



PLANNING COMMISSION MEETING

April 21, 2015
AGENDA

- I. **CALL TO ORDER – 6:00 p.m., Council Chambers**
- II. **ROLL CALL/ESTABLISHMENT OF QUORUM (Pledge of Allegiance)**
- III. **APPROVAL OF MINUTES**
 - A. **April 14, 2015**
- IV. **PUBLIC COMMENT**

Comment from the audience on any item not listed on the agenda for discussion or public hearing.
- V. **PLANNING DEPARTMENT REPORT**

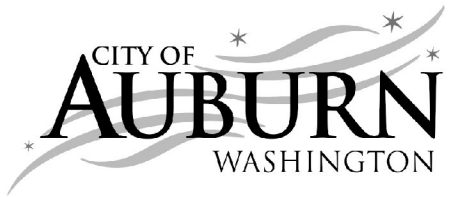
Update on Planning and Development Department activities.
- VI. **PUBLIC HEARINGS**
 - A. **2015 Comprehensive Sewer Plan* (Elwell)**

Summary: Conduct a Public Hearing on the 2015 Comprehensive Sewer Plan
- VII. **OTHER BUSINESS**
 - A. **Comprehensive Plan Update* (Tate)**

Summary: Staff to bring forward draft Chapters 1, 2, and 3 of the Comprehensive Plan Update.
- VIII. **ADJOURNMENT**

The City of Auburn Planning Commission is an eight member advisory body that provides recommendations to the Auburn City Council on the preparation of and amendments to land use plans and related codes such as zoning. Planning Commissioners are appointed by the Mayor and confirmed by the City Council.

Actions taken by the Planning Commission are not final decisions; they are in the form of recommendations to the City Council who must ultimately make the final decision.



DRAFT
PLANNING COMMISSION

April 14, 2015

MINUTES

I. CALL TO ORDER

Chair Judi Roland called the meeting to order at 6:00 p.m. in the Council Chambers located on the first floor of Auburn City Hall, 25 West Main Street, Auburn, WA.

II. ROLL CALL/ESTABLISHMENT OF QUORUM

Planning Commission Members present were: Chair Judi Roland, Vice-Chair Copple, Commissioner Mason, Commissioner Baggett, and Commissioner Smith. Commissioner Lee is excused.

Staff present included: Assistant Director of Community Development Jeff Tate, Assistant Director of Engineering/City Engineer Ingrid Gaub, City Attorney Dan Heid, Planning Services Manager Jeff Dixon, Utilities Engineering Manager Lisa Tobin, Water Utility Engineer Susan Fenhaus, Sewer Utility Engineer Robert Elwell, Planner Alexandria Teague, Urban Design Planner Lauren Flemister, Planner II Gary Yao, Office Assistant Jennifer Oliver, and Community Development Secretary Tina Kriss.

Members of the public present: There were no members of the public present.

III. APPROVAL OF MINUTES

A. March 17, 2015

Staff informed the Commission that a scrivener's error has been corrected; the date of the meeting has been changed to March 17, 2015.

Commissioner Copple moved and Commissioner Smith seconded to approve the minutes from the March 17 meeting as corrected.

MOTION CARRIED UNANIMOUSLY 5-0

IV. PUBLIC COMMENT

There were no public comments on any item not listed on the agenda for discussion or public hearing.

V. PLANNING DEPARTMENT REPORT

Assistant Director Tate reported the recommendations of the Planning Commission on Communal Residences went before Council Study Session on April 13 2015, the Council recognized the Commissions diligence and work on this item. This item will move forward to City Council for action.

On Thursday, April 16, 2015 a new Code Compliance Officer will be starting employment with the City. The City currently has two Code Compliance Officers (working in the

capacity as responders); this position will educate the public to make them more aware of city code requirements.

Applications will start coming in for the Auburn Community Center & Youth/Teen Center at the end of April or first part of May, with the internal review going from May into June in order to be completed by next year..

Planning Services Manager Jeff Dixon announced that there is activity on the purchase of the 3 parcels south of City Hall. He noted also that Development is planned, with a pre-application meeting, on a project west of Lowes and across A Street NE. The project has multi family components along with senior apartments.

VI. PUBLIC HEARINGS

A. 2015 Comprehensive Water Plan

Water Utility Engineer Susan Fenhaus presented the staff report on the 2015 Comprehensive Water Plan.

The Commission and staff discussed the current water rates and when the water rates for the city will be reviewed and if a water rate cost analysis could be done showing the rate/cost without the City using wholesale water from the Tacoma Public Utilities pipeline #5.

