



**City Council Study Session PWCD
SFA**

**October 9, 2017 - 5:30 PM
Council Chambers - City Hall
AGENDA**

Meeting videos are not available until 72
hours after the meeting has concluded.

- I. CALL TO ORDER
 - A. Roll Call
- II. ANNOUNCEMENTS, REPORTS, AND PRESENTATIONS
- III. AGENDA ITEMS FOR COUNCIL DISCUSSION
 - A. [Ordinance No. 6658 - Modifying the Business Improvement Area Governing Provisions \(Hinman\)](#)
- IV. PUBLIC WORKS AND COMMUNITY DEVELOPMENT DISCUSSION ITEMS
 - A. [Sound Transit Auburn Station Access Improvement Project Update \(30 Minute Presentation\)](#)
 - B. IT Update on Emerging Technologies (Haugan) (10 Minutes)
 - C. [Capital Project Status Report \(Snyder\) \(10 Minutes\)](#)
 - D. [Customer Service Dilemmas - Session 1 \(Snyder\) \(10 Minutes\)](#)
 - E. [Ordinance No. 6660 - EP to M-1 Area-wide Rezone \(Snyder\) \(10 Minutes\)](#)
- V. OTHER DISCUSSION ITEMS
- VI. NEW BUSINESS
- VII. MATRIX
 - A. [Matrix](#)
- VIII. ADJOURNMENT

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



AGENDA BILL APPROVAL FORM

Agenda Subject:

Ordinance No. 6658 - Modifying the Business Improvement Area Governing Provisions (Hinman)

Date:

October 3, 2017

Department:

Administration

Attachments:

[Ordinance No. 6658](#)

Budget Impact:

\$0

Administrative Recommendation:

For discussion.

Background Summary:

In 1988 the City Council established a Business Improvement Area (BIA) for downtown Auburn. The purpose of the BIA is to generate economic activity by, among other things, providing security for public spaces and sponsoring public events in the downtown area. To accomplish these purposes, a special assessment is levied against businesses in the BIA. The 1988 Ordinance also created exemptions from the special assessments. Since that time, the Ordinance and its exemptions, have become outdated; resulting in years of inactivity. Recently, business owners in the downtown area have begun efforts to revitalize the BIA. To that end, modifications of the provisions of the BIA are needed. The BIA Committee of Rate Payers has recommended the City Council adopt Ordinance No. 6658 to address needed modifications. The proposed Ordinance No. 6658 would create a Chapter within the City Code for the BIA and modify the exemptions to the BIA special assessment. Revised Code of Washington 35.87A.140 requires a public hearing for any modification.

Reviewed by Council Committees:**Councilmember:**

Meeting Date: October 9, 2017

Staff:

Item Number:

ORDINANCE NO. 6658

AN ORDINANCE OF THE CITY COUNCIL OF THE
CITY OF AUBURN, WASHINGTON, CREATING A
NEW CHAPTER OF THE AUBURN CITY CODE
RELATED TO THE AUBURN BUSINESS
IMPROVEMENT AREA

WHEREAS, the Auburn City Council adopted Ordinance No. 4293 in 1988, after publishing notice of the Council's intent in Resolution 1866 and holding a public hearing on July 5, 1988; and

WHEREAS, Ordinance No. 4293 established a Business Improvement Area (BIA), and levied special assessments on certain businesses within the geographic boundary of the BIA; and

WHEREAS, Ordinance No. 4293 established a Committee of Rate Payers, made up of representatives of businesses within the geographic boundary of the BIA, for the purpose of developing recommendations to the City Council for the use of funds generated by the special assessment; and

WHEREAS, the City Council modified Ordinance No. 4293 in 2007, upon the recommendation of the Committee of Rate Payers, through Ordinance No. 6097, to make the rate of special assessment uniform amongst all assessed businesses; and

WHEREAS, the Committee of Rate Payers has reviewed the status of the BIA and recommended certain modifications to better facilitate economic development within downtown Auburn, including the modification of existing exemptions to the special assessments levied within the geographic boundary of the BIA; and

WHEREAS, the City adopted Resolution No. 5314, stating its intention to modify the BIA special assessment rate on **DATE**; and

WHEREAS, the City has held a duly noticed public hearing, pursuant to RCW 35.87A.140, and considered the testimony provided therein; and

WHEREAS, the provisions for other boards and commissions of the City of Auburn have been established within the Auburn City Code; and

WHEREAS, establishing provisions within the Auburn City Code for the BIA, including the structure and responsibilities of the Committee of Rate Payers and the rate and application of special assessments, will ensure that all applicable law can be found within a single place, a Chapter of the City Code, instead of spread across multiple Ordinances in multiple decades; and

WHEREAS, the City finds that updating the provisions of the BIA, including modification of the exemptions to the special assessment rate, and establishing said updates within the Auburn City Code will promote the public health, safety, and welfare of the residents of Auburn.

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

Section 1. New Chapter to City Code. That a new Chapter 2.98 of the Auburn City Code is created to read as follows:

2.98.010 Business Improvement Area Created.

A. There is created, pursuant to RCW 35.87A, a Parking and Business Improvement Area (BIA) is hereby created with a boundary as follows:

Beginning at the intersection of Auburn Way North and 5th Street NE; thence eastward along the alley lying between and paralleling 6th Street NE and Park AV, for a distance of 200 ft from the centerline of Auburn Way North; thence south, paralleling Auburn Way North and at a distance of 200 ft from the centerline of Auburn Way North, to 1st Street NE; thence eastward along 1st Street NE to "E" Street NE; thence southward along "E" Street NE to East Main Street; thence eastward along Main Street to "F" Street SE; thence southward along "F" Street SE to 2nd Street SE; thence westward along 2nd Street SE to the mid-block point between "D" Street SE and Auburn Way South; thence southward to the Burlington Northern Railroad tracks; thence westward along the Burlington Northern Railroad tracks to "A" Street SE; thence northward along "A" Street SE to 3rd Street SE; thence westward along 3rd Street SE and SW to the Burlington Northern Railroad tracks; thence northward along the Burlington Northern Railroad tracks to 1st Street SW projected; thence westward along 1st Street SW to "D" Street SW; thence northward along "D" Street SW and NW for a distance of 200 ft from the centerline of West Main Street; thence eastward, paralleling Main Street and at a distance of 200 ft from the centerline of West Main Street, to the Burlington Northern Railroad tracks; thence northward along the Burlington Northern Railroad tracks to 3rd Street NW; thence eastward along 3rd Street NW and NE to "B" Street NE; thence northward along "B" Street NE for a distance of 200 ft from the centerline of 3rd Street NE; thence eastward, paralleling 3rd Street NE and at a distance of 200 feet from the centerline of 3rd Street NE, to the alley running in a north/south direction and lying east of "B" Street NE and west of Auburn AV; thence northward along the alley to 5th Street NE; thence eastward along 5th Street NE to Auburn Way North, which is the beginning point (when a street or alley is named, the area boundary is the centerline of the right-of-way).

- B. Businesses within the Auburn Central Business District Parking and Business Improvement Area shall be subject to special assessments authorized by RCW 35.87A.010.

2.98.020 Special Assessment of Businesses Within BIA Boundary.

- A. To finance the activities authorized in ACC 2.98.030, there is levied and shall be collected an annual special assessment upon the businesses in the area, determined as follows:

1. All businesses operating within the BIA boundary shall pay a special assessment equal to the usable square footage, excluding any basement space, owned or occupied by said business multiplied by a factor of \$0.15.
2. No business shall be assessed less than \$150.00 nor more than \$1,500.00 per year.

B. No special assessments shall be levied upon or collected from:

1. Organizations to which a charitable contribution may be made under the United States Internal Revenue Code, 26 U.S.C. § 170, with five (5) or fewer full-time employees.
2. Governmental agencies and offices.
3. Businesses that occupy or use any leasable area within the geographic boundary of the BIA for a period of less than twenty days (20) per year.
4. Businesses that are owned by, or are a subsidiary, or affiliate of another business entity that is subject to the special assessment, and are located wholly within the assessed business.
5. Businesses authorized by Auburn City Code Chapter 18.60.
6. Businesses operating within a city-sponsored business incubator or business accelerator.
7. Businesses not required to obtain a business license under Title 5 of the Auburn City Code.

C. Special assessments for businesses that own, but do not occupy, any leasable area shall be reduced by a pro-rata amount based on the square footage leased by any other assessed business.

D. New businesses commencing within the BIA area shall pay an initial annual assessment that is pro-rated based on the time remaining in the year.

2.98.030 Purpose of BIA and Special Assessment Expenditures.

- A. The purpose of the BIA is to aid in general economic development and neighborhood revitalization within the BIA boundary, and to facilitate the cooperation of merchants, businesses, and residential property owners for the benefit of trade, economic vitality, and liveability.
- B. Assessment expenditures are limited to the following purposes:
1. The acquisition, construction or maintenance of parking facilities for the benefit of the neighborhood within the BIA boundary;
 2. Decoration of any place within the BIA boundary;
 3. Sponsorship or promotion of public events which are to take place on, or in, public places within the BIA boundary;
 4. Furnishing of music in any public place within the BIA boundary;
 5. Providing professional management, planning, and promotion for the neighborhood within the BIA boundary;
 6. Providing maintenance and security for common, public spaces within the BIA boundary; or
 7. Providing transportation services for the benefit of the neighborhood within the BIA boundary.

2.98.040 Committee of Rate Payers created.

There is created an advisory committee to be known as the Committee of Rate Payers (the Committee). The purpose of the Committee is to serve in an advisory capacity to the City Council.

2.98.050 Membership.

- A. There shall be not more than seven (7) members of the Committee who shall be appointed by the mayor and confirmed by the city council, and who shall serve at the pleasure of the city council; provided that the mayor may appoint up to four (4) additional members to serve as alternates in the event of a Committee member's absence.

- B. The members shall be owners or operators of businesses located within the BIA boundary and shall be selected to represent the variety of business types and geographic locations included within the BIA boundary.

2.98.060 Appointment.

- A. Committee members shall be appointed to a three (3) year term.
- B. Upon the resignation of a Committee member, removal by the City Council, or expiration of a Committee members term, the Committee shall make recommendations to the City Council and the City Council shall make an appointment to fill the vacancy.
- C. The Committee, upon four (4) unexcused absences, may recommend the removal of any Committee member to the City Council.

2.98.070 Officers – Meetings.

- A. At the first regular meeting of each year, the Committee members shall elect a chairperson and vice-chairperson from among the members of the Committee.
- B. It shall be the duty of the chairperson to preside over all meetings of the Committee. The vice-chairperson shall preside at all meetings where the chairperson is absent.
- C. Minutes shall be kept and meeting agendas prepared in coordination between members of the Committee and staff members. A majority of the members of the Committee shall constitute a quorum for the transaction of business, and a majority vote of those present shall be necessary to make recommendations to the city council.
- D. All Committee meetings shall be staffed by City of Auburn personnel to support and assist the Committee.
- E. All Committee meetings shall be conducted in accordance with the Committee's adopted rules for the transaction of business, and Robert's

Rules of Order or any other meeting procedures or guidelines authorized by the City of Auburn shall be used for any subject not addressed within the Committee's adopted rules of procedure.

2.98.080 Compensation.

The members of the Committee shall serve without compensation except for reasonable travel expenses associated with the performance of the Committee member's duties.

2.98.090 Role and Responsibilities of the Committee.

- A. The Committee shall, by resolution, fix the time and place within the City for regular meetings, and hold additional meetings as the chairperson or a majority of the Committee deems necessary.
- B. The Committee shall adopt rules for the transaction of business and keep a record of its resolutions, transactions, findings, and determinations. These records shall be public and open to inspection.
- C. The Committee shall consider proposals for economic development and neighborhood revitalization projects and programs consistent with the purposes listed in 2.98.030, provide for public input and submit comments in a timely manner to the Mayor and City Council, including an analysis of the extent to which the Committee's recommendations will improve economic development or downtown revitalization.

2.98.100 Annual reports of progress.

The Committee chairperson and/or vice-chairperson shall annually provide to the city council a report on progress made in carrying out the Committee's responsibilities. Additional reports may be submitted when deemed appropriate by the Committee or when requested by the city council.

2.98.110 Severability.

If any portion of this chapter, or its application to any persons or circumstances, is held invalid, the validity of the chapter as a whole, or any other portion thereof, and its application to other persons or circumstances, shall not be affected.

Section 2. Superseding of Original Ordinance. Ordinance No. 4293 and Ordinance No. 6097 are hereby superseded by this Ordinance.

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

Section 4. Severability. The provisions of this ordinance are declared to be separate and severable. The invalidity of any clause, sentence, paragraph, subdivision, section or portion of this ordinance, or the invalidity of the application thereof to any person or circumstance shall not affect the validity of the remainder of this ordinance, or the validity of its application to other persons or circumstances.

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

INTRODUCED: _____
PASSED: _____
APPROVED: _____

CITY OF AUBURN

NANCY BACKUS, MAYOR

ATTEST:

Danielle E. Daskam, City Clerk

APPROVED AS TO FORM:

Daniel B. Heid, City Attorney

Published: _____



AGENDA BILL APPROVAL FORM

Agenda Subject:

Sound Transit Auburn Station Access Improvement Project
Update (30 Minute Presentation)

Date:

October 3, 2017

Department:

CDPW

Attachments:

[Exhibit 1](#)

Budget Impact:

\$0

Administrative Recommendation:

City Council to review and discuss Sound Transit Auburn Station Access Improvement Project Update.

Background Summary:

In early 2017, Sound Transit initiated the Alternative Development and Screening phase for the Auburn Station Access Improvements Project. This Project, part of Sound Transit 2, will construct a second parking garage, install non-motorized improvements (i.e. shared use paths, transit shelters, intersection improvements) in and around Downtown Auburn. Throughout 2017, Sound Transit, its consultant team and City staff have worked with the City's Transportation Advisory Board and residents, citizens and businesses to identify potential parking garage sites and options for non-motorized improvements. Sound Transit staff have also previously presented to the City Council on the progress and issues and opportunities for the current work.

The Transportation Advisory Board met at a special meeting on September 27, 2017 to discuss and potentially recommend to the City Council on a preferred parking garage site and non-motorized improvement options. There were only six Board members present at the meeting, which is not a quorum. Sound Transit staff presented to the Board members and audience present. Following the presentation, Board members, City staff and Sound Transit staff discussed various issues for the Project and reached consensus on the following:

- Desire that the chosen site maximize the parking to be provided;
- Desire that the chosen site minimize the traffic impacts both within the City as well as ingress/egress of the garage; and,
- Lack of support for parking garage site option #3 (the existing Sound Transit surface lot west of the station) or #4 (the union hall located south of the existing Sound Transit garage)

Some of the Board members at the September 27, 2017 meeting expressed support for Site #1 (old Mel's lumber site on 1st NE) and a few expressed support for Site #2 (Auburn Lawn and Garden) but there was not a consensus amongst the members for one site.

After discussion with Transportation Advisory Board Chairperson Wilson, and because there were only six members present at the meeting, City staff contacted Board members not present at the September 27th meeting to see if there was any interest in reconvening the Board to provide these members the opportunity to provide feedback. There were only two Board members that responded, and they both expressed no interest in meeting. In addition, they both expressed support for Site #1.

At the September 27th meeting, the Transportation Advisory Board heard a presentation from Jeff Oliphant, JLO Washington Enterprises, Inc., regarding an unsolicited proposal for the development of a large parking garage on Site #1 and portions of adjacent City owned street right-of-way and fee simple property. Please find attached a packet of information pertaining to the unsolicited proposal provided to the Board at the September 27th meeting. Please note that the documents in this packet are provided as information only and are the same documents that the Transportation Advisory Board received for its September 27th meeting. Sound Transit has advised the Transportation Advisory Board and City staff that this phase of the project (i.e. prior to the selection of the preferred parking garage site) is too early in its established process for it to engage in substantive conversations and/or negotiations with one or more parties making an unsolicited proposal. Sound Transit has indicated that following the completion of this phase of the project it may engage with parties such as Mr. Oliphant consistent with the organization's guidelines for unsolicited proposals (see attached information packet).

The City Council is currently scheduled to consider a potential resolution on October 16, 2017 that would recommend to the Sound Transit Board of Directors a preferred parking garage site. The Sound Transit Board is currently expected to consider a preferred parking garage site in November 2017. At the same time, the Board is also expected to consider advancing non-motorized improvements to be included as part of the overall Auburn Access improvements.

