									INTERNAL SERVICE FUNDS		
Through September 2020	SOLID WASTE			AIRPORT			CEMETERY			INSURANCE		
	YTD			YTD			YTD			YTD		
	Budget	Actual	Variance	Budget	Actual	Variance	Budget	Actual	Variance	Budget	Actual	Variance
OPERATING FUND:												
OPERATING REVENUES												
Charges For Service	16,068,500	11,350,487	(4,718,013)	1,378,000	1,086,569	(291,431)	1,086,000	1,079,251	(6,749)	-	-	-
Grants	88,600	8,928	(79,672)	70,000	-	(70,000)	-	-	-	-	-	-
Interest Earnings	42,400	19,417	(22,983)	7,800	5,020	(2,780)	1,000	3,287	2,287	10,000	2,757	(7,243)
Rents, Leases, Concessions, & Other	-	-	-	6,100	10,586	4,486	-	-	-	-	-	-
TOTAL OPERATING REVENUES	16,199,500	11,378,831	(4,820,669)	1,461,900	1,102,175	(359,725)	1,087,000	1,082,538	(4,462)	10,000	2,757	(7,243)
OPERATING EXPENSES												
Salaries & Wages	-	-	-	232,843	155,560	77,283	473,497	331,110	142,387	-	-	-
Benefits	-	-	-	167,008	78,520	88,488	291,646	187,912	103,734	175,000	58,727	116,273
Supplies	53,400	4,913	48,487	307,000	266,688	40,312	221,700	188,111	33,589	-	-	-
Other Service Charges	2,499,675	1,377,564	1,122,111	213,800	161,553	52,247	157,400	74,468	82,932	5,600	466,333	(460,733)
Intergovernmental Services (Less Transfers Out)	-	-	-	-	-	-	-	-	-	-	-	-
Waste Management Payments	13,485,300	9,309,144	4,176,156	-	-	-	-	-	-	-	-	-
Sewer Metro Services	-	See note below	-	-	-	-	-	-	-	-	-	-
Debt Service Interest	-	-	-	100	34	66	-	-	-	-	-	-
Interfund Operating Rentals & Supplies	642,300	487,763	154,537	46,100	34,575	11,525	196,000	147,349	48,651	-	-	-
TOTAL OPERATING EXPENSES	16,680,675	11,179,383	5,501,292	966,851	696,929	269,922	1,340,243	928,950	411,293	180,600	525,060	(344,460)
OPERATING REVENUES LESS EXPENSES BEFORE DEPRECIATION	(481,175)	199,448	680,623	495,049	405,246	(89,803)	(253,243)	153,587	406,830	(170,600)	(522,303)	(351,703)
NON-OPERATING REVENUES												
Operating Transfers-in												
Intergovernmental Loan												
Other Non-Operating Revenues												
Revenue Bond Proceeds												
NON-OPERATING EXPENSES												
Transfer to Capital Subfund												
Other Operating Transfers-out	22,877	6,720	16,157	355,400	220,386	-	100,000	32,500	-	-	-	-
Debt Service Principal	-	-	-	-	-	-	-	-	-	-	-	-
Net Change in Restricted Net Assets	-	-	-	-	(93,582)	(93,582)	-	-	-	-	-	-
Interfund Loan Repayment	-	-	-	12,200	11,627	573	-	-	-	-	-	-
Other Non-Operating Expenses												
BEGINNING WORKING CAPITAL - January 1, 2020	5,936,695	5,936,695	-	634,377	634,377	-	822,045	822,045	-	1,921,953	1,921,953	-
ENDING WORKING CAPITAL - September 30, 2020	5,432,643	6,129,423	696,780	761,826	901,192	139,366	568,802	943,132	374,330	1,751,353	1,399,650	(351,703)
NET CHANGE IN WORKING CAPITAL (see Note)	(504,052)	192,728	696,780	127,449	266,815	139,366	(253,243)	121,087	374,330	(170,600)	(522,303)	(351,703)
CAPITAL FUND:												
CAPITAL REVENUES												
Interest Revenue												
Grants												
Contributions												
Other Non-Operating Revenue												
Increase In Contributions - System Development												
Interfund Revenues												
Increase In Contributions - FAA												
Proceeds of Debt Activity												
Transfers In from Operating Sub-Fund												
Transfer In from Other Funds												
TOTAL CAPITAL REVENUES												
CAPITAL EXPENSES												
Other Non-Operating Expense												
Increase In Fixed Assets - Salaries												
Increase In Fixed Assets - Benefits												
Increase In Fixed Assets - Services												
Increase In Fixed Assets - Site Improvements												
Increase In Fixed Assets - Equipment												
Increase In Fixed Assets - Construction												
Operating Transfers Out												
TOTAL CAPITAL EXPENSES												
BEGINNING WORKING CAPITAL - January 1, 2020												
ENDING WORKING CAPITAL - September 30, 2020												
NET CHANGE IN WORKING CAPITAL (see Note)												
Total Change in Working Capital	(504,052)	192,728		(220,743)	67,703	288,446	(503,343)	(128,570)	374,773	(170,600)	(522,303)	(351,703)
(*) Depreciation	21,100	9,410		519,700	319,522		45,000	19,238		-	-	