City Attorney Heid stated there may be some information, short of a cost analysis, that staff could provide to you prior to the next meeting.

Chair Roland opened the public hearing on the proposed amendments to the 2015 Comprehensive Water Plan at 6:23 p.m.

Chair Roland invited anyone for or against the proposed code amendments regarding the Water plan to come forward for testimony:

With no public present for public testimony, Chair Roland closed the public hearing at 6:23 p.m. With no comments from the public, the Commission deliberated.

Commissioner Copple moved and Commissioner Smith seconded to recommend moving the 2015 Comprehensive Water Plan forward to City Council for approval, subject to a report being submitted to the Council, showing the cost of the program without using wholesale water from the Tacoma Public Utilities purchase.

Motion approved. 5-0

VII. OTHER BUSINESS

A. 2015 Comprehensive Sewer Plan

Sewer Utility Engineer Robert Elwell provided a briefing on the 2015 Comprehensive Sewer Plan. The Commission and Staff discussed the level-of-service policies, system capacity with the existing and future conditions.

A discussion was held as to the sewer utility assets future improvements, maintenance and operation, and repair/refurbishment and the timing of replacement. A brief review of the Capital Improvement Plan was provided.

Staff reviewed a sewer system map depicting the county trunk lines, existing system, and future schematic of extensions.

At the conclusion of the presentation, at 7:16 p.m., Chair Roland recessed the meeting for a break for 20 minutes. The meeting was reconvened at 7:40 p.m.

B. Comprehensive Plan Update

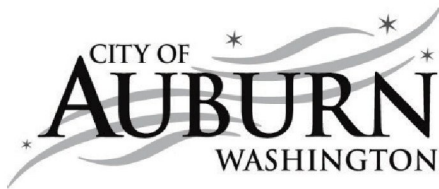
Assistant Director Jeff Tate introduced new Planner Alex Teague. The Planning staff provided a PowerPoint presentation to review the Comprehensive Plan update organization and format. Staff stepped through the contents of each chapter including A Narrative History; the Existing Conditions which include key demographics, and population and employment information were discussed. A general review of the Comprehensive Plan Process was provided along with the Principles and Goals section format of the update.

The Vision and Core Values, Objectives and Policies outline was discussed. Staff reviewed Chapter 5, Land Use, and the outline of Chapter 6, Areas of Emphasis. Chapter 7, Implementation Policies outline was reviewed. Section 4, Other Planning Documents and the additional appendixes A & B were discussed in order to provide the Planning Commission with the overall format and outline of the update.

Assistant Director Tate provided a matrix of the Comprehensive Plan update proposed review schedule. It was determined by the Commission and staff that the Commission would meet on April 21, 2015 at 6:00 p.m. and review the schedule at the end of each meeting.

VIII. ADJOURNMENT

There being no further business to come before the Planning Commission, Chair Roland adjourned the meeting at 8:51 p.m.



**Memorandum
Engineering Division**

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

From: Bob Elwell, Sewer Utility Engineer
Lisa Tobin, Utilities Engineering Manager

Date: April 14, 2015

Re: 2015 Comprehensive Sewer Plan –Second Review and Public Hearing

The City is in the process of updating the Comprehensive Sewer Plan in parallel with the City's overall Comprehensive Plan. This plan is an update of the existing Sewer Comprehensive Plan adopted in 2009. Its purpose is to guide the City with respect to future activities and improvements for the Sanitary Sewer Utility. The final plan will consist of one binder; containing the Executive Summary, Chapters 1-9, appendices, and a system map. The City Council recently completed an initial review of the Comprehensive Sewer Plan at its March 23, 2015 study session.

At the April 14 Planning Commission meeting, Sewer Utility Staff provided an initial briefing of the plan, highlighted key conclusions, and described the major areas of focus for the Sewer Utility over the course of the next 6 years.

At the Planning Commission's April 21, 2015 regular meeting a public hearing on the Comprehensive Sewer Plan is proposed to be conducted. The purpose of this hearing is to receive public input on the Comprehensive Sewer Plan, and for the Planning Commission to deliberate and provide a recommendation to the City Council.

The required environmental review process is currently being conducted for the Comprehensive Sewer Plan. A copy of the environmental checklist application prepared for Comprehensive Sewer Plan is being provided to the Planning Commission (Exhibit A).