Reviewed by Council Committees:

Councilmember:

Staff:

Meeting Date: October 9, 2017

Item Number:



Section B.20 | Unsolicited Proposals

B.20. UNSOLICITED PROPOSALS

- 1 **Introduction:** Unsolicited proposals can be a valuable means for Sound Transit to obtain innovative or unique supplies, methods, or approaches from outside sources to accomplish Sound Transit's mission. As a public entity, Sound Transit has an obligation to act as a good steward of public funds. Laws and regulations require Sound Transit to seek full and open competition for most procurement and contracting opportunities. This process is intended to facilitate, not impede, the proper receipt and evaluation of unsolicited proposals while preserving the integrity of the procurement process and conforming to applicable laws and regulations. Sound Transit is under no obligation to accept an unsolicited proposal, or to make a contract award arising from an unsolicited proposal.
- 2 **Definition of Unsolicited Proposal:**
 - (A) An unsolicited proposal is a proposal that is:
 - (1) Innovative, unique, and pragmatic.
 - (2) Independently originated and developed by the proposer.
 - (3) Prepared without Sound Transit's supervision, endorsement, direction, or direct involvement.
 - (4) Sufficiently detailed that its benefits in support of Sound Transit's mission and responsibilities are apparent.
 - (5) Not an advance proposal for property or services that Sound Transit could acquire through competitive methods.
 - (6) Not an offer responding to a Sound Transit previously published expression of need or Request for Proposals.
 - (B) An unsolicited proposal should be distinguished from the following:
 - (1) Advertising or Promotional Material: Material designed to acquaint Sound Transit with a prospective proposer's current products or potential capabilities, or designed to determine Sound Transit's interest in procuring such products or services.
 - (2) Contributions: Concepts, suggestions, or mere ideas presented to Sound Transit for its use, with no indication on the part of the offeror that it will continue in its efforts with regard to such concepts, suggestions, or ideas on behalf of Sound Transit.
 - (3) Technical Correspondence: Written inquiries regarding Sound Transit's interest in developing infrastructure projects, preproposal explorations, technical inquiries and research proposals.
 - (C) Sound Transit may enter into a contract based on an unsolicited proposal when authorized by applicable State law and Sound Transit regulations. Receipt of an unsolicited proposal does not, by itself, justify contract award without providing for full and open competition. Unless the unsolicited proposal offers a proprietary concept that is essential to contract performance, Sound Transit will seek competition.
- 3 **Unsolicited Proposal Process:** To satisfy the requirement for full and open competition, Sound Transit will take the following actions before entering into a contract resulting from an unsolicited proposal.
 - (A) **Initial Review and Evaluation:**
 - (1) An initial review shall be conducted by the Procurement & Contracts (P&C) Division to determine whether:
 - (a) The proposal fits the definition of an unsolicited proposal.
 - (b) The proposal contains sufficient information and detail to permit a comprehensive evaluation.
 - (2) If the proposal does not fit the definition of an unsolicited proposal it shall be rejected. If the proposal does not contain sufficient information and detail to permit a comprehensive evaluation the proposer may be given the opportunity to provide additional required information. When a proposal meets items 1 and 2, above, P&C Division will share the proposal with agency stakeholders (Sound Transit department(s) most affected by the subject-matter of the proposal) for a determination whether there is sufficient interest in the agency to proceed further to a comprehensive evaluation. If there is not, P&C Division will inform the proposer that the proposal is not accepted, thereby ending the process.
 - (3) If it is determined that the proposal fits the definition of an unsolicited proposal, contains sufficient information and detail to permit a comprehensive evaluation, and Sound Transit has elected to proceed further, P&C

Section B.20 | Unsolicited Proposals

Division will organize a comprehensive evaluation of the unsolicited proposal through an internal process involving the agency stakeholders and insuring a balanced assessment. Sound Transit shall consider the following factors, in addition to any other appropriate for the particular proposal:

- (a) Direct or anticipated benefits to Sound Transit, its passengers and the region;
 - (b) Unique, innovative or meritorious methods, approaches or ideas that have originated with or assembled together by the offeror that are contained in the proposal;
 - (c) Overall merits of the proposed project;
 - (d) Capabilities related to experience, facilities or techniques, or unique combinations thereof that the offeror possesses and offers, and which are considered to be integral factors for achieving the objective(s) of the proposal;
 - (e) Qualifications, capabilities, and experience of the proposed principal, team, leader or key personnel who are considered to be critical in achieving the objectives of the proposal;
 - (f) Financial benefit or cost to Sound Transit, and level of capital contributions and risk assumption by the proposer;
 - (g) Timing considerations;
 - (h) Responsibility of the Proposer as an eligible contractor; and
 - (i) Other factors appropriate for the particular proposal.
- (4) The evaluation team reviewing the proposal will prepare a summary of the evaluation results including a recommendation for further action. If Sound Transit determines that a proposal is unacceptable, the proposer will be notified in writing with the reasons for the decision.

(B) Publication and Opportunity to Compete:

- (1) Following a recommendation to proceed by the evaluation team, Sound Transit will solicit competitive proposals by publicizing the following:
- (a) The receipt of the unsolicited proposal.
 - (b) Sound Transit's interest in acquiring the property or services described in the proposal.
 - (c) Sound Transit's intention to award a contract based on the unsolicited proposal or another proposal submitted in response to the publication.
 - (d) An adequate description of the property or services offered without improperly disclosing proprietary information or disclosing the originality of thought or innovativeness of the property or services sought.
 - (e) Deadline for the submission of competing proposals.
- (2) If it is impossible to describe the property or services offered without revealing proprietary information or disclosing the originality of thought or innovativeness of the property or services sought, Sound Transit may make a sole source award to the proposer. A sole source award may not be based solely on the unique capability of the offeror to provide the specific property or services proposed and must comply with the requirements for Sole Source Procurements contained in Sound Transit Board Resolution 78-2.

(C) Post Publication Evaluation and Recommendation: Following the deadline the evaluation team will evaluate the proposal(s) based on the factors used during the evaluation of the original unsolicited proposal, plus any new factors that have been identified. The evaluation team will prepare a summary of the evaluation results including a recommendation for further action. At this time the evaluation team may recommend rejecting all proposals, requesting revised proposals which will be re-evaluated, recommending one or more proposals be approved to enter into contract negotiations with Sound Transit, or recommending that Sound Transit issue a separate Request For Proposals. Any recommendation to enter into contract negotiations will be submitted by the Procurement & Contracts Division to the Sound Transit CEO for consideration and must be approved by the CEO or the CEO's designee before entering into contract negotiations.

(D) Review/Approval by Sound Transit Board of Directors: Any contract resulting from an unsolicited proposal, or a proposal received through the Opportunity to Compete process described above, is subject to review and approval by

Section B.20 | Unsolicited Proposals

the Sound Transit Board of Directors regardless of dollar amount at a public meeting of the Sound Transit Board of Directors.

- 4 **Public Disclosure:** Pursuant to Chapter 42.56 RCW, unsolicited proposals submitted under this process shall be considered public records and, with limited exceptions, will be available for inspection and copying by the public. Proposers must specifically designate and clearly label as "CONFIDENTIAL" any and all materials or portions thereof they deem to contain trade secrets or other proprietary information, which is exempt from public inspection and copying. The Proposer must provide the legal basis for the exemption to Sound Transit upon request. If a proposal does not clearly identify the "CONFIDENTIAL" portions, Sound Transit will not notify the Proposer that its proposal will be made available for inspection. If a request is made for disclosure of material or any portion marked "CONFIDENTIAL," Sound Transit will determine whether the material should be made available under the law. If Sound Transit determines that the material is not exempt and may be disclosed, Sound Transit will notify the Proposer of the request and allow the Proposer 10 working days to take appropriate action pursuant to RCW 42.56.540. If the Proposer fails or neglects to take such action within said period, Sound Transit may release the portions of the proposal deemed subject to disclosure. To the extent that Sound Transit withholds from disclosure all or any portion of Proposer's documents at Proposer's request, Proposer shall indemnify, defend and hold harmless Sound Transit from all damages, penalties, attorneys' fees and costs Sound Transit incurs related to withholding information from public disclosure. By submitting a proposal, the Proposer consents to the procedure outlined in this paragraph and shall have no claim against Sound Transit by reason of actions taken under this procedure.

JLO WASHINGTON ENTERPRISES, INC.

c/o MICHAEL JOHN KLEIN, CPA
30300 AGOURA ROAD, SUITE 270
AGOURA HILLS, CALIFORNIA 91301

P.O. BOX 1294
AUBURN, WA 98071

TELEPHONE: (253) 833-6300
E:MAIL: jlo55@aol.com

September 8, 2017

The Honorable Nancy Backus
Mayor
City of Auburn
25 West Main Street
Auburn, WA 98001

Members of the City Council
City of Auburn
25 West Main Street
Auburn, WA 98001

Ms. Karen Kitsis, Project Manager
Sound Transit
401 South Jackson Street
Seattle, WA 98104

Members of the
Transportation Advisory Board
c/o City of Auburn
25 West Main Street
Auburn, WA 98001

Re: *Auburn Parking Garage*

Dear Honorable Mayor, Honorable Councilmembers, Ladies and Gentlemen:

As you may recall from our letter dated April 21, 2017, JLO Washington Enterprises, Inc. and its affiliate, Auburn Professional Plaza, LLC, have followed with great interest the ongoing discussions and studies concerning the proposed new parking garage for downtown Auburn. Our affiliated companies have ownership interests in the properties located at 120 First Street NW and adjacent (identified as Site #1 on Sound Transit's various aerial maps and reports) and other property in the immediate vicinity.

On August 14 (as to the City Council) and August 23 (as to the Transportation Advisory Board), Sound Transit provided a document entitled "Auburn Station Access Improvements" (herein "8/14 Update"), a copy of which I assume you all have. On Page 4 (Project timeline) of the 8/14 Update, "property acquisition" falls into the 2019 – 2021 time period. On Page 11 (Site 1) of the 8/14 Update, Sound Transit correctly states that there are existing Development Rights until 2020; those Development Rights are owned by our company.

City of Auburn
Sound Transit
Re: *Auburn Parking Garage*
September 8, 2017
Page Two

The Development Rights Agreement requires us to complete our project on or before May 14, 2020. To meet that deadline, the project must obviously be initiated much earlier. Given the property acquisition timeline information provided by Sound Transit (2019 – 2021) and our contractual deadline (May 14, 2020), today we attempted to file and will shortly file with the City an application to develop an office building (and associated parking) on the subject property.

We continue to believe the highest and best use of the property, coupling it with the parcels / land area adjacent thereto that extend in part to Main Street, is a very large parking garage serving not only Sound Transit patron needs, but also the Auburn community. Enclosed is our April 21, 2017 letter in this regard. The 8/14 Update provides additional information in support thereof: Sound Transit ridership will essentially double from where it is now to when the smaller garage currently under consideration is completed. Where will all of those additional patrons – roughly equal to all present riders – park their private vehicles? Of the alternative sites under consideration, only Site 1 plus the adjacent property extending to Main Street as outlined in our April 21 letter can accommodate a larger garage.

Believing it best for Auburn, we have advocated for the larger garage for more than three years, but with no results.

That said, we must now proceed with the development of our property, Site 1.

We remain open minded to working with everyone for the betterment of the community, as we did in creating two major downtown projects: the Auburn Justice Center and One Main Street Professional Plaza (home to many City municipal offices).

Yours very truly,



Jeffrey Oliphant
President

JO:lj

Enclosure (April 21, 2017 letter with attachments)

cc: Dana Hinman, Auburn Director of Administration
Kevin Snyder, Auburn Community Development and Public Works Director



May 26, 2017

Mr. Jeffrey Oliphant
President
JLO Washington Enterprises, Inc.
P.O. Box 1294
Auburn, WA 98071

RE: Auburn Parking Garage

Dear Mr. Oliphant:

Thank you for your letter dated April 21, 2017, outlining a potential concept for a multi-use parking facility in Auburn, spanning the north and south sides of First Street NW. Sound Transit staff has reviewed your letter and consulted with our Procurement & Contracts Division to discuss how the letter fits in with Sound Transit's preferred alternative identification process and procurement processes.

In 2008, as part of the ST2 program, voters approved the Auburn Station Access Improvements Project, a project to increase parking by up to 500 stalls and provide other access improvements near Auburn Station. Sound Transit's goal is to identify a preferred alternative for the Auburn Station Access improvements project this fall, including a site for a parking garage. The scope of the analysis currently underway is to identify an appropriate parking garage site for this voter-approved project, with a focus on providing parking capacity for transit riders at the Auburn Sounder Station. Sound Transit's analysis is not complete and a preferred site for the project has not yet been identified.

The parking garage concept you submitted for approximately 1,160 to 1,330 parking stalls is beyond the scope of the voter-approved project and the current analysis. Because it would be premature to examine options above and beyond the voter-approved project at this time, Sound Transit will not be further evaluating your proposed concept at this stage of the process.

However, once a preferred alternative is identified this fall, Sound Transit will move forward with conceptual engineering and environmental review of the identified alternative. If Site 1, the city-owned property near First Street NW that you have a development option on, becomes the Sound Transit Board's preferred site for a future parking garage, we would welcome further discussion regarding the concept you presented in your letter. As you requested, your letter will be forwarded to the Auburn Transportation Advisory Board (TAB) for their information as they consider sites 1 through 4 for a future parking garage for Sounder riders.

CHAIR

Dave Somers
Snohomish County Executive

VICE CHAIRS

John Marchione
Redmond Mayor

Marilyn Strickland
Tacoma Mayor

BOARD MEMBERS

Nancy Backus
Auburn Mayor

Claudia Balducci
King County Councilmember

Fred Butler
Issaquah Mayor

Dow Constantine
King County Executive

Bruce Dammeler
Pierce County Executive

Dave Earling
Edmonds Mayor

Rob Johnson
Seattle Councilmember

Kent Keel
University Place Mayor Pro Tem

Joe McDermott
King County Council Chair

Roger Millar
*Washington State Secretary
of Transportation*

Mary Moss
Lakewood Councilmember

Ed Murray
Seattle Mayor

Paul Roberts
Everett Councilmember

Dave Upthegrove
King County Councilmember

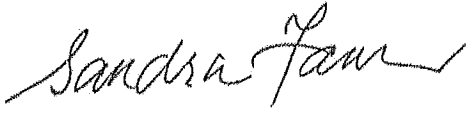
Peter von Reichbauer
King County Councilmember

CHIEF EXECUTIVE OFFICER

Peter M. Rogoff

Thank you again for your continued interest in the Auburn Station Access Improvements Project. Please feel free to let me know if I can help address any questions you may have.

Sincerely,

A handwritten signature in cursive script that reads "Sandra Fann". The signature is fluid and includes a long horizontal stroke at the end.

Sandra Fann
Project Manager, Kent and Auburn Station Access improvements Projects

cc: Kevin Snyder, Auburn Community Development and Public Works Director
Chelsea Levy, Sound Transit Government and Community Relations Officer
Karen Kitsis, Sound Transit South Corridor Development Director

Mr. Jeffrey Oliphant
May 26, 2016
Page 2

JLO WASHINGTON ENTERPRISES, INC.

c/o MICHAEL JOHN KLEIN, CPA
30300 AGOURA ROAD, SUITE 270
AGOURA HILLS, CALIFORNIA 91301

P.O. BOX 1294
AUBURN, WA 98071

TELEPHONE: (253) 833-6300
E:MAIL: jlo55@aol.com

April 21, 2017

The Honorable Nancy Backus
Mayor
City of Auburn
25 West Main Street
Auburn, WA 98001

Ms. Sandra Fann, Project Manager
Ms. Chelsea Levy, Government and Community Relations Officer
Sound Transit
401 South Jackson Street
Seattle, WA 98104

Re: *Auburn Parking Garage*

Dear Honorable Mayor, Ms. Fann and Ms. Levy:

JLO Washington Enterprises, Inc. and its affiliate, Auburn Professional Plaza, LLC, have followed with great interest the ongoing discussions and studies concerning the proposed new parking garage for downtown Auburn. Our affiliated companies have ownership interests in the properties located at 120 First Street 1st Street NW and adjacent (identified as Site #1 on the attached aerial map) and at 123 West Main Street (a former automotive repair shop located just southwest of Site #7).

Sound Transit has projected / determined the size of the parking facility that will fulfill its commitment to the Auburn community, which we understand to be approximately 500 new parking spaces. While this projected 500 car garage will be incrementally beneficial in addressing the downtown Auburn parking shortage, it will not, as stated by Auburn Community Development and Public Works Director Kevin Snyder, satisfy the current unmet downtown parking demand. And it will certainly not satisfy the anticipated future demand as the downtown area continues to rejuvenate and grow.

The downtown core is the hub of Auburn's resurgence; this is the area east of the Sounder Station.

- Multicare Health System is investing in excess of \$100 million to expand and improve its medical campus located about 1,000 feet northeast of the Sounder Station. This medical campus draws patients from Auburn and the surrounding communities, and staff from all over the Puget Sound region.
- One large transit oriented residential development has been completed, and a second is about to start construction, each within 500 – 750 feet to the east of the Sounder Station.
- Additional blocks to the east (between the Sounder Station and Auburn Avenue) are positioned for immediate development.
- The older downtown core, across Auburn Avenue to the east, is the logical area for future residential and commercial growth.

Clearly the current and future path of both business and residential growth in the downtown Auburn core is the area east of the Sounder Station. This area has already has an unmet parking demand, a situation that will only exacerbate over time as redevelopment continues. With this progress, it is anticipated that the need for parking will intensify, giving strong credence to Mr. Snyder's conclusion, as well as that of others, that a 500 car parking facility is insufficient to address the projected need.

Per Sound Transit analysis, 75% of the Auburn Sounder Station ridership comes from the east. Downtown's rejuvenation is on the east side of the Station. The Multicare Medical Center campus, downtown's largest employer and source of visits, with a growing campus, is to the northeast.

The question for policymakers is whether to have multiple smaller parking garages, or one consolidated parking facility. A consolidated facility can be multi-purpose, filling complimentary parking and community needs during different peak demand periods. It can be shared by constituent stakeholders, from Sound Transit riders to residents, business patrons and downtown employees. A consolidated parking facility will alleviate traffic congestion by cars searching for parking spaces on the street and in multiple lots. It will create better opportunity for pedestrian activity in downtown, promoting a more urban lifestyle, as it moves the cars to the perimeter and has folks walking to the shopping, living, medical and employment centers.

Unquestionably, larger parking facilities are more efficient to construct and operate.

At the March 29, 2017 meeting of the Auburn Transportation Advisory Board, Sound Transit presented an aerial map showing four preferred sites and eight "rejected" sites. Our proposal is to combine Site #1 (a preferred site) and Site #7 (a rejected site – rejected because it

City of Auburn
Sound Transit
Re: *Auburn Parking Garage*
April 21, 2017
Page Three

is too small by itself) along with surrounding little used street segments and our controlled property at 123 West Main Street. By combining these properties, we achieve a facility that can accommodate approximately 1,160 or 1,330 parking spaces overall, in seven or eight levels. The street level will have a retail space fronting Main Street, dedicated parking for the King County apartments on Main Street (from which the parking facility will be set back a comfortable 45 feet or so), and about 140 parking spaces for public use. The upper floor areas would have about 170 parking spaces each.

Most importantly, this consolidated parking facility would deliver people where they want to go:

- The easiest possible access to the Sounder Station; an optional attractive pedestrian bridge over Main Street can link the garage directly to the Sounder Station.
- Direct pedestrian access to Main Street.
- Short walking distance (about 500 feet) from the new transit oriented and other new and planned residential developments.
- Short walking distance (about 500 feet) to the Multicare Medical Center campus.
- Positioned to fuel further downtown redevelopment to the east.

As was stated at the recent TAB meeting, the currently owned Sound Transit property (Site #3) is better suited for transit oriented development. Our proposal allows for this higher and better use of this Sound Transit owned property.

Included with this letter you will find:

- The Sound Transit prepared aerial map, with the proposed site now outlined in yellow.
- Street level layout
- Typical upper floor layout

Our company owns or controls the private property encompassed in this proposal. The remainder is a City owned parking lot and two public street segments which would need to be vacated. No condemnation or disruption of existing residences or businesses would be involved.

Our company has worked with the City on two prior public-private developments:

- The award winning Auburn Justice Center on East Main Street.
- One Main Street Professional Plaza, the office building at the center of the City that has served as the catalyst for the current rejuvenation of the downtown core.

City of Auburn
Sound Transit
Re: *Auburn Parking Garage*
April 21, 2017
Page Four

We believe the community benefits and efficiencies of this consolidated site far outweigh any of the other sites under consideration. It will meet the Sounder Station requirements, and at the same time serve as a new catalyst for the on-going resurgence of the downtown area. It will successfully address the long term parking required to serve both present and projected future growth and development, something no other site can provide.