(*) Depreciation

21,100 9,410

519,700 319,522

45,000 19,238

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Working Capital = Current Assets
minus Current Liabilities

Note: Includes September's Waste Management
payment (\$1,116,268), which will be made in October.

OPERATING & CAPITAL FUNDS	INTERNAL SERVICE FUNDS											
Through September 2020	WORKER'S COMPENSATION			FACILITIES			INNOVATION & TECHNOLOGY			EQUIPMENT RENTAL		
	YTD			YTD			YTD			YTD		
	Budget	Actual	Variance	Budget	Actual	Variance	Budget	Actual	Variance	Budget	Actual	Variance
OPERATING FUND:												
OPERATING REVENUES												
Charges For Service	1,150,500	770,118	(380,382)	3,490,600	2,648,587	(842,013)	6,587,500	4,964,742	(1,622,758)	2,085,395	1,506,980	(578,415)
Grants			-	-	-	-			-			-
Interest Earnings	26,600	10,918	(15,682)	10,100	5,943	(4,157)	-	10,704	10,704	-	10,572	10,572
Rents, Leases, Concessions, & Other	50,000	5,937	(44,063)	-	11,982	11,982	-	2,625	2,625	-	102,634	102,634
TOTAL OPERATING REVENUES	1,227,100	786,973	(440,127)	3,500,700	2,666,512	(834,188)	6,587,500	4,978,071	(1,609,429)	2,085,395	1,620,185	(465,210)
OPERATING EXPENSES												
Salaries & Wages	-	-	-	711,793	604,703	107,090	2,009,816	1,507,278	502,538	563,879	505,792	58,087
Benefits	250,000	46,446	203,554	444,389	303,435	140,954	1,112,945	684,479	428,466	327,656	234,607	93,049
Supplies	-	-	-	140,220	68,014	72,206	460,150	425,963	34,187	941,200	655,810	285,390
Other Service Charges	455,315	199,603	255,712	1,839,560	1,085,250	754,310	2,830,900	2,014,816	816,084	504,100	308,230	195,870
Intergovernmental Services (Less Transfers Out)	-	-	-	-	-	-	-	-	-	-	-	-
Waste Management Payments												
Sewer Metro Services												
Debt Service Interest	-	-	-	-	-	-	-	-	-	1,500	257	1,243
Interfund Operating Rentals & Supplies	128,100	96,075	32,025	161,400	121,050	40,350	185,900	139,425	46,475	304,000	229,313	74,687
TOTAL OPERATING EXPENSES	833,415	342,124	491,291	3,297,362	2,182,453	1,114,909	6,599,711	4,771,961	1,827,750	2,642,335	1,934,008	708,327
OPERATING REVENUES LESS EXPENSES BEFORE DEPRECIATION	393,685	444,849	51,164	203,338	484,059	280,721	(12,211)	206,110	218,321	(556,940)	(313,823)	243,117
NON-OPERATING REVENUES												
Operating Transfers-in				205,000	41,832	(163,168)	269,953	40,940	(229,013)	-	-	-
Intergovernmental Loan												
Other Non-Operating Revenues												
Revenue Bond Proceeds												
NON-OPERATING EXPENSES												
Transfer to Capital Subfund							500,000	-	500,000			
Other Operating Transfers-out				698,700	282,558	416,142	-	-	-	-	-	-