Yours very truly,

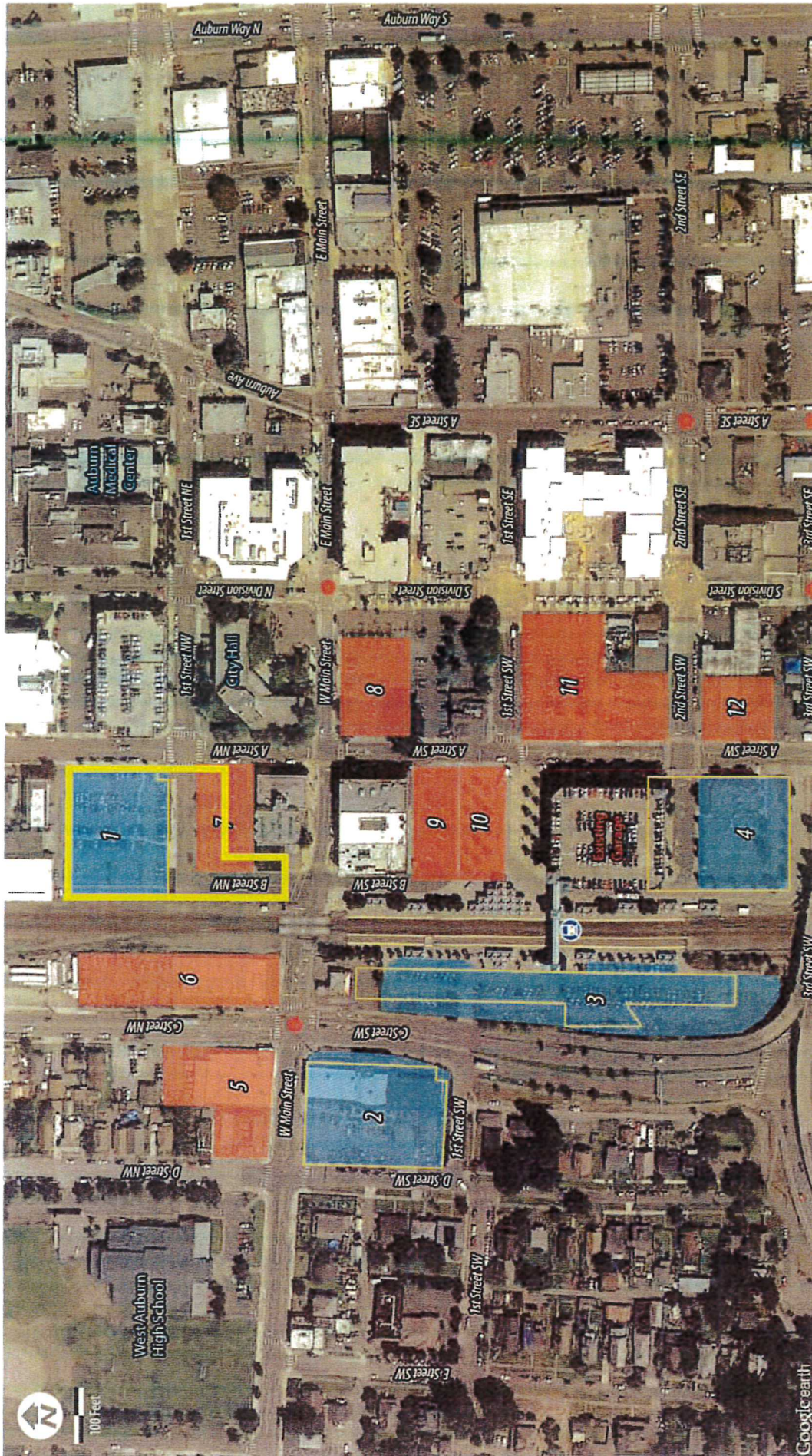


Jeffrey Oliphant
President

JO:lj

Enclosures

cc: Auburn City Council
Auburn Transportation Board
Dana Hinman, Auburn Director of Administration
Kevin Snyder, Auburn Community Development and Public Works Director

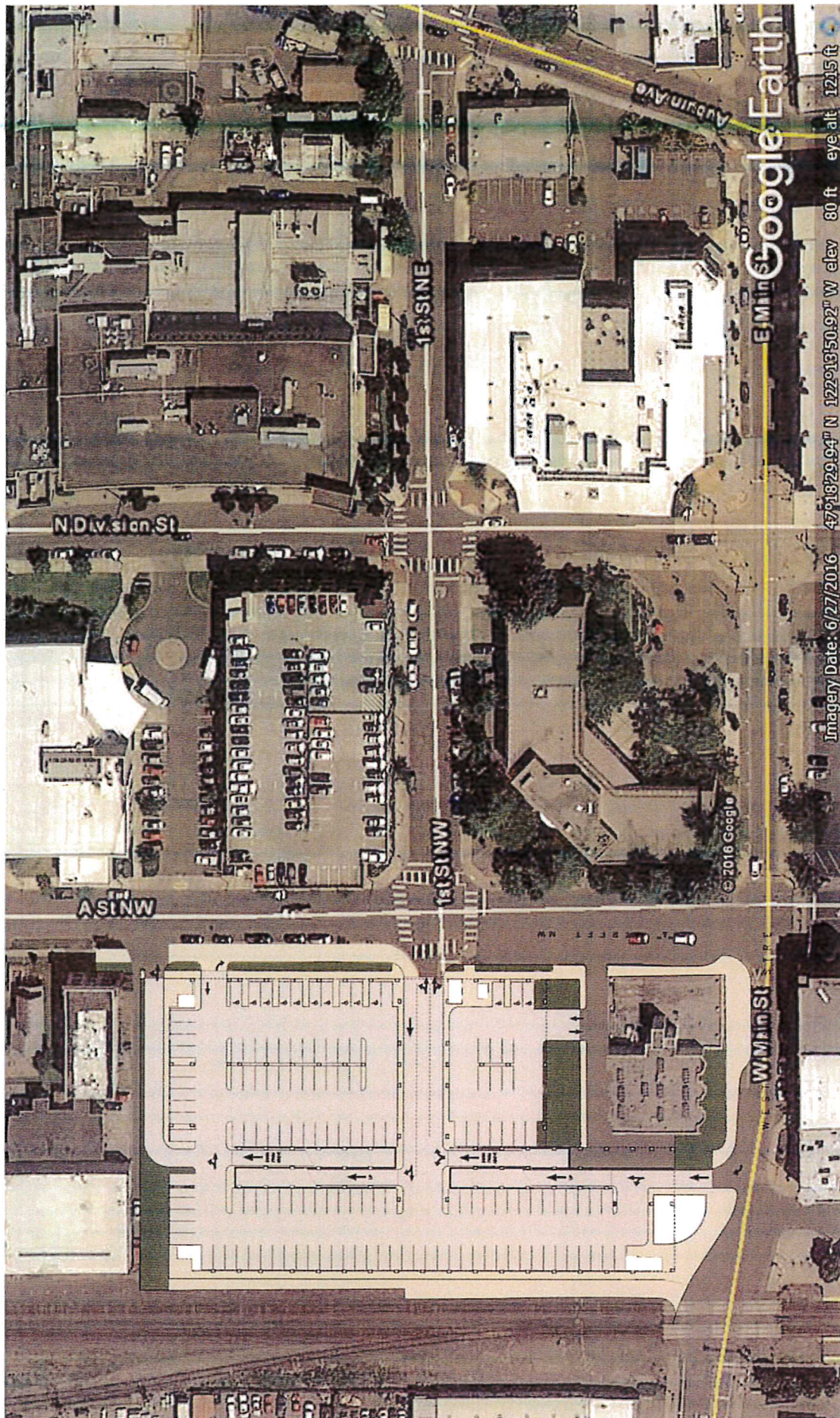


Potential Garage Sites Considered - Auburn

SOUND TRANSIT
 Kent and Auburn Station Access Improvements - March 6, 2017

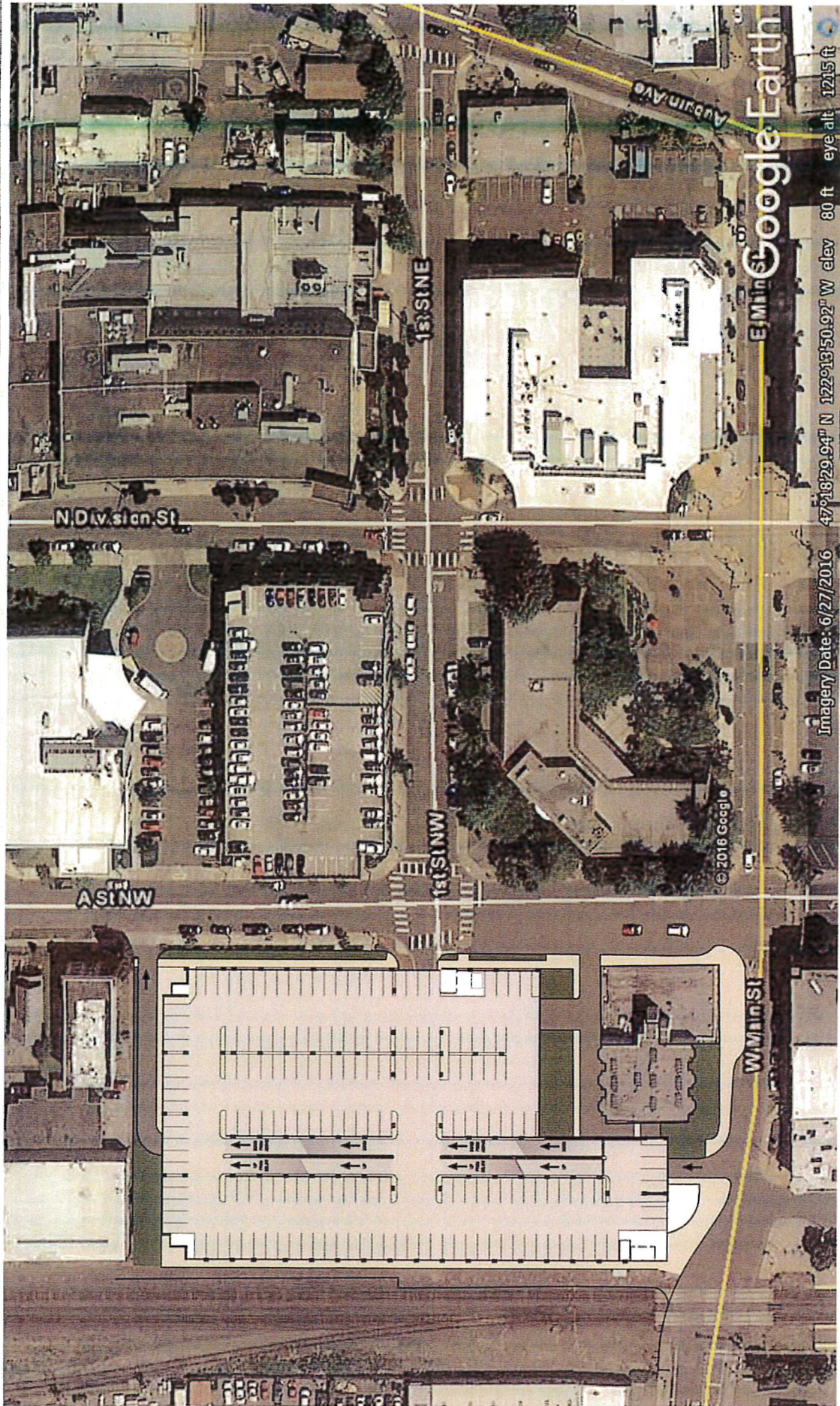
- Legend**
 Site Chosen For Further Analysis
 Site Not Chosen For Further Analysis
 Auburn Station
 Intersection to be Analyzed

DRAFT for Discussion Purposes Only



PARKING STRUCTURE 2
SOUNDER STATION, AUBURN
GROUND FLOOR

Dorbritz Architects



PARKING STRUCTURE 2
 SOUNDER STATION, AUBURN
 TYPICAL FLOOR

Dorbritz Architects



AGENDA BILL APPROVAL FORM

Agenda Subject:

Capital Project Status Report (Snyder) (10 Minutes)

Date:

October 2, 2017

Department:

CD & PW

Attachments:

[Capital Project Status Report](#)

Budget Impact:

\$0

Administrative Recommendation:

For discussion only.

Background Summary:

The purpose of this discussion is to inform the Council and Public of the overall status of the City's Capital Project program managed by the Community Development & Public Works (CDPW) Department.

The Capital Projects Group of CDPW is currently managing 33 active projects with a total cost of \$54 million. Of these projects, 11 are in the design phase and 21 are under construction. The total value of projects completed by years is as follows:

Total Capital Projects Completed by Year (by year of final acceptance by City Council)

2014 = 28.8 million

2015 = 24.8 million

2016 = 37.6 million

2017 = 42.4 million (anticipated)

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

Snyder

Meeting Date: October 9, 2017

Item Number:

Capital Project Status Report

Community Development And Public Works Department - Engineering General Services Division

Project Status: CONSTRUCTION

Project Number	Project Name & Description	Project Budget			Total Estimated Costs	Design % Complete	Design Finish Date	Construction % Complete	Construction Finish Date	Project Manager	Status	Design Consultant	Contractor
		Street/Utilities	Other	Total Budget									
CP1218	Auburn Way South Corridor Safety (Muckleshoot Plaza to Dogwood St SE) This project will construct corridor improvements to AWS between Muckleshoot Plaza and Dogwood Street SE. Improvements include designated U-turns, access management, driveway consolidation, addition of a 2nd left turn lane from eastbound AWS into the MIT Casino, bus pull-outs, medians, signal improvements, and sidewalks.	1,077,365 (Streets) 1,161,340 (Water)	2,333,108 (Federal) 466,191 (WSDOT)	5,038,004	4,964,214	100%	JAN 17	65%	JAN 18	Larson		CH2M	Miles Resources
C222A	277TH-AUBURN WAY N TO GREEN RIVER BRIDGE This project will complete the widening of S 277th from the intersection of Auburn Way North to L Street NE, including the construction of a pedestrian trail and relocation of the floodway along S 277th.	1,539,186 (Streets)	1,020,700 (Federal) 2,300,000 (Developer) 3,933,990 (TIB)	8,928,876	8,895,956	100%	MAY16	60%	NOV 17	Truong		Parametrix	Scarsella Bros.
C410A	277TH WETLAND MITIGATION MONITORING This project will complete wetland mitigation enhancements at the S 277th wetland mitigation sites.	55,000 (Streets)		55,000	55,000	100%		100%		Howard			

Capital Project Status Report

Community Development And Public Works Department - Engineering General Services Division

Project Status: CONSTRUCTION

Project Number	Project Name & Description	Project Budget			Total Estimated	Design	Finish	Construction	Finish	Project Manager	Status	Design Consultant	Contractor
		Street/Utilities	Other	Total Budget	Costs	% Complete	Date	% Complete	Date				
CP1507	Auburn Way North Pavement Preservation This project will rehabilitate and preserve the existing pavement on Auburn Way North between 22nd St NE and 45th St NE. This work will also upgrade traffic signals and sidewalk curb ramps.	972,500 (Streets) 42,500 (Storm) 75,000 (Sewer) 16,000 (Water)	967,500 (Federal)	2,073,500	2,138,426	100%	FEB 17	95%	OCT 17	Thompson	Final paving and installation of pavement markings at the intersection of 37th St NE anticipated to begin the week of October 9.	N/A	Tucci and Sons, Inc.
CP1417	WEST HILL SPRINGS IMPROVEMENTS This project will add an automatic shutdown/diversion if disinfection system fails, add a screen or a Tide-flex valve to the overflow at the site, and evaluate site stabilization.	605,000 (Water)		605,000	501,682	100%	DEC 16	99%	OCT 17	Barba	Punchlist work is underway. Schedule adjusted to account for punchlist work.	MSA	RL Alia
CP1107	FULMER WELLFIELD IMPROVEMENT PROJECT This project will be done in phases. The first phase 1A will complete investigation of the Fulmer Wellfield area to determine the required analysis and drilling program needed to utilize the full water rights. Phase 1B will complete a drilling and testing program as well as an alternatives analysis. Phase 2 will complete the physical improvements.	2,320,315 (Water)		2,660,315	2,659,550	100%	APR 17	40%	NOV 17	Barba	Construction underway. Contractor installing pump along with pump column pipe. Electrical work underway. Construction end date updated to account for previous suspension time.	Phase 2: Carollo Engineers	Award Construction

Capital Project Status Report

Community Development And Public Works Department - Engineering General Services Division

Project Status: CONSTRUCTION

Project Number	Project Name & Description	Street/Utilities	Project Budget		Total Estimated Costs	Design		Construction		Project Manager	Status	Design Consultant	Contractor
			Other	Total Budget		% Complete	Finish Date	% Complete	Finish Date				
CP1415	W MAIN ST MULTIMODAL CORRIDOR AND ITS IMPROVEMENTS This project will repurpose the existing W Main St between W Valley Highway and the Interurban Trail. The project will also provide Intelligent Transportation System (ITS) improvements along W. Main St., West Valley Hwy, 15th St. SW, and C St. SW.	824,923 (Streets)	3,770,015 (Federal)	4,379,563	4,094,879	100%	JUN 16	99%	NOV 17	Truong	Construction landscaping punchlist work is in suspension until fall 2017 where the weather is more conducive to the type of work remaining. Construction finish date adjusted to account for suspension time.	CH2M	Tucci and Sons
CP0767	MOHAWK PLASTIC WETLAND MITIGATION MONITORING This project is an annual level of effort to complete the required monitoring for the mitigation site.	25,000 (Streets)		25,000	25,000					Howard	City received release from the Dept. of Ecology. Monitoring is complete.	Soundview	
CP1511	M ST SE IMPROVEMENTS (3RD ST SE TO EAST MAIN ST) The project is now substantially complete with the roadway opened on Friday, September 1, 2017.	664,652 (Storm) 481,000 (Water) 416,183 (Sewer) 531,877 (Streets)		2,093,712	1,933,711	100%	MAR 17	100%	NOV 17	Thompson	Final payment in process.	N/A	ACI

Capital Project Status Report

Community Development And Public Works Department - Engineering General Services Division

Project Status: CONSTRUCTION

Project Number	Project Name & Description	Project Budget			Total Estimated Costs	Design % Complete	Design Finish Date	Construction % Complete	Construction Finish Date	Project Manager	Status	Design Consultant	Contractor
		Street/Utilities	Other	Total Budget									
CP1317	Water Meter and Billing System Improvements This project will install automated meter reading infrastructure and software, and will replace all water meters.	6,000,000 (Water)		6,000,000	6,000,000	100%	JUL 15	40%	DEC 17	Snyder	Work is underway.	Ferguson	Ferguson
CP1513	22nd St NE and I St NE Intersection Improvements This project will construct a round-a-bout and complete the design of intersection bicycle and pedestrian safety improvements at 22nd St NE and I St NE.	315,000 (Streets) 29,890 (Sewer) 405,000 (Water)	200,000 (State Grant) 940,000 (Federal Grant)	1,889,889	1,784,015	100%	JUN 17	0%	APR 18	Wickstrom	Project is in suspension until mid October for private utility relocations.	Reid Middleton	DPK, Inc.
CP1522 (CP1122)	30th Street NE Storm Improvements (Phase 1B): This project will replace the 30-inch storm drainage line along 30th Street NE from approximately I Street NE to Brannan Park Storm Pump Station to address localized flooding issues. Phase 1A was completed in Jan. 2016 (CP1122)	2,293,810 (Storm)		2,504,785	2,504,785	100%	JUL 16	100%	OCT 17	Truong	Physical Completion granted on July 18, 2017. Final pay in process. Construction finish date adjusted to account for additional time needed to coordinate final payment.	Otak	KLB Construction

Capital Project Status Report

Community Development And Public Works Department - Engineering General Services Division

Project Status: CONSTRUCTION

Project Number	Project Name & Description	Project Budget		Total Budget	Total Estimated Costs	Design % Complete	Design Finish Date	Construction % Complete	Construction Finish Date	Project Manager	Status	Design Consultant	Contractor
		Street/Utilities	Other										
CP1613	M&O Building Roof Retrofit This project will install a roof retrofit system for the aging roof at the M&O Building.	292,700 (Facilities)		292,700	292,130	100%	MAY17	88%	OCT 17	Barba	Work is underway. Roofing membrane installed. Final coating and inspection being scheduled. Construction end date updated to reflect time needed to schedule inspection.	Helix	Multifacet Group
CP1520	B St NW Reconstruction Project This project will complete the reconstruction of B St NW between 37th St NW and 49th St NW, including replacing sanitary sewer and addressing storm drainage needs.	2,867,829 (Streets) 985,607 (Sewer)		3,853,436	3,273,613	100%	MAY17	70%	DEC 17	Carter	Construction is underway. Contractor grinding existing asphalt in preparation of paving the northbound lane on B St NW and finishing side sewer connections.	KPG	Johansen
CP1617	Lea Hill PRV Stations Replaces 5 PRV stations in the Lea Hill service area that have exceeded their useful life.	1,032,300 (Water)		1,032,000	1,063,339	100%	JUN 17	9%	DEC 17	Larson	Construction work is underway. Contractor is working at PRV site #611-3 (Lea Hill Rd). Construction completion date was revised to account for longer than anticipated procurement of PRV stations.	BHC	NOVA Contracting

Capital Project Status Report

Community Development And Public Works Department - Engineering General Services Division

Project Status: CONSTRUCTION

		Project Budget			Design		Construction							
Project Number	Project Name & Description	Street/Utilities	Other	Total Budget	Total Estimated Costs	% Complete	Finish Date	% Complete	Finish Date	Project Manager	Status	Design Consultant	Contractor	
CP1523	Lake Tapps Parkway Preservation Project The purpose of the project is to rehabilitate and preserve the existing pavement on Lake Tapps Parkway between the Western City Limit near 8th Street E and Lakeland Hills Way	237,850 (Streets) 5,000 (Sewer) 5,000 (Storm)	750,000 (Federal)	997,850	996,591	100%	APR 17	98%	OCT 17	Barba	Construction punchlist work is underway. Construction end date updated for coordinating punchlist work.	N/A	ICON Materials	
CP1614	2017 Local Street Reconstruction and Preservation Project This project will reconstruct the 28th St SE loop east of R St., 27th St SE, 26th St SE, S St SE, T St SE and U St SE; reconstructed 19th St SE and G St SE near Olympic Middle school, and preserve 53rd Ave S, S 302nd PI and associated cul-de-sacs in the Westhill.	2,556,000 (Streets) 500,000 (Water) 200,000 (Storm)		3,256,000	2,900,000	100%	MAY17	60%	DEC 17	Carter	Construction is underway. Contractor is installing watermain at 27th St SE and T St SE. Paving West Hill scheduled for week of October 9.	Jacobs Engineering, Inc.	Tucci and Sons	
CP1701	AWS Dynamic Message Sign This Project will expand ITS operations by installing a DMS sign.	200,000 (Streets)		200,000	179,860	100%	MAY17	30%	NOV 17	Barba	Work is underway. Project currently under suspension to address utility conflicts. Construction end date updated to reflect suspension time.	N/A	West Coast Signal, Inc.	

Capital Project Status Report

Community Development And Public Works Department - Engineering General Services Division

Project Status: DESIGN

Project Number	Project Name & Description	Street/Utilities	Project Budget		Total Estimated Costs	Design		Construction		Project Manager	Status	Design Consultant	Contractor
			Other	Total Budget		% Complete	Finish Date	% Complete	Finish Date				
CP1710	2017 Citywide Sidewalk Repairs and Improvement Project This project will reconstruct sections of sidewalk that are in poor condition or pose a risk as tripping hazards. The project will also improve connectivity where sections of sidewalk are missing from the pedestrian network. The project will add curb ramps where barriers exist or rebuild existing curb ramps to meet ADA standards.	204,000 (Capital Improvement Fund)	50,000 (General Fund)	254,000	191,348	100%	JUN 17	75%	OCT 17	Koshman	Construction underway. Contractor installing sidewalk at 3rd St NW. Construction end date updated to reflect added work.	N/A	K&A Communications
CP1407	MARCHINI MEADOWS This project will complete the required public improvements that the developer for the Marchini Meadows did not complete. Improvements are prioritized and will be completed based on available funds.		70,000 (Developer Settlement)	70,000	70,000	75%	TBD 17	0%	TBD 17	Koshman	Overlay of 132nd Ave completed by project CP1402 (2014 Pavement Patching & Overlay). Design and Construction finish dates are shown as unknown because this work is being completed in phases. The next phase, replacing broken sidewalks and driveways, is underway.	N/A	
CP1316	EAST RIDGE MANOR STORM IMPROVEMENTS This project will complete improvements to the East Ridge Manor storm system in the Lea Hill area.	1,120,000 (Storm)		1,120,000	1,110,000	20%	NOV 17	0%	APR 18	Thompson	Design is underway.	Brown and Caldwell	TBD

Capital Project Status Report

Community Development And Public Works Department - Engineering General Services Division

Project Status: DESIGN

Project Number	Project Name & Description	Project Budget				Design		Construction		Project Manager	Status	Design Consultant	Contractor
		Street/Utilities	Other	Total Budget	Total Estimated Costs	% Complete	Finish Date	% Complete	Finish Date				
CP1406	MAIN ST SIGNAL UPGRADES This project will reconstruct the existing signal at C Street SW and Main Street.	465,000 (Street)		465,000	465,000	100%	SEP 17	0%	FEB 18	Thompson	Project is advertising for construction bids. Bid opening scheduled for October 10.	DKS	TBD
CP1416	F ST SE NON-MOTORIZED IMPROVEMENTS This project will reconstruct F St SE from 4th St SE to Auburn Way South, including adding new sidewalks, curb and gutter, bike lanes, wayfinding signage, street lighting, streetscape elements, and safety improvements, and will include a bike share program with bike boulevard components. Some ROW acquisition is necessary. Some sections of water and sewer lines will be replaced on F St SE between 4th St SE and Auburn Way S.	170,000 (Streets) 100,000 (Water) 24,000 (Sewer)	520,000 (Federal)	814,000	2,727,000	50%	JUN 18	0%	TBD 21	Wickstrom	Design and Environmental documentation work is underway. Construction funding is not yet secured. City will apply for a construction grant through PSRC in 2018 and these construction grant funds would be available in 2021.	Jacobs	TBD
CP1502	37TH ST SE AND A ST TRAFFIC SIGNAL This project will improve the safety at the intersection by installing a traffic signal, improving ADA ramps, widening the northeast corner of the intersection to accommodate U-turns, and pavement restoration.	142,240 (Streets)	792,260 (Federal)	934,500	1,003,162	100%	SEP 17	0%	APR 18	Barba	Project is advertising for construction bids. Bid Opening scheduled for October 5.	KPG	TBD

Capital Project Status Report

Community Development And Public Works Department - Engineering General Services Division

Project Status: DESIGN

Project Number	Project Name & Description	Street/Utilities	Project Budget		Total Estimated Costs	Design % Complete	Design Finish Date	Construction % Complete	Construction Finish Date	Project Manager	Status	Design Consultant	Contractor
			Other	Total Budget									
CP1312	STORM REPAIR & REPLACEMENT This project will replace and/or repair aging and damaged storm lines throughout the City.	898,166 (Storm)		898,166	898,166	80%	MAR 18	0%	JUL 18	Wickstrom	Design is underway.	N/A	TBD
CP1516	Auburn Municipal Airport Runway Enhancements The purpose of the project is to improve safety and the ability to accommodate the current and forecast fleet of multi-engine piston aircraft for both takeoff and accelerate-stop distances at the Auburn Municipal Airport by extending both ends of Runway 16/34.		1,365,000 (Airport)	1,365,000	1,365,000	16%	DEC 17	0%	DEC 18	Wickstrom	Consultant selection process for design phase underway.	TBD	TBD
CP1603	Coal Creek Springs Transmission Main Repair The project will construct a second, parallel transmission pipeline under the White River, inspect the existing steel transmission main for possible leaks and repair the leaks, if any, and line the portion of the existing steel transmission main to improve its structural integrity and prevent leaks, and to construct another 12" to 18" parallel river crossing casing for providing water service and utility conduit to wilderness game farm park.	1,340,000 (DWSRF) 185,000 (Water)		1,525,000	1,525,000	17%	MAR 18	0%	JUL 18	Wickstrom	Project is in suspension due to the availability of state funding.	JACOBS	TBD

Capital Project Status Report

Community Development And Public Works Department - Engineering General Services Division

Project Status: DESIGN

Project Number	Project Name & Description	Street/Utilities	Project Budget		Total Estimated Costs	Design % Complete	Design Finish Date	Construction % Complete	Construction Finish Date	Project Manager	Status	Design Consultant	Contractor
			Other	Total Budget									
CP1408	South Hangar-Row 3 Door Improvements This project will install new tracks under the rolling hangar doors to improve performance.		30,000 (Airport)	30,000	30,000	100%	AUG 17	0%	OCT 17	Wickstrom	Project is soliciting quotes for construction services.	KPFF	TBD
CP1521	15th Street NE/NW Preservation Project This project will rehabilitate and preserve the existing pavement in the 15th Street NW/NE and Harvey Road SE corridor between State Route 167 and 8th Street NE. Furthermore, grind and overlay 15th Street NW/NE from State Route 167 to Auburn Way N., and grind and overlay Harvey Road NE from Auburn Way N to 8th Street NE.	817,500 (Streets) 50,000 (Storm) 50,000 (Sewer)	817,500 (Federal Grant)	1,735,000	1,735,000	60%	DEC 17	0%	SEP 18	Truong	Design is underway.	N/A	TBD
CP1709	Reservoir 1 Seismic Control Valve This project will design and construct a seismic control valve on the City's largest reservoir.	\$175,000 Hazard Mitigation Grant Program \$25,000 Local City Match		\$200,000	\$200,000	2%	APR 18	0%	MAY 18	Thompson	Consultant contract negotiations underway.	Parametrix	TBD

Capital Project Status Report

Community Development And Public Works Department - Engineering General Services Division

Project Status: DESIGN

Project Number	Project Name & Description	Street/Utilities	Project Budget		Total Estimated Costs	Design		Construction		Project Manager	Status	Design Consultant	Contractor
			Other	Total Budget		% Complete	Finish Date	% Complete	Finish Date				
CP1707	A St. SE Corridor Signal Safety & Operations Improvements This purpose of this project is to design for and improve traffic signal timing and operations, corridor coordination, traffic signal head visibility, and pedestrian accessibility along the A St SE Corridor between 3rd St SE and East valley Highway Access Road.	45,850 (Street)	412,650 (Federal Grant)	458,500	458,500	0%	MAY18	0%	SEP 18	Truong	Consultant contract negotiations underway.	PH Consulting, LLC & DKS Associates	TBD
CP1705	Auburn Way South (SR164) Sidewalk Improvements This project will construct the missing gap of sidewalk along the north side of Auburn Way South between the existing sidewalk terminations near 17th St SE to the west and Muckleshoot Plaza to the east. The project length is approximately 1,700 feet.	TIB Grant - 400,000 328 Fund - 430,000		830,000	830,000	15%	FEB 18	0%	JUL 18	Larson	Design Underway	In-House	TBD
CP1717	2018 Local Streets Pavement Reconstruction This project will reconstruct selected streets that are in very poor condition, as well as improve City owned utilities, rebuild curb ramps to meet ADA standards, and overlay selected streets that are in fair condition. The work at each location varies and may include water infrastructure, a potential sanitary sewer Local Improvement District (LID), and storm drainage improvements as needed for each project street.	103 Local Fund - 1,400,000 460 Water Fund - \$65,000 461 Sewer Fund - 80,000 462 Storm Fund - 100,000		1,665,000	1,732,431	5%	JUN 18	0%	DEC 18	Larson	Negotiating Consultant Scope and Fee. City survey work is underway. Design anticipated to begin in October.	Jacobs Engineering	TBD

Capital Project Status Report

Community Development And Public Works Department - Engineering General Services Division

Project Status: DESIGN

Project Number	Project Name & Description	Project Budget			Total Estimated	Design		Construction		Project Manager	Status	Design Consultant	Contractor
		Street/Utilities	Other	Total Budget	Costs	% Complete	Finish Date	% Complete	Finish Date				
CP1114	WSDOT SR164 Overlay - SR18 to 17th St SE This is a WSDOT project that will replace the roadway surface on Auburn Way South from SR-18 to 17th St SE. WSDOT is also constructing City requested and funded improvements at 12th St SE (Project CP1114).	200,000 (Streets)	213,6000 (WSDOT)	233,6000	200,000	95%	APR 18		NOV 18	Sweeting	WSDOT finalizing contract documents and preparing to advertise for bids.	WSDOT	TBD



AGENDA BILL APPROVAL FORM

Agenda Subject:

Customer Service Dilemmas - Session 1 (Snyder) (10 Minutes)

Date:

October 3, 2017

Department:

Planning and Development

Attachments:

[Memorandum to City Council Members:](#)
[Customer Service Dilemma - Session 1](#)

Budget Impact:

\$0

Administrative Recommendation:

See Attached Memorandum

Background Summary:**Reviewed by Council Committees:**

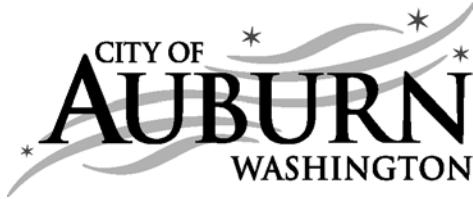
Planning And Community Development

Councilmember:**Staff:**

Snyder

Meeting Date: October 9, 2017

Item Number:



Memorandum

To: City Council Members

From: Jeff Tate, Assistant Director of Community Development

CC: Mayor Nancy Backus

Date: October 2, 2017

Re: Customer Service Dilemma – Session 1

OVERVIEW

During the August 28, 2017 Study Session, Community Development and Public Works staff delivered a presentation to City Council that provided an overview of various types of development activities. Included within the presentation were several “customer service dilemmas” that challenge the City in its attempts to balance the interests of various customers and their competing needs.

City Council sets policies, adopts laws, and approves the budget and fees. City staff is responsible for implementing the adopted policies and laws within the constraints of the adopted budget. City Council and City staff face these customer service dilemmas together.

City staff has assembled a series of real life customer service dilemmas. Each month, one or two scenarios will be provided to City Council under cover of memo. It is intentional that some scenarios will lack a perfect answer or solution. Staff is not necessarily seeking a directive from City Council, rather to initiate a discussion about balancing priorities and competing interests.

SCENARIO #1

On August 1st, while submitting a building permit application for a new single family residence the customer indicates that if they don't receive all of their permit approvals within the next 30 days they will lose their financing. They plead with staff to expedite permit review in order to avoid losing their financing.

Considerations:

1. If we conduct our reviews in the order of the application submittal date, there are 22 building permit applications that were submitted prior to this submittal. If we go in order of the submittals this application will not be reviewed for another 2 weeks.
2. When this permit is reviewed in 2 weeks it is likely that there will be corrections identified. This means that the plans will need to be corrected and resubmitted for another review; therefore, it is unlikely that the permits can be approved within the 30 day request.
3. Other applicants have been checking on the status of their permit reviews because many are very eager to get their projects permitted. Because it is August 1st contractors still have time to get their projects under construction during good weather.
4. It takes about 8 hours of staff time to complete a review of a single family residence which includes a building plan reviewer, a planner, a development engineer, and a permit technician.

5. When contemplating a City hired 3rd party consultant to conduct the review, the following matters should be considered (a) City staff will need to review the consultant's work to ensure that all state and city codes are met, (b) the code has sections that are black and white and sections that are grey – if we outsource the work, the City loses its ability to interpret the code in favor of the customer, (c) outsourcing would be required for all 3 disciplines – building review, engineering review, planning/zoning review – this requires managing 3 separate consultant contracts with 3 separate firms – managing consultant contracts carries an administrative burden.

Questions:

1. Should the City place this plan review in front of the 22 other applicants who have paid their fees?
2. If we do, do we inform the other 22 applicants that their plan review is going to be pushed back?

SCENARIO 2

An architect submits a set of plans to permit a warehouse in the C-3 zone. Staff explains to the architect that warehouses are not allowed in the C-3 zone. The architect indicates that the property owner directed the architect to prepare the plans and all of the engineering. The owner has already invested \$30,000 into this building and site design work. The architect indicates that the owner says that they have a business that will occupy the warehouse and that the site is not viable for any other type of use on the property. The architect also indicates that the subject property has been on the market for the last 5 years with no takers, therefore the City needs to help facilitate this opportunity.

Considerations:

1. The architect indicates that if the City doesn't approve the permit it is being unreasonable and that the business will choose another city to locate.
2. There is a limited supply of C-3 zoned land. The C-3 zone is intended to accommodate uses that generate sales tax and that create jobs. A warehouse use generates no sales tax and provides very few jobs. Other than the permit revenue and an increase in the property taxes there is very little financial return for the City.
3. Development of the site as a warehouse will remove 3 acres of C-3 zoned land from the inventory of C-3 land.