Debt Service Principal										-	-	-
Net Change in Restricted Net Assets				-	-	-	-	-	-	-	(42,797)	(42,797)
Interfund Loan Repayment												
Other Non-Operating Expenses							-	49,840	(49,840)			
BEGINNING WORKING CAPITAL - January 1, 2020	1,877,627	1,877,627	-	1,315,496	1,315,496	-	2,522,898	2,522,898	-	2,956,770	2,956,770	-
ENDING WORKING CAPITAL - September 30, 2020	2,271,312	2,322,476	51,164	1,025,134	1,558,830	533,696	2,280,640	2,769,949	489,309	2,399,830	2,685,744	285,914
NET CHANGE IN WORKING CAPITAL (see Note)	393,685	444,849	51,164	(290,362)	243,334	533,696	(242,258)	247,051	489,309	(556,940)	(271,026)	285,914
CAPITAL FUND:												
CAPITAL REVENUES												
Interest Revenue							-	5,027	5,027	-	17,724	17,724
Grants										133,700	-	(133,700)
Contributions							-	-	-	-	-	-
Other Non-Operating Revenue							-	7,405	7,405	-	12,782	12,782
Increase In Contributions - System Development							-	-	-	-	-	-
Interfund Revenues							-	-	-	1,585,105	1,245,895	(339,210)
Increase In Contributions - FAA							-	-	-	-	-	-
Proceeds of Debt Activity							-	-	-	-	-	-
Transfers In from Operating Sub-Fund							500,000	-	(500,000)	-	-	-
Transfer In from Other Funds							25,000	-	(25,000)	868,600	-	(868,600)
TOTAL CAPITAL REVENUES							525,000	12,432	(512,568)	2,587,405	1,276,401	(1,311,004)
CAPITAL EXPENSES												
Other Non-Operating Expense							-	-	-	-	-	-
Increase In Fixed Assets - Salaries							-	-	-	-	-	-
Increase In Fixed Assets - Benefits							-	-	-	-	-	-
Increase In Fixed Assets - Services							300	61	239	500	309	191
Increase In Fixed Assets - Site Improvements												
Increase In Fixed Assets - Equipment							1,186,527	516,531	669,996	2,941,150	873,104	2,068,046
Increase In Fixed Assets - Construction							-	-	-	1,140,000	-	1,140,000
Operating Transfers Out							-	-	-	-	-	-
TOTAL CAPITAL EXPENSES							1,186,827	516,591	670,236	4,081,650	873,412	3,208,238
BEGINNING WORKING CAPITAL - January 1, 2020							1,445,614	1,445,614	-	4,419,304	4,419,304	-
ENDING WORKING CAPITAL - September 30, 2020							783,787	941,455	157,668	2,925,059	4,822,293	1,897,234
NET CHANGE IN WORKING CAPITAL (see Note)							(661,827)	(504,159)	157,668	(1,494,245)	402,989	1,897,234
Total Change in Working Capital	393,685	444,849	51,164	(290,362)	243,334	533,696	(904,085)	(257,109)	646,976	(2,051,185)	131,963	2,183,148

(*) Depreciation

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530,000

272,949

1,300,000

1,033,657

Working Capital = Current Assets

minus Current Liabilities