Questions:

1. Should City staff flex to find a way to approve the plans in order to satisfy the architect and property owner so that the City does not appear unfriendly to development?



AGENDA BILL APPROVAL FORM

Agenda Subject:

Ordinance No. 6660 - EP to M-1 Area-wide Rezone
(Snyder) (10 Minutes)

Date:

October 3, 2017

Department:

Community Development &
Public Works

Attachments:

[Memo To Council - Ordinance 6660 Follow Up](#)
[Agenda Bill](#)
[Ordinance No. 6660](#)
[Exhibit A - Ordinance No. 6660](#)
[Planning Commission Materials](#)
[Public Comments](#)

Budget Impact:

\$0

Administrative Recommendation:**Background Summary:**

Please see the attached Agenda Bill.

Reviewed by Council Committees:

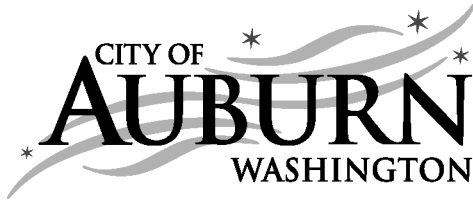
Other: Planning, Legal

Councilmember:**Staff:**

Snyder

Meeting Date: October 9, 2017

Item Number:



Memorandum

To: City Council Members

From: Jeff Tate, Assistant Director of Community Development

CC: Mayor Nancy Backus

Date: October 2, 2017

Re: Ordinance 6660 – Planning Commission Recommendation
Follow Up From September 25, 2017 Study Session Discussion

OVERVIEW

During the September 25, 2017 Study Session staff presented the Planning Commission's recommendation to approve Ordinance 6660 – an area wide rezone from EP to M-1. At the conclusion of the conversation City Council requested that Ordinance 6660 be added to the October 9, 2017 Study Session for additional discussion. During the discussion City Council accepted staff's offer to draft motions that City Council could consider in anticipation of Ordinance 6660 being scheduled for formal City Council action.

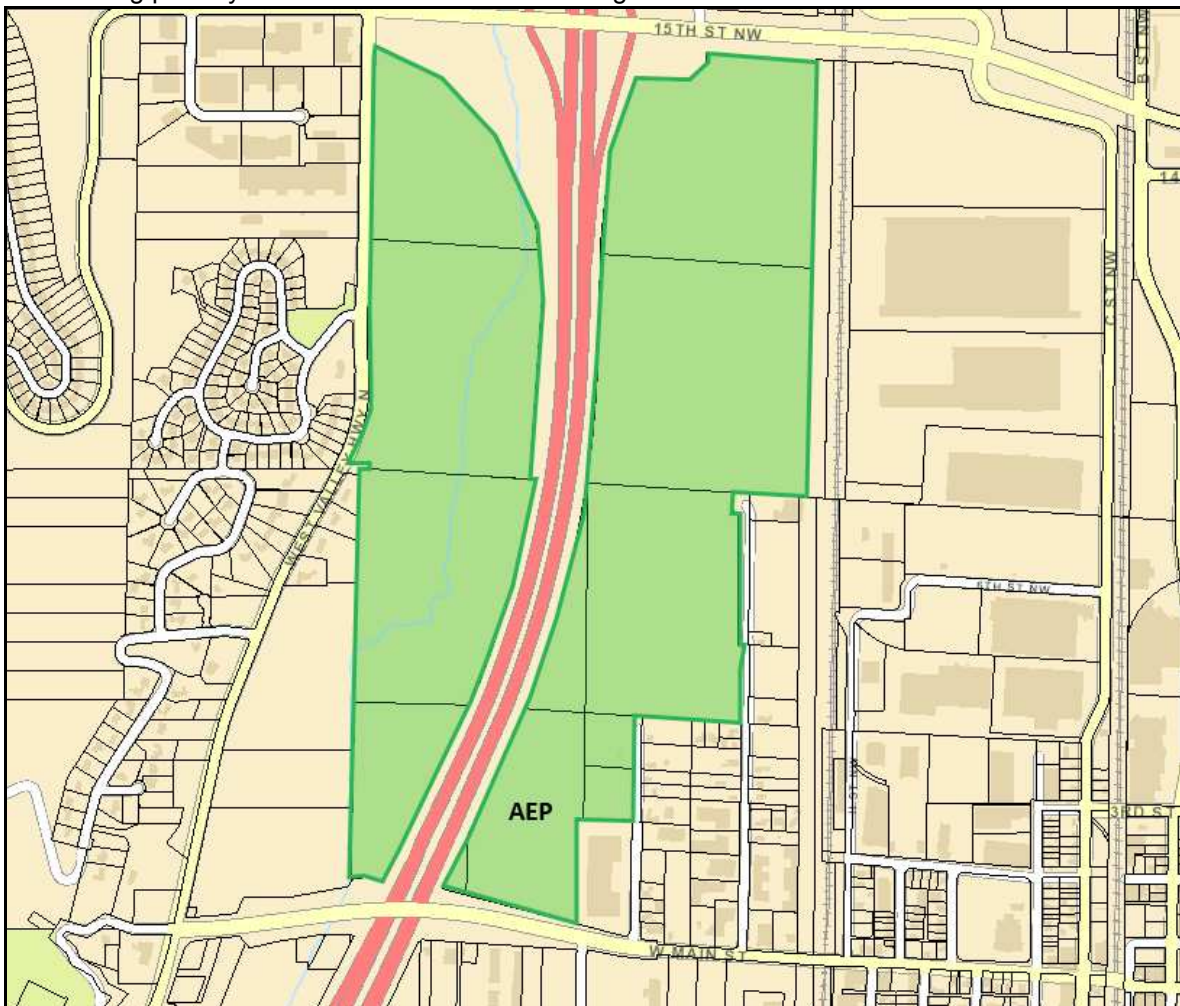
Under cover of this memo please find the following items that are intended to aid City Council's deliberations on this matter:

1. Factual considerations and maps
2. Example motions
3. Questions to consider

PRINCIPLES AND CONSIDERATIONS

1. City Council's action to adopt Ordinance 6584 on December 14, 2015 already declared the City policy action to eliminate the EP zone. This is because the Comprehensive Plan adopted under Ordinance 6584 no longer includes the EP zone as an implementing zoning designation.
2. The elimination of the EP zone in 2015 has resulted in an inconsistency between the City's Comprehensive Plan and Zoning/Development Regulations. This inconsistency is violative of the Washington State Growth Management Act.
3. Land use policy decisions should be based on:
 - a. Awareness of market forces
 - b. Balancing both the public and the private short term and long term needs and interests
 - c. Maximizing the public's return on investment on land uses.

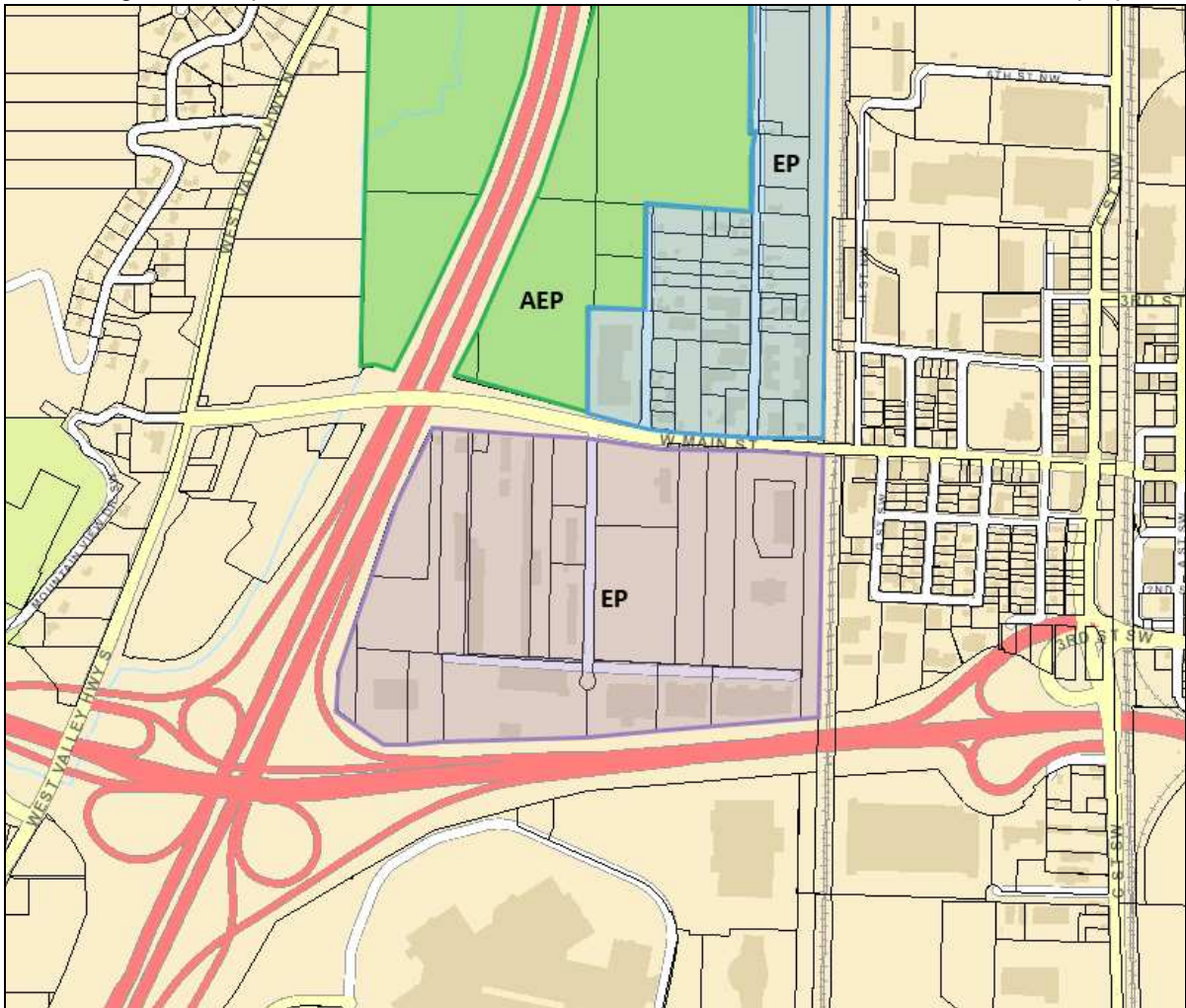
4. The original concept of the EP zone envisioned the development and use of incentives to help lure green industry. Those incentives were never developed. When contemplating the development of incentives, the following elements should be considered:
 - a. Must account for market forces.
 - b. Must be rooted in reality.
 - c. Under State laws are limited to service (e.g. expedited service delivery), policy (e.g. flexible development standards), financial (reduction of fees or city pays fees)
5. Additionally, since 2006 green industry, technology, building practices, and business operations have advanced significantly. As costs decrease and green techniques become more common, does it make sense to seek these outcomes in one geographic area of the City or in all of Auburn.
6. City Council's action to adopt Ordinance 6584 on December 14, 2015 resulted in the designation of the Auburn Environmental Park (and surrounding publicly held lands) as Open Space. The AEP and surrounding publicly held lands are shown below in green.



7. For the properties zoned EP on the north side of Main Street, they are primarily small parcels that are already developed with a mix of light manufacturing uses and single family homes. The EP properties located on the north side Main Street are shown below in blue.



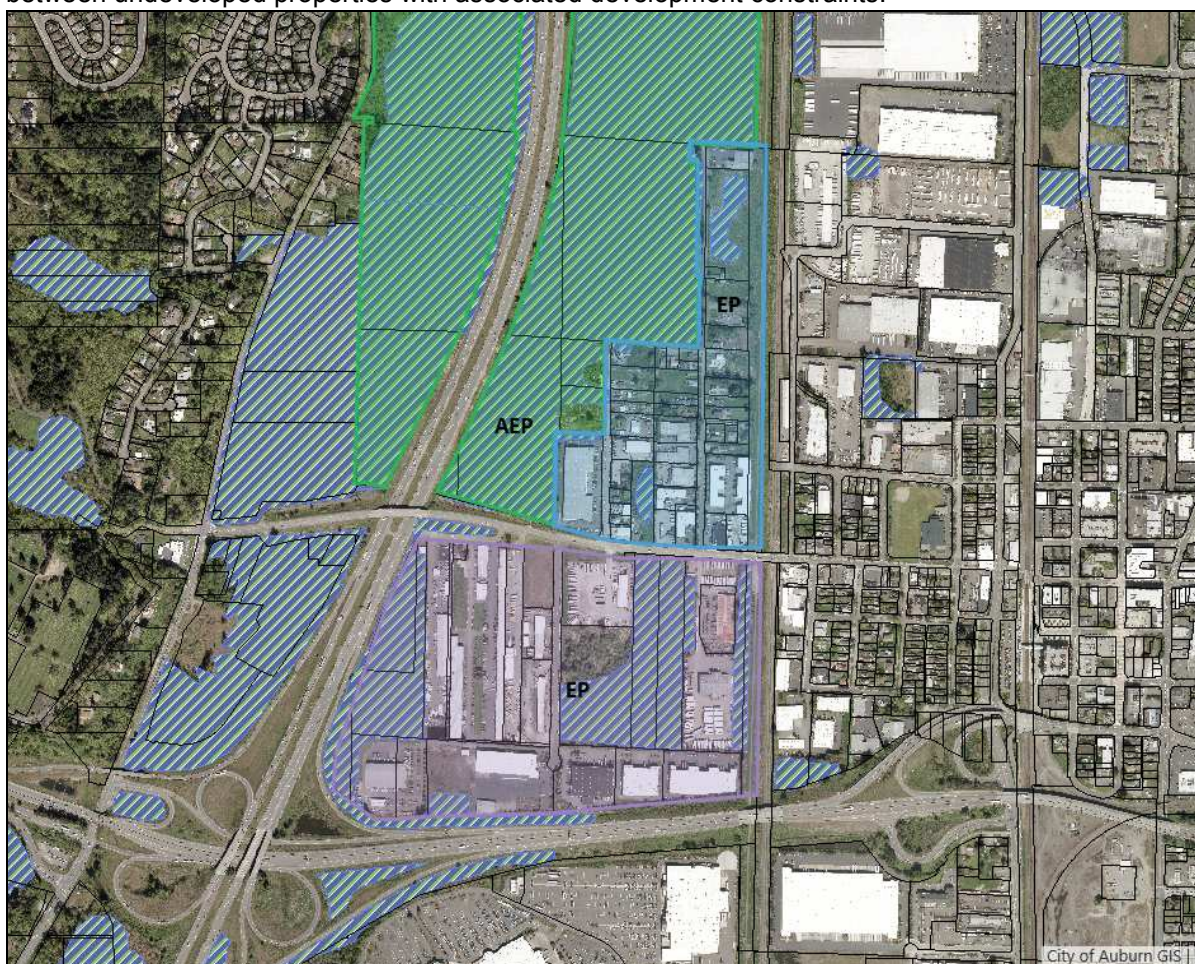
8. EP zoned lands located on the south side of Main Street consist of larger parcels, with nearly no existing residential uses. For those parcels that are already developed, all of them are non-conforming. The EP parcels located on the south side of Main Street are identified below in purple.



9. The below images includes the aerial photograph of the area in question.



10. The below aerial adds wetlands as an overlay. The wetland map helps identify the relationship between undeveloped properties with associated development constraints.



11. The below image zooms in to a level that shows the boardwalk at the AEP



EXAMPLE MOTIONS

The four options outlined below are intended to assist City Council during the discussion once Ordinance 6660 reaches Council floor for action. Because voting does not occur during Study Session the below motions are provided only as a tool to help Councilmembers facilitate a discussion and a vote. Councilmembers should not view the below motions as the only options and should feel free to develop their own motion that best reflects their individual opinion.

Motion Option #1

I move that City Council adopt the Planning Commission's recommendation to adopt of Ordinance Number 6660.

Effect: Adopting Ordinance Number 6660 authorizes the full area wide rezone that changes all areas of the Environmental Park (EP) Zone to Light Industrial (M-1) except for the city owned Auburn Environmental Park (The AEP has an open space/park designation).

What Happens Next: After a second, Council votes. If approved, it passes and becomes effective within about a week.

Motion Option #2

I move that City Council remand Ordinance Number 6660 back to the Planning Commission for further consideration.

Effect: A full remand requires staff to schedule additional public meetings and hearings on this matter. Since the Planning Commission has already deliberated on this matter, Council will need to provide direction to staff and the Planning Commission regarding the areas that need additional consideration. If this motion receives a second, there should be Council discussion prior to the call for a vote regarding the areas that need further focus and consideration.

What Happens Next: A favorable vote on this motion will likely necessitate additional work by staff followed by at least one Planning Commission public meeting and one Planning Commission public hearing. Following Planning Commission deliberations and a vote, this matter would find its way back to City Council. Depending upon the nature of Council's direction, the earliest a Planning Commission public meeting would be held is December and the earliest a Planning Commission public hearing would be held is January. This means that the earliest that this matter would be back before City Council is February. However, this assumes relatively simple direction by City Council. More complicated direction by City Council will result in a longer timeframe.

Motion Option #3

I move that City Council accept the Planning Commission's recommendation to adopt Ordinance Number 6660 for only the geographic area defined as (insert area description – e.g. those properties located south of Main Street) and to remand back to the Planning Commission for further reconsideration that area defined as (insert area description – e.g. those properties located north of Main Street).

Effect: A portion of the recommendation is approved and a portion is sent back to Planning Commission. The portion that is approved will go into effect within about a week. The portion that is remanded will be sent back to Planning Commission for additional work. For the portion that is remanded back to Planning Commission, City Council will need to provide direction regarding areas that need addition consideration. This direction should be provided as part of the Council's discussion after this motion receives a second and before the call for the vote.

What Happens Next: A favorable vote on this motion will likely necessitate additional work by staff followed by at least one Planning Commission public meeting and one Planning Commission public hearing. Following Planning Commission deliberations and a vote, this matter would find its way back to

City Council. Depending upon the nature of Council's direction, the earliest a Planning Commission public meeting would be held is December and the earliest a Planning Commission public hearing would be held is January. This means that the earliest that this matter would be back before City Council is February. However, this assumes relatively simple direction by City Council. More complicated direction by City Council will result in a longer timeframe.

Motion Option #4

I move that City Council schedule its own public hearing on Ordinance Number 6660.

Effect: In lieu of Options #2 and #3 above, City Council is not obligated to rely upon the Planning Commission's recommendation. If there is a desire to consider modifying the recommendation contained within Ordinance Number 6660 City Council has the authority to schedule and hold its own public hearing rather than remanding it back to the Planning Commission. At the close of the City Council public hearing City Council can deliberate and vote on a modified, preferred series of amendments.

What Happens Next: A favorable vote on this motion would result in the scheduling of a City Council public hearing that could occur as soon as November. City Council deliberation and action can occur during the same evening. The timing for scheduling a City Council public hearing is most heavily influenced by the level of direction provided to City staff for any supplemental information, mapping exercise, and/or code drafting that would need to occur prior to the hearing and/or if City Council prefers to evaluate the work product during a Study Session prior to the public hearing.

QUESTIONS TO CONSIDER

1. Does the Council agree with staff's position that the EP zoning designation did not work as intended?
2. Does the Council have a vision for the area of the City currently zoned EP?
3. What are the Council's goals for current or future land uses currently within the EP zoning designation?
4. Does the Council believe these goals can be accomplished with retaining the EP zoning designation for some or all of these land uses?
5. What kind of future incentives does the Council believe should be looked at to help achieve the Council's goals for this area of the City and why?



AGENDA BILL APPROVAL FORM

Agenda Subject: Ordinance No. 6660 – An Area-Wide Rezone that changes a significant portion of the EP zone to the M-1 zone.		Date: September 19, 2017
Department: Community Development & Public Works Dept.	Attachments: Ordinance No. 6660 Ordinance No. 6660 Exhibit 1 Map Planning Commission Materials Public Input	Budget Impact: (none)
Administrative Recommendation: City Council to approve the Planning Commission's recommendation to rezone the EP zone to M-1 zone.		
Summary: On September 6, 2017 the Planning Commission held a public hearing, deliberated and voted to forward a recommendation to City Council to approve an area-wide rezone that changes the zoning designation of all properties zoned to Environmental Park (EP) to Light Industrial (M-1). Ordinance No. 6660, approving the Planning Commission's recommendation, has been prepared for consideration by City Council.		
Background: The staff report provided to the Planning Commission and included as Attachment 3 of this packet provides the detailed background that led to the Planning Commission's recommendation. Of particular note are the following items: • The EP zone was created under Ordinance 6036 by City Council action on August 7, 2006. • From its inception, and in spite of its name, the EP zone has always been an industrial land use designation. • Relative to the M-1 and M-2 zoning designations, development and investment in the M-1 and M-2 zones has far outpaced activity in the EP zone. • There are approximately 270 acres of land currently zoned EP. Of that, approximately 112 acres include the Auburn Environmental Park (AEP). • On March 7, 2014 several interested parties (landowners, a realtor, and an attorney) provided a presentation to City Council's Planning and Community Development Committee (PCDC) urging the City to revisit the viability of the EP zone. • On December 14, 2015 City Council took action to adopt the City's new Comprehensive Plan under Ordinance 6584. The new Comprehensive Plan eliminated the EP zone as one of the implementing zoning designations within the Light Industrial land use classification. • Because the EP zone is no longer listed as an implementing zone within the Comprehensive Plan, the zone is inconsistent with the Plan and therefore inconsistent with the Growth Management Act. • Most existing land uses, developments, and businesses located within the EP zone do not conform to the criteria and list of allowed uses within the EP zone. • The portion of the EP zone that is comprised of the AEP is not proposed to be rezoned to M-1. Despite the AEP being zoned EP, the 2015 Comprehensive Plan changed this area to the Open Space land use designation. A separate ordinance will be presented to City Council which proposes to change the zoning of the AEP from EP to an open space zoning designation. This is why Ordinance No. 6660 does not include a rezone to the AEP.		
Request: Schedule Ordinance No. 6660 for action by City Council on October 2, 2017 Attached to this agenda bill are the following: 1. Ordinance No. 6660		

2. Ordinance No. 6660 Exhibit 1 – Zoning Map 3. August 29, 2017 staff report to the Planning Commission 4. Public comments received															
Action: Council Approval: ☐ Yes ☐ No Call for Public Hearing ____/____/____ Referred to _____ Until ____/____/____ Tabled _____ Until ____/____/____															
Reviewed by Departments & Divisions: <table border="0"><tr><td>☐ Building</td><td>☐ M&O</td></tr><tr><td>☐ Cemetery</td><td>☐ Mayor</td></tr><tr><td>☐ Finance</td><td>☐ Parks</td></tr><tr><td>☐ Fire</td><td>☒ Planning</td></tr><tr><td>☐ Legal</td><td>☐ Police</td></tr><tr><td>☐ Public Works</td><td>☐ Human Resources</td></tr><tr><td>☐ Information Services</td><td>☐ Surveying</td></tr></table>	☐ Building	☐ M&O	☐ Cemetery	☐ Mayor	☐ Finance	☐ Parks	☐ Fire	☒ Planning	☐ Legal	☐ Police	☐ Public Works	☐ Human Resources	☐ Information Services	☐ Surveying	
☐ Building	☐ M&O														
☐ Cemetery	☐ Mayor														
☐ Finance	☐ Parks														
☐ Fire	☒ Planning														
☐ Legal	☐ Police														
☐ Public Works	☐ Human Resources														
☐ Information Services	☐ Surveying														
Staff: Snyder															
Meeting Date: September 25, 2017															

ORDINANCE NO. 6660

AN ORDINANCE OF THE CITY COUNCIL OF THE
CITY OF AUBURN, WASHINGTON, APPROVING
AN AREAWIDE REZONE FOR PROPERTIES
ZONED ENVIRONMENTAL PARK TO LIGHT
INDUSTRIAL

WHEREAS, on August 7, 2006 the Auburn City Council approved Ordinance No. 6036 which created a new industrial designation called the Environmental Park (EP) zone; and

WHEREAS, since the inception of this zoning designation there has been very little private sector investment into the privately owned properties within the EP zone; and

WHEREAS, in contrast, there has been substantial investment in the nearby M-1 and M-2 industrial zoning designations; and

WHEREAS, there are approximately 270 acres of land zoned as EP, of which, 112 acres are comprised of the city owned Auburn Environmental Park, and the remaining 158 acres held in private ownership; and

WHEREAS, on December 14, 2015 the Auburn City Council approved Ordinance No. 6584 which amended the City's Comprehensive Plan by removing the EP zone as one of the implementing industrial land use designations; and

WHEREAS, staff introduced the area wide rezone proposal, under City file number ZOA17-0005, to the City's Planning Commission on August 8, 2017; and

WHEREAS, the Planning Commission noticed and held a public hearing on the draft area wide rezone on September 6, 2017. Notice of the public

hearing was provided to all affected property owners by direct mail and published in the August 17, 2017 Seattle Times; and

WHEREAS, public testimony was provided during the public hearing in support of approving the area wide rezone. The City's Planning Commission deliberated on the matter and voted to make a recommendation to City Council to approve the area wide rezone.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF AUBURN, HEREBY RESOLVES as follows:

Section 1. Approval. The City Council ("Council") adopts and approves the rezone of approximately 158 acres of privately owned Environmental Park (EP) zoned land to Light Industrial (M-1) zoning. The property is identified in Exhibit "A" attached hereto and incorporate herein.

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 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 3. Recording. Upon 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.

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

Section 5. Effective date. This ordinance shall take effect and be in force five days from and after its passage, approval and publication as provided by law.

Dated and Signed this _____ day of _____, 2017.

CITY OF AUBURN

NANCY BACKUS, MAYOR

ATTEST:

Danielle E. Daskam, City Clerk

APPROVED AS TO FORM:

Daniel B. Heid, City Attorney

Area Rezoned from EP Zone to M-1 Zone

Printed Date: 7/13/2017

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

☐ Parcels

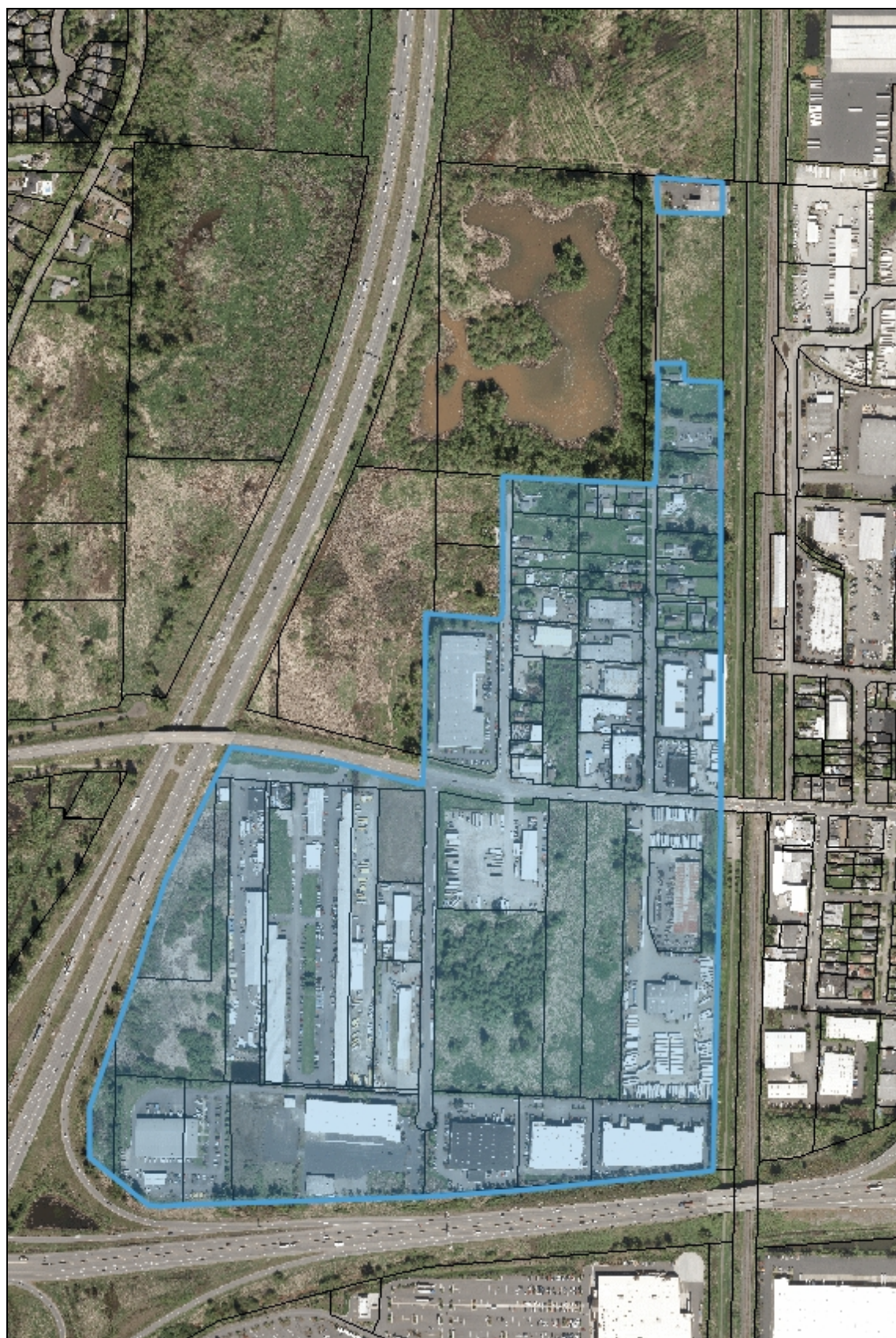
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Scale

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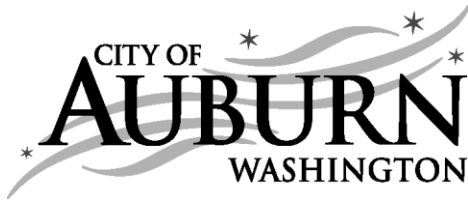
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MEMORANDUM

TO: Judi Roland, Chair, Planning Commission
Ron Copple, Vice-Chair, Planning Commission
Planning Commission Members

FROM: Jeff Tate, Assistant Director of Community Development

DATE: August 29, 2017

RE: Changing the Environmental Park Zone to the M-1 Zone

Update from August 8, 2017 Planning Commission Meeting

This memo and the attachments are identical to the materials that were previously transmitted to the Planning commission in anticipation of the August 8, 2017 meeting. During the August 8th meeting the Planning Commission requested that a side by side comparison be provided in order to help evaluate the effect of an areawide rezone from EP to M-1. The side by side comparison has been added as Attachment F.

Summary

On August 7, 2006 City Council approved Ordinance No. 6036 which created the Environmental Park (EP) Zone. Despite its name, the EP Zone is grouped in with the other commercial and industrial zones that are identified in Chapter 18.23 of the Auburn City Code. As stated in Ordinance No. 6036 the intent of the EP zone is as follows:

The Environmental Park District is intended to allow uses in proximity to the Auburn Environmental Park that benefit from that location and will complement the Park and its environmental focus. Uses allowed in this zone will focus upon medical, biotech and "green" technologies including energy conservation, engineering, water quality and similar uses. Other uses complementary to and supporting these uses are also allowed. Incorporation of sustainable design and green building practices will be a primary aspect of this zone. The construction of Leadership in Energy and Environmental Design (LEED) and Built Green certified buildings is encouraged and Built Green will be required for multiple family dwellings. The City recognizes that much of the property in this zone was developed under earlier standards, so the goals of the district will be realized over a period of time as properties are redeveloped.

The EP Zone is located west of the BNSF rail lines and spans across Main Street (See Attachment A for map). The EP Zone consists of a mix of pre-existing industrial properties as well as several large city owned properties that include the Auburn Environmental Park and wetland properties that are a component of the City wide stormwater management system. Attachment B depicts those areas within the EP Zone that are owned by the city.

Since the inception of the EP Zone in 2006 there has been very little private sector investment into the privately owned properties within this commercial designation. On March 7, 2014 a

realtor and several owners of EP Zoned land presented information to the City Council's Planning and Community Development Committee that documented the challenges that they faced with utilizing, developing, and marketing EP Zoned property. They also provided information that showed robust investment activity within the M-1 Zone with very little activity in the EP Zone. The M-1 Zone is a light industrial zone that is present throughout the Highway 167/West Valley Highway/B Street NW corridors. Much of the consternation with the EP Zone pertains to: (1) a 15% site limit on outdoor storage (M-1 allows up to 50% of a site to be used for outdoor storage), (2) a prohibition on barbed wire (M-1 allows barbed wire which is an important security features for industrial uses), (3) a maximum lot coverage of 35% (M-1 does not have a limit); and, (4) a long list of prohibited uses (uses that are otherwise permitted in M-1).

The information that was provided by the landowners and realtor compelled staff to consider the appropriateness of eliminating the EP Zone from the City's Comprehensive Plan and Comprehensive Plan Land Use Map. When staff prepared the 2015 Comprehensive Plan update the EP Zone was removed from the list of implementing zoning designations under the "Industrial Land Use Designations". Attachment C provides the Comprehensive Plan language related to Industrial Land Use Designations. Note that this section of the Comprehensive Plan only identifies Light Industrial and Heavy Industrial zoning designations and that the Environmental Park designation is no longer included. The 2015 Comprehensive Plan was approved by the Planning Commission and adopted by City Council under Ordinance No. 6584 on December 14, 2015.

Attachment D is the Comprehensive Plan map that was adopted as part of Ordinance No. 6584. Those portions of the EP Zone that are owned by the City and consist of park and wetlands are designated as Open Space (depicted in green). The remaining portions of the EP Zone are designated as Light Industrial (depicted in light blue). Staff is seeking an amendment to the City's Zoning Map to change the portion of the EP Zone that is depicted as Light Manufacturing to M-1. This zoning map amendment accomplishes the following:

1. Because the EP Zone is no longer listed in the Comprehensive Plan as an implementing zoning designation, a change to M-1 will eliminate the existing inconsistency.
2. Changing the zoning map will expand the viability to utilize, develop, and market the affected properties.

Attachment E provides an aerial image with the proposed area wide rezone highlighted in light blue.

Prior to Planning Commission conducting a public hearing on this matter, staff will provide direct outreach to all property owners that are affected. Outreach will be in the form of direct mail as well as emailing parties that have expressed an interest in this matter in the past.

Questions

1. Are there any questions that the Planning Commission has about the above narrative and/or the maps that have been provided?
2. Is there additional background information that the Planning Commission would like staff to provide prior to scheduling a public hearing?

EP Zoning Designation

Printed Date: 7/13/2017

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

- ☐ Parcels
- Zoning**
- C1 Light Commercial District
 - C2 Central Business District
 - C3 Heavy Commercial District
 - C4 Mixed Use Commercial
 - CN Neighborhood Shopping District
 - DUC Downtown Urban Center
 - EP Environmental Park District
 - I Institutional Use District
 - Lakeland Hills South PUD
 - LF Airport Landing Field District
 - M1 Light Industrial District
 - M2 Heavy Industrial District
 - P1 Public Use District
 - PUD Planned Unit Development
 - R1 Residential 1 DU/Acre
 - R5 Residential 5 DU/Acre
 - R7 Residential 7 DU/Acre
 - R10 Residential 10 DU/Acre
 - R20 Residential 20 DU/Acre
 - Residential Conservancy
 - RMHC Residential Manufactured/Mobil

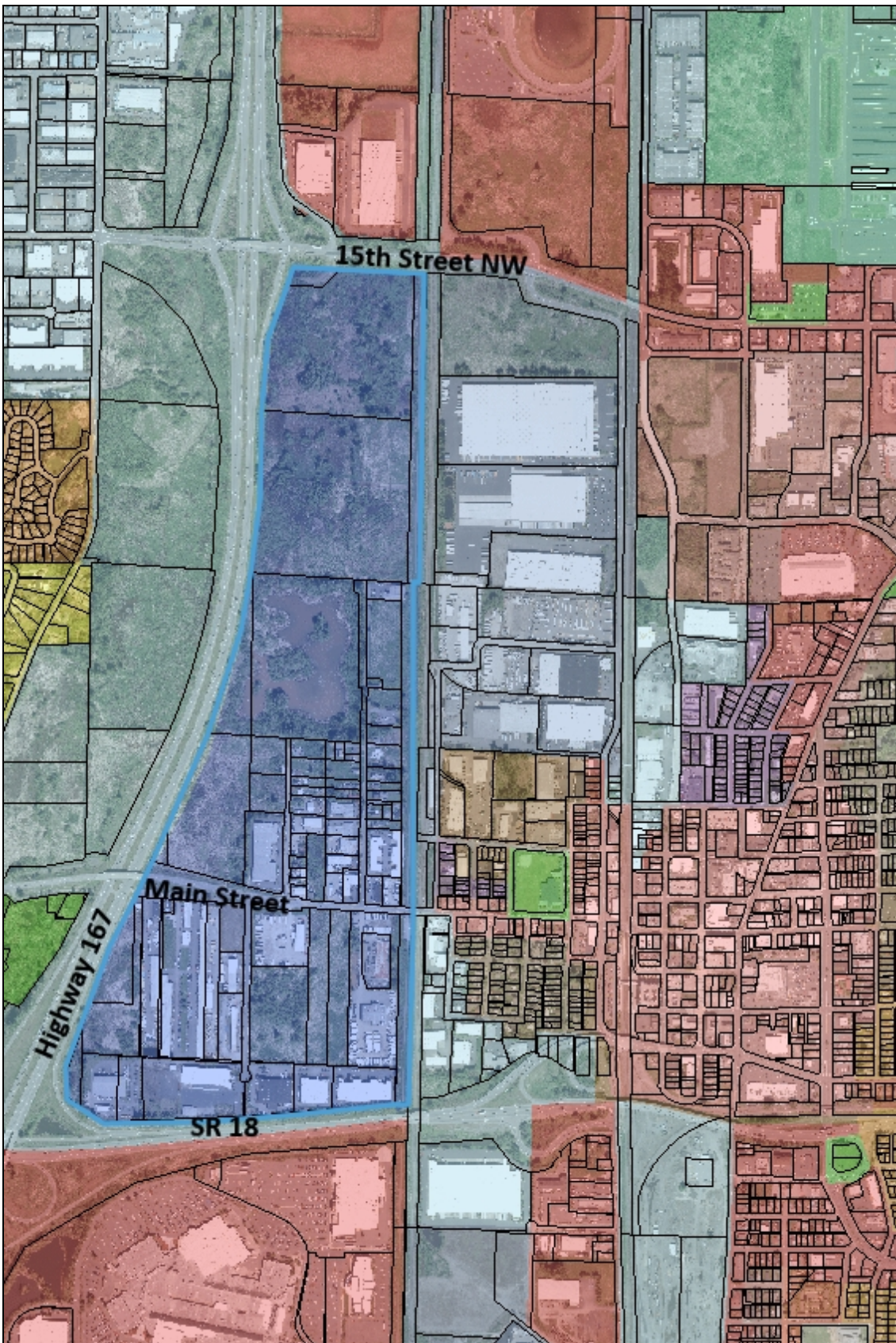
Notes

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City Owned Properties within the EP Zone

Printed Date: 7/13/2017

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.

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- ☐ Parcels
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 - M1 Light Industrial District
 - M2 Heavy Industrial District
 - P1 Public Use District
 - PUD Planned Unit Development
 - R1 Residential 1 DU/Acre
 - R5 Residential 5 DU/Acre
 - R7 Residential 7 DU/Acre
 - R10 Residential 10 DU/Acre
 - R20 Residential 20 DU/Acre
 - Residential Conservancy
 - RMHC Residential Manufactured/Mobil

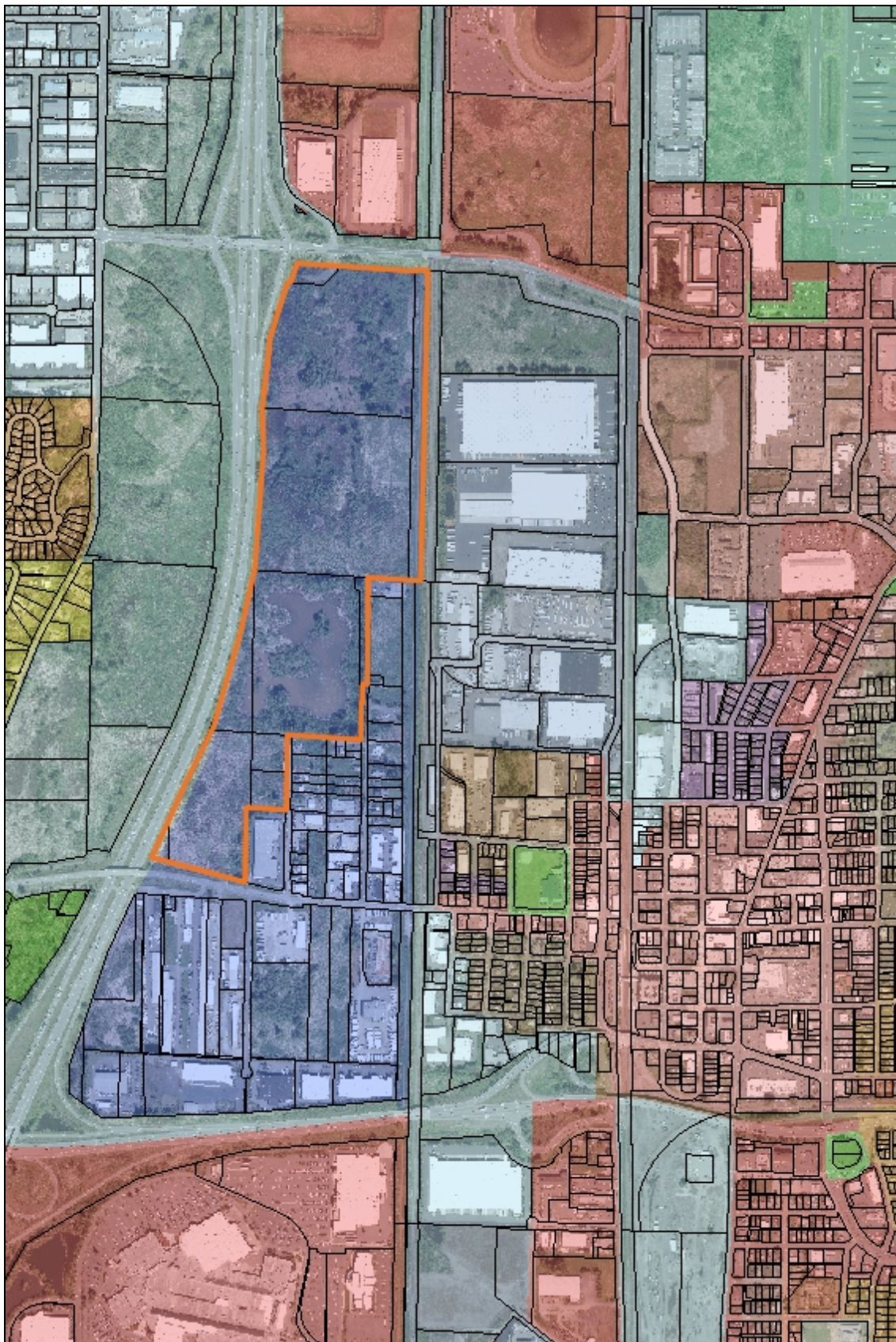
Notes

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Scale

1 in = 1,224.5 ft

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variety of appropriate commercial uses in this designation benefit from the location, access, physical configuration, and building types of these properties. It is distinguished from heavier industrial uses by means of performance criteria. All significant activities shall take place inside buildings, and the processing or storage of hazardous materials shall be strictly controlled and permitted only as an incidental part of another use.

Designation Criteria

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

Implementing Zoning Designations

Light Industrial

Policies

- Policy LU-76. A wide range of industrial uses may be permitted, subject to performance standards. Heavy commercial uses that serve the needs of workers in light industries are also appropriate. These uses include indoor manufacturing, processing, and assembling of materials from previously prepared or raw materials and ancillary and necessary warehousing and distribution of finished goods associated with manufacturing and industrial uses.
- Policy LU-77. Parking lots must be located and designed in a manner that softens their appearance from adjacent public roads. This is accomplished through landscaping, pedestrian spaces, and the location of buildings on the property. Where practicable, low impact development techniques and landscaping should be used to promote on site stormwater infiltration and shading of hard surfaces. Minimum and maximum parking ratios must be established for each type of permitted use.
- Policy LU-78. Landscaping, sidewalks, and bike paths will be integral parts of site design if a development is located on an impression corridor or located within or adjacent to an identified non-motorized corridor.
- Policy LU-79. Outside storage shall be permitted subject to performance criteria addressing its quantity and location. This is to ensure compatibility with adjacent uses, so that such storage would not detract from the potential use of the area for light industry. In all cases, such storage shall be extensively screened.
- Policy LU-80. Where a light industrial use is located adjacent to a property with a less intense zoning designation, the light industrial use bears the burden of incorporating techniques that mitigate the visual, noise, dust, and odor impacts.
- Policy LU-81. Uses involving substantial storage or processing of hazardous materials, as well as substantial emissions, should not be permitted in these areas.

Policy LU-82.	A wide range of commercial activities may be allowed to provide increased opportunities for sales tax revenue.
Policy LU-83.	The Burlington Northern Santa Fe (BNSF) Railroad Auburn Yard located within the Railroad Special Plan Area is considered a compatible use at its current level of usage. It is not bound by the policies concerning outside storage under the existing light industrial designation as it was an existing use prior to the development of this policy. Should BNSF decide to reactivate its applications to upgrade the yard to an intermodal facility, the proposal will be subject to the essential public facility siting process as defined in the Capital Facilities Element.
Policy LU-84.	Upzone requests to the next zone should be approved based on the innovations in transportation and stormwater management and public amenities proposed for the development associated with the request.

Heavy Industrial	
Description - This designation allows the full range of industrial uses, as well as certain heavy commercial uses that serve the needs of workers in light industries are also appropriate.	
Designation Criteria	
1. Previously developed heavy industrial areas; or 2. Not located along high visibility corridors; 3. Is buffered by the Light Industrial Designation or otherwise buffered from all other compatible designations; and 4. Meets the development parameters of the Heavy Industrial designation.	
Implementing Zoning Designations	
Heavy Industrial	
Policies	
Policy LU-85.	While this zone should be reserved primarily for the heavier forms of industrial activities, a wide range of industrial activities may be permitted. These heavier forms of industrial activities may include outdoor or semi-enclosed manufacturing, processing, or assembling activities, significant outdoor storage, and uses involving substantial storage or processing of hazardous materials. Heavy commercial uses that serve the needs of workers in heavy industries are also appropriate.
Policy LU-86.	Parking lots must be located and designed in a manner that softens their appearance from adjacent public roads. This is accomplished through landscaping, pedestrian spaces, and the location of buildings on the property. Where practicable, low impact development techniques and landscaping should be used to promote on site stormwater infiltration and shading of hard surfaces. Minimum and maximum parking ratios must be established for each type of

permitted use.

Policy LU-87. Landscaping, sidewalks, and bike paths will be integral parts of site design if a development is located on an impression corridor or located within or adjacent to an identified non-motorized corridor.

Policy LU-88. Where a heavy industrial use is located adjacent to a property with a less intense zoning designation, the heavy industrial use bears the burden of incorporating techniques that mitigate the visual, noise, dust, and odor impacts.

2015 Comprehensive Plan Land Use Map

Printed Date: 7/13/2017

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

-  **Parcels**
- Land Use**
-  Downtown Urban Center
 -  Heavy Commercial
 -  Heavy Industrial
 -  Institutional
 -  Light Commercial
 -  Light Industrial
 -  Multi-Family
 -  Neighborhood Commercial
 -  Neighborhood Commercial Overlay
 -  Open Space
 -  Residential Conservancy
 -  Residential Transition
 -  Residential Transition Overlay
 -  Single Family

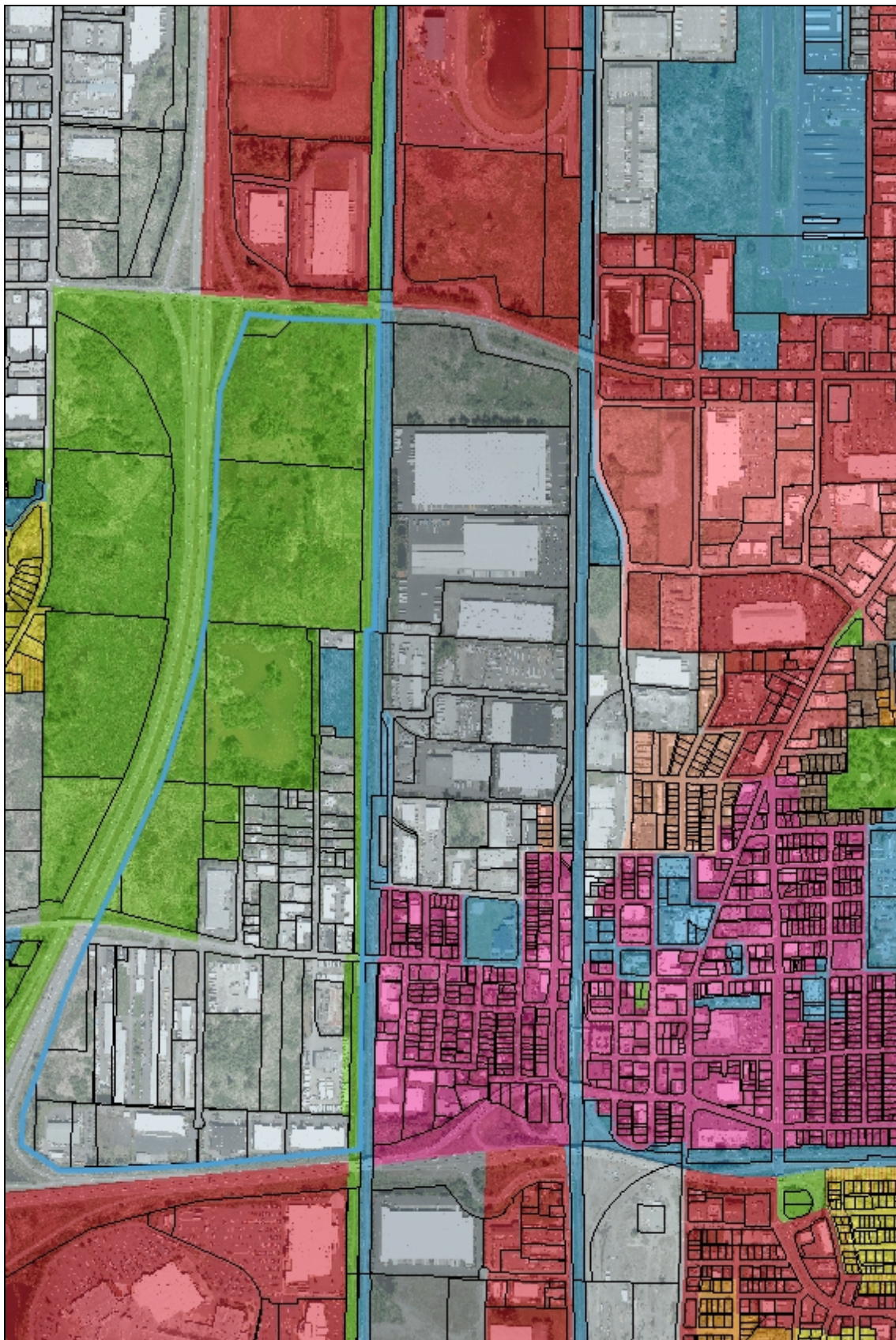
Notes

Type any additional notes- delete text to leave blank

Scale

1 in = 1,224.5 ft

1: 14,694



2,449.0 0 1,224.5 2,449.0 Feet

NAD_1983_StatePlane_Washington_North_FIPS_4601_Feet



Area Rezoned from EP Zone to M-1 Zone

Printed Date: 7/13/2017

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

☐ Parcels

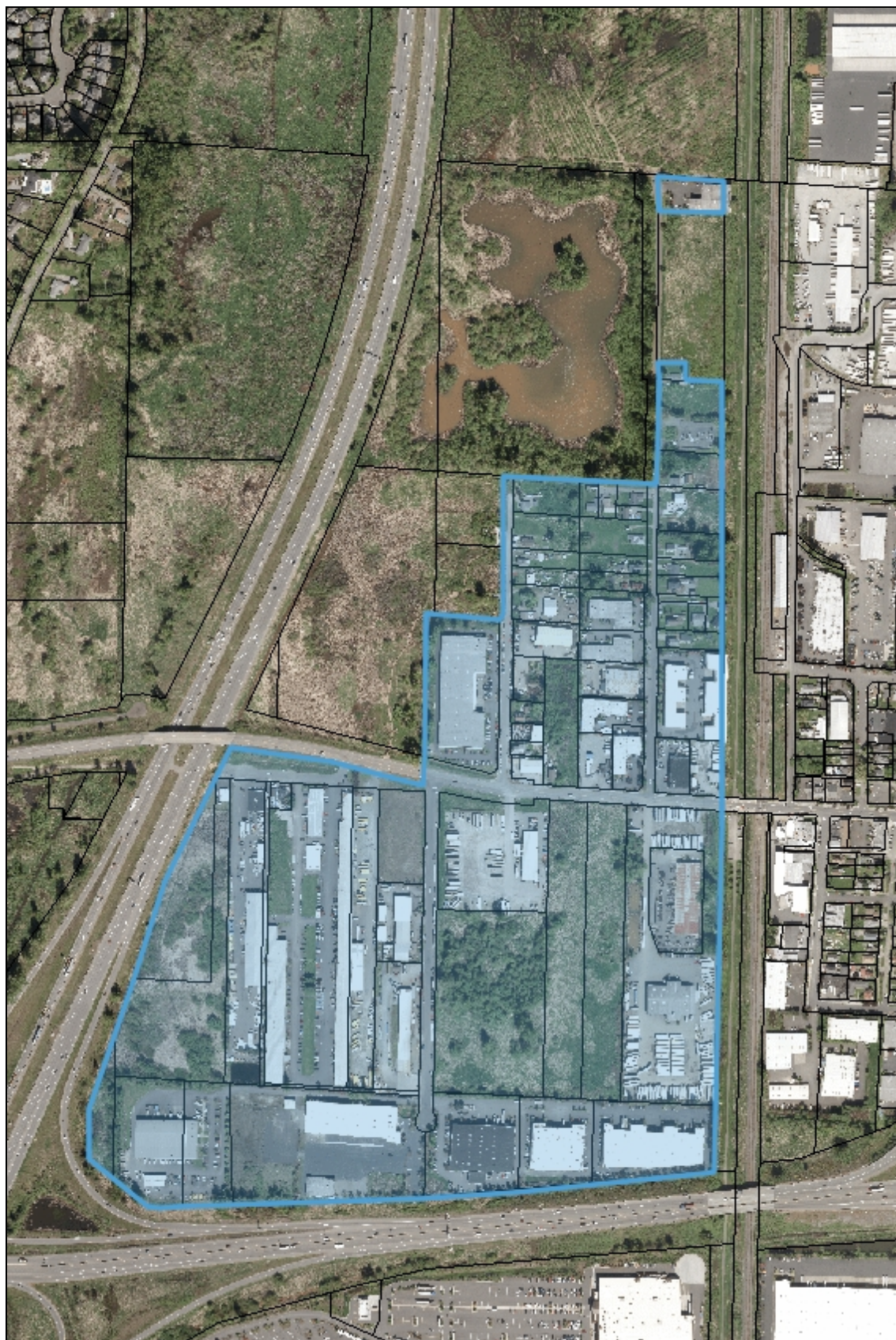
Notes

Type any additional notes- delete text to leave blank

Scale

1 in = 640.3 ft

1: 7,684



1,280.7 0 640.3 1,280.7 Feet

NAD_1983_StatePlane_Washington_North_FIPS_4601_Feet



Side by Side Comparison – M-1 and EP Zones																																																					
	M-1 Zone	EP Zone																																																			
Zone Intent	M-1, Light Industrial Zone. The intent of the M-1 zone is to accommodate a variety of industrial, commercial, and limited residential uses in an industrial park environment, to preserve land primarily for light industrial and commercial uses, to implement the economic goals of the comprehensive plan and to provide a greater flexibility within the zoning regulations for those uses which are non-nuisance in terms of air and water pollution, noise, vibration, glare or odor. The light industrial/commercial character of this zone is intended to address the way in which industrial and commercial uses are carried out rather than the actual types of products made. The character of this zone will limit the type of primary activities which may be conducted outside of enclosed buildings to outdoor displays and sales. Uses which are not customarily conducted indoors or involve hazardous materials are considered heavy industrial uses under this title and are not appropriate for the M-1 zone. An essential aspect of this zone is the need to maintain a quality of development that attracts rather than discourages further investment in light industrial and commercial development. Consequently, site activities which could distract from the visual quality of development of those areas, such as outdoor storage, should be strictly regulated within this zone.	EP, Environmental Park Zone. The environmental park district is intended to allow uses in proximity to the Auburn Environmental Park that benefit from that location and will complement the park and its environmental focus. Uses allowed in this zone will focus upon medical, biotech and “green” technologies including energy conservation, engineering, water quality and similar uses. Other uses complementary to and supporting these uses are also allowed. Incorporation of sustainable design and green building practices will be a primary aspect of this zone. The construction of leadership in energy and environmental design (LEED) and built green certified buildings is encouraged and built green will be required for multiple-family dwellings. The city recognizes that much of the property in this zone was developed under earlier standards, so the goals of the district will be realized over a period of time as properties are redeveloped.																																																			
Uses: P=Permitted X=Prohibited C=Conditional A=Admin. Highlighting= Difference	INDUSTRIAL, MANUFACTURING AND PROCESSING, WHOLESALING <table> <tr> <th></th><th>M-1</th><th>EP</th></tr> <tr> <td>Building contractor, light</td><td>P</td><td>X</td></tr> <tr> <td>Building contractor, heavy</td><td>A</td><td>X</td></tr> <tr> <td>Manufacturing, assembling and packaging – Light intensity</td><td>P</td><td>P</td></tr> <tr> <td>Manufacturing, assembling and packaging – Medium intensity</td><td>P</td><td>A</td></tr> <tr> <td>Manufacturing, assembling and packaging – Heavy intensity</td><td>X</td><td>X</td></tr> <tr> <td>Outdoor storage, incidental to principal permitted use on property</td><td>P</td><td>P</td></tr> <tr> <td>Storage – Personal household storage facility (mini-storage)</td><td>P</td><td>X</td></tr> <tr> <td>Warehousing and distribution</td><td>P</td><td>P</td></tr> <tr> <td>Warehousing and distribution, bonded and located within a designated foreign trade zone</td><td>P</td><td>P</td></tr> <tr> <td>Wholesaling with on-site retail as an incidental use (coffee, bakery, e.g.)</td><td>P</td><td>P</td></tr> </table> RECREATION, EDUCATION AND PUBLIC ASSEMBLY USES <table> <tr> <td>Commercial recreation facility, indoor</td><td>P</td><td>P</td></tr> <tr> <td>Commercial recreation facility, outdoor</td><td>P</td><td>A</td></tr> <tr> <td>Conference/convention facility</td><td>A</td><td>X</td></tr> <tr> <td>Library, museum</td><td>A</td><td>P</td></tr> <tr> <td>Meeting facility, public or private</td><td>A</td><td>P</td></tr> <tr> <td>Movie theater, except drive-in</td><td>X</td><td>X</td></tr> </table>			M-1	EP	Building contractor, light	P	X	Building contractor, heavy	A	X	Manufacturing, assembling and packaging – Light intensity	P	P	Manufacturing, assembling and packaging – Medium intensity	P	A	Manufacturing, assembling and packaging – Heavy intensity	X	X	Outdoor storage, incidental to principal permitted use on property	P	P	Storage – Personal household storage facility (mini-storage)	P	X	Warehousing and distribution	P	P	Warehousing and distribution, bonded and located within a designated foreign trade zone	P	P	Wholesaling with on-site retail as an incidental use (coffee, bakery, e.g.)	P	P	Commercial recreation facility, indoor	P	P	Commercial recreation facility, outdoor	P	A	Conference/convention facility	A	X	Library, museum	A	P	Meeting facility, public or private	A	P	Movie theater, except drive-in	X	X
	M-1	EP																																																			
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Movie theater, except drive-in	X	X																																																			

Private school – Specialized education/training (for profit)	P	P
Religious institutions, lot size less than one acre	A	A
Religious institutions, lot size more than one acre	A	A
Sexually oriented businesses	P	X
Sports and entertainment assembly facility	A	X
Studio – Art, dance, martial arts, music, etc.	P	A
RESIDENTIAL		
Caretaker apartment	P	P
Live/work unit	P	P
Work/live unit	P	P
Multiple-family dwellings as part of a mixed-use development ²	P	P
Multiple-family dwellings, stand-alone	X	X
Nursing home, assisted living facility	X	X
Senior housing ²	X	X
RETAIL		
Building and landscape materials sales	P	X
Construction and heavy equipment sales and rental	A	X
Convenience store	P	P
Drive-through espresso stands	P	A
Drive-through facility, including banks and restaurants	P	X
Entertainment, commercial	A	X
Groceries, specialty food stores	P	P
Nursery	P	X
Outdoor displays and sales associated with a permitted use (auto/vehicle sales not included in this category)	P	P
Restaurant, cafe, coffee shop	P	P
Community retail establishment	P	X
Neighborhood retail establishment	P	X
Regional retail establishment	P	X
Tasting room	P	P
Tavern	P	X
Wine production facility, small craft distillery, small craft brewery	P	P
SERVICES		
Animal daycare (excluding kennels and animal boarding)	P	X
Animal sales and services (excluding kennels and veterinary clinics)	P	X
Banking and related financial institutions, excluding drive-through facilities	P	P
Catering service	P	A
Daycare, including mini daycare, daycare center, preschools or nursery schools	P	P

Dry cleaning and laundry service (personal)	P	P
Equipment rental and leasing	P	X
Kennel, animal boarding	A	X
Government facilities; this excludes offices and related uses that are permitted outright	A	A
Hospital	P	X
Lodging – Hotel or motel	A	P
Medical – Dental clinic	P	X
Mortuary, funeral home, crematorium	P	X
Personal service shops	P	X
Pharmacies	X	X
Print and copy shop	P	X
Printing and publishing (of books, newspaper and other printed matter)	P	P
Professional offices	P	P
Repair service – Equipment, appliances	P	X
Veterinary clinic, animal hospital	P	X
TRANSPORTATION, COMMUNICATIONS AND INFRASTRUCTURE		
Ambulance, taxi, and specialized transportation facility	P	X
Broadcasting studio	P	X
Heliport	C	X
Motor freight terminal ¹	X	X
Parking facility, public or commercial, surface	P	P
Parking facility, public or commercial, structured	P	P
Towing storage yard	A	X
Utility transmission or distribution line or substation	A	A
Wireless communication facility (WCF)	–	–
Automobile washes (automatic, full or self-service)	P	X
Auto parts sales with installation services	P	X
Auto/vehicle sales and rental	P	X
Fueling station	P	X
Mobile home, boat, or RV sales	P	X
Vehicle services – Repair/body work	P	X
OTHER		
Any commercial use abutting a residential zone which has hours of operation outside of the following: Sunday: 9:00 a.m. to 10:00 p.m. or Monday – Saturday: 7:00 a.m. to 10:00 p.m.	A	A
Other uses may be permitted by the planning director or designee if the use is determined to be consistent with the intent of the zone and is of the same general character of the uses permitted. See ACC 18.02.120(C)(6), Unclassified Uses.	P	P

Development Standards	Development Standard	Requirement by Zone	
		M-1 Light Industrial	EP Environmental Park
Highlighting= Difference	Minimum lot area	None	None
	Minimum lot width, depth	None	None
	Maximum lot coverage	None	35 percent
	Minimum setbacks	Minimum setbacks required for structures. See also ACC 18.31.070 for specific exceptions to these standards.	
	Front	20 ft	20 ft
	Side – Interior	None (1)	15 ft
	Side – Corner	20 ft	20 ft
	Rear	None (1)	20 ft (1)
	Height limit	Maximum allowable height of structures. See also ACC 18.31.030 (Height limitations – Exceptions) for specific height limit exceptions.	
	Maximum height	45 ft (2)	35 ft
	Additional development standards	None	ACC 18.23.060
	Fences and hedges	See Chapter 18.31 ACC	
	Landscaping	See Chapter 18.50 ACC	
	Parking	See Chapter 18.52 ACC	
	Signs	See Chapter 18.56 ACC	
	Lighting	See Chapter 18.55 ACC	
	Nonconforming structures, land and uses	See Chapter 18.54 ACC	
Notes:			
(1) A 25-foot setback is required when adjacent to a residential zone.			
(2) Buildings may exceed 45 feet if one foot of setback is provided from each property line (or required minimum setback) for each foot the building exceeds 45 feet.			

September 5, 2017

Jeff Tate, Assistant Director, Community Dev. & Public Works Dept.
25 West Main Street
Auburn, WA 98001

Re: Rezone of Environmental Park to Light Industrial (ZOA17-0005)

Mr Tate,

I am the owner representative for the building located at 1028 4th St SW, Auburn, WA 98001 known as the Caddis Building. This property houses an approximately 43,000 sq ft warehouse build in 1999 and is currently located within the Environmental Park (EP) zoning boundary. The building is demised into two tenant spaces and currently houses tenants doing warehouse, distribution and assembly activities. I recently received a notification concerning rezoning the EP to M1. I am writing in support of this change as it moves the Caddis Building and the other similar buildings around it back to the zoning that most closely matches its function and use.

I would also like to thank you along with Mayor Backus and the Auburn City Council for their actions a couple years ago that made warehouse and distribution a permitted activity in the EP zone. This change made it possible for us to refinance our property last year when our previous 10 year loan was due. Your support for the businesses and property owners in the EP area is greatly appreciated.

Sincerely,



Erik R Little
Manager, R&L Little Family Property No. 1, LLC
24223 21st Dr SE
Bothell, WA 9802

Jeff Tate

From: Robert West <RWest@WestLawOffices.com>
Sent: Wednesday, September 6, 2017 12:30 PM
To: Jeff Tate; Tina Kriss
Cc: 'Bob Barkshire'; 'Dennis Garre'
Subject: RE: ZOA17-0005 Upcoming Planning Commission Hearing

Hi Jeff and Tina-

Just in case you have not already received an email or letter from Dennis Garre and Bob Barkshire on behalf of Den-Sue-Di, LLC, the legal owner of the property commonly known as 1408 West Main, Auburn (APN 1321049073 and -9064), the purpose of this email is to indicate my client's support of the proposed rezone of their property from EP to M-1.

Please add our respective emails to the distribution list for future correspondence regarding the rezone.

Regards, Bob West

ROBERT E. WEST, JR.



WEST LAW OFFICES, P.S.
332 1st Street NE
Auburn WA 98002

Telephone: 253-351-9000
Facsimile: 253-833-5322

E-Mail: rwest@westlawoffices.com
Website: www.WestLawOffices.com

Confidentiality: If you have received this email in error please reply to me and delete your copy immediately as this email may contain attorney-client privileged and/or information which should not be reproduced or distributed in any way.

IRS Circular 230 Notice: To ensure compliance with requirements imposed by the IRS, we inform you that any U.S. tax advice contained in this communication (including any attachments) is not intended or written to be used, and cannot be used, for the purpose of (i) avoiding penalties under the Internal Revenue Code or (ii) promoting, marketing or recommending to another party any transaction or matter addressed herein.

From: Jeff Tate [mailto:jtate@auburnwa.gov]
Sent: Tuesday, August 29, 2017 12:04 PM
To: 'rwest@westlawoffices.com'
Cc: 'Bob Barkshire'; 'Dennis Garre'
Subject: RE: ZOA17-0005

Easiest thing to do is to either email them to me or the Planning Commission's administrative assistant Tina Kriss. Of course, you have my email but Tina's is:

tkriss@auburnwa.gov

Each planning commissioner has their own email address so if you want all of them I can send them to you, but rest assured that if it gets to Tina it gets to all of them.

Jeff

POZZI BROS. TRANSPORTATION, INC.

P. O. Box 776, 21441 76th Avenue South • Kent, Washington 98031

Phone - Kent 872-3570, Tacoma 924-0400

MESSAGE

REPLY

TO CITY OF AUBURN
ATTN: JEFF TATE
FILE # 20A17-0005

DATE _____

DATE 8-30-17

THIS IS A GREAT STEP IN
THE RIGHT DIRECTION.

GOOD FOR ALL LAND OWNERS
IN THE AREA.

GOOD FOR BUSINESS.

GOOD FOR THE ECONOMIC
FUTURE OF AUBURN

Ralph Pozzi

OWNER OF PROPERTY
@ 1016 W. MAIN

BY _____

SIGNED _____



AGENDA BILL APPROVAL FORM

Agenda Subject:

Matrix

Date:

October 4, 2017

Department:

Administration

Attachments:

[Matrix](#)

[Special Focus Areas](#)

Budget Impact:

\$0

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

Meeting Date: October 9, 2017

Item Number:

COUNCIL MATRIX

NO.	TOPIC	Chair	STAFF LEAD(S)	STUDY SESSION REVIEW DATE(S)	COUNCIL DISCUSSION SUMMARY	ACTION DATE
1	Capital Projects Update and Featured Capital Project Discussion	Chair Wagner Vice Chair DaCorsi	Director Snyder	10/09/2017; 12/11/2017		
2	Community Sustainability Series: Economic and Statutory Considerations for Municipalities	Chair Wagner Vice Chair DaCorsi	Director Snyder	Rescheduled for later this year		
3	IT Update on Digital Parity	Chair Wagner Vice Chair DaCorsi	Director Haugan	10/09/2017		
4	Code Enforcement Presentation	Chair Wagner Vice Chair DaCorsi	Director Snyder	2018		
5	Property at 104th and 102nd and Plans for the Green River Park	Chair Wagner Vice Chair DaCorsi	Director Snyder	12/11/2017		
6	118th Avenue SE Roadway Issue	Chair Wagner Vice Chair DaCorsi	Director Snyder	12/11/2017		
7	Density Calculation	Chair Wagner Vice Chair DaCorsi	Director Snyder	12/11/2017		
8	Centers Designation Overview	Chair Wagner Vice Chair DaCorsi	Director Snyder	12/11/2017		
9	Business Shopping Carts	Chair Pelozo Vice Chair Baggett	Director Snyder	10/23/2017		
10	Police Calls for Mental Health Issues	Chair Pelozo Vice Chair Baggett	Chief Lee	10/23/2017		
11	Council Budget Priorities	Chair Pelozo Vice Chair Baggett		10/23/2017		
12	Auburn Avenue Theater	Chair Pelozo Vice Chair Baggett	Director Faber	10/23/2017		
13	Update on King County District Court - Past three years costs and future budget	Chair Pelozo Vice Chair Baggett	Director Roscoe	10/23/2017		
14	Third Quarter Financial Report	Chair Baggett Vice Chair Wagner	Director Coleman	TBD		
15	Legal Rights for Undocumented Residents	Chair Trout-Manuel Chair Wales	Director Hinman	future meeting		
16	Additional funding for the Community Block Grant Matching Funds	Chair Trout-Manuel Chair Wales	Director Hinman	11/13/2017		
17	Update on Overnight Shelter	Chair Trout-Manuel Chair Wales	Director Hinman	11/13/2017		

SPECIAL FOCUS AREAS

HEALTH & HUMAN SERVICES	FINANCE & ECONOMIC DEVELOPMENT	PUBLIC WORKS & COMMUNITY DEVELOPMENT	MUNICIPAL SERVICES
HUMAN SERVICES FUNDING PUBLIC WELLNESS DOMESTIC VIOLENCE SERVICES HOMELESSNESS SERVICES AFFORDABLE HOUSING COMMUNITY SERVICES HUMAN RESOURCES MEDICAL COMMUNITY RELATIONS	CITY BUDGET & AMENDMENTS RISK MANAGEMENT EQUIPMENT RENTAL FACILITIES CITY REAL PROPERTY LEGAL DEVELOPMENT INCENTIVES BUSINESS DEVELOPMENT ECONOMIC DEVELOPMENT STRATEGIES	UTILITIES ZONING, CODES & PERMITS INNOVATION & TECHNOLOGY TRANSPORTATION STREETS ENGINEERING CAPITAL PROJECTS SUSTAINABILITY ENVIRONMENTAL PROTECTION CULTURAL ARTS & PUBLIC ARTS PLANNING	POLICE SCORE JAIL DISTRICT COURT PARKS & RECREATION ANIMAL CONTROL SOLID WASTE EMERGENCY PLANNING AIRPORT AIRPORT BUSINESSES SISTER CITIES MULTIMEDIA
Councilmember Trout-Manuel, Chair Deputy Mayor Wales, Vice Chair	Councilmember Baggett, Chair Councilmember Wagner, Vice Chair	Councilmember Wagner, Chair Councilmember DaCorsi, Vice Chair	Councilmember Peloza, Chair Councilmember Baggett, Vice Chair
2017 MEETING DATES March 13, 2017 May 8, 2017 July 10, 2017 September 11, 2017 November 13, 2017	2017 MEETING DATES March 27, 2017 May 22, 2017 June 12, 2017 July 24, 2017 August 14, 2017 September 25, 2017 November 27, 2017	2017 MEETING DATES April 10, 2017 June 12, 2017 May 22, 2017 August 14, 2017 July 24, 2017 October 9, 2017 December 11, 2017	2017 MEETING DATES April 24, 2017 June 26, 2017 August 28, 2017 October 23, 2017 December 26, 2017