Hard copies of the Draft Comprehensive Sewer Plan have been transmitted to the Planning Commission. An electronic version of the Draft Comprehensive Sewer Plan can be found on the City's website at the following link:

<http://weblink.auburnwa.gov/External/ElectronicFile.aspx?docid=260927&dbid=0>

SEPA ENVIRONMENTAL CHECKLIST

UPDATED 2014

Purpose of checklist:

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants:

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for Lead Agencies:

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals:

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the [SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS \(part D\)](#). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

A. BACKGROUND

1. Name of proposed project, if applicable:

City of Auburn, 2015 Comprehensive Sewer Plan

2. Name of applicant:

City of Auburn, Community Development & Public Works Department, Sewer Division

3. Address and phone number of applicant and contact person:

*Community Development & Public Works Department
25 West Main Street
Auburn, WA 98001
253-931-3010*

*Robert Elwell, Sewer Utility Engineer
253-931-4008*

4. Date checklist prepared:

March 26, 2015

5. Agency requesting checklist:

City of Auburn

6. Proposed timing or schedule (including phasing, if applicable):

The Comprehensive Sewer Plan is scheduled for adoption during 2015. It identifies near-term projects for the next six years, and long-term projects over the next twenty years. It also provides direction for inspection, maintenance, and operation of the utility.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

None beyond those discussed in this Comprehensive Sewer Plan The next comprehensive sewer plan update is proposed for the year 2021.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

Depending upon the scope of projects proposed in the plan, an individual environmental checklist and threshold determination would be completed as specified projects are proposed for construction. There are no environmental or background studies that have been completed for this sanitary sewer plan.

- 9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.**

At this time, there are no known pending applications for general applicability related to the area covered by the sewer system. There may be applications pending related to improvements to the sewer system such as various on-going plats and developer extensions occurring within the sewer service area. The City plans to adopt the capital improvement plan outlined in this document as part of the City's six-year capital facilities plan.

- 10. List any government approvals or permits that will be needed for your proposal, if known.**

The Comprehensive Water Plan must be approved by the City of Auburn and the Washington State Department of Ecology.

- 11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page.**

The proposed non-project action includes adoption of the Comprehensive Sewer Plan as an element of the City's Comprehensive Plan. The City of Auburn's 2015 Comprehensive Sewer Plan replaces the City of Auburn's 2009 Comprehensive Sewer Plan. The plan examines the existing sewer service area which includes both areas within the city limits and potential annexation areas for the City of Auburn. It addresses policies, design criteria, and recommends improvements to the sewer system and its service area. The plan analyzes the current level of service and identifies important projects necessary to meet City and State Standards with regard to public health, facility efficiency, operation, and maintenance. The wide range of facility improvements includes repair and replacement, system improvements, facility evaluations, and extensions of the utility to meet future sewer demands. The Comprehensive Sewer Plan is an ongoing element of the city Comprehensive Plan and serves as a guide for the operation, maintenance and expansion of the utility within the Sewer Service Area, in accordance with local, County, and State requirements.

- 12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.**

The sewer service planning area as established in the plan is defined as the City of Auburn's existing city limits and potential annexation areas. The City of Auburn's service area has been modified by several interlocal agreements with neighboring sewer service providers. Those agreements are included in Appendix A of the Comprehensive Sewer Plan. The service area is shown on Figure 2-2 of the Comprehensive Sewer Plan and reflects those agreements.

B. ENVIRONMENTAL ELEMENTS

1. Earth

- A. General description of the site (circle one): ☒ Flat, rolling, hilly, ☒ steep slopes, mountainous, other _____

The sewer service area is characterized by a relatively flat valley floor bordered by steep hillsides and upland plateaus overlooking the valley.

- B. What is the steepest slope on the site (approximate percent slope)?

The actual land slopes vary throughout the planning area. Steep slopes exist east and north of the Green River on Lea Hill, south of the White River, and west along the West Valley Highway toward the West Hill. The steepest slopes are close to 100 percent.

- C. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

The valley floor is made up primarily of soils of the Oridia, Renton, Snohomish, and Briscott series. These soils are poorly drained and formed in the alluvium (river sediments) associated with the White and Green rivers. These are considered good agricultural soils, though in many areas, are not well-drained. There is no designated farmland within the City of Auburn.

The hillsides and plateaus are made up of primarily Alderwood associated soils and a small amount of Everett associated soils (U.S. Department of Agriculture, 1973). Alderwood soils are moderately well drained gravelly sandy loams 20-40 inches deep. Beneath these soils is glacial till with low permeability. Roots penetrate easily to the hardpan layer. Runoff potential is slow to medium. Erosion and slippage hazard is moderate, ranging to severe on steeper slope phases. The Everett series consists of somewhat excessively drained soils that are underlain by very gravelly sand. These soils formed in very gravelly glacial outwash deposits under conifers. They are found on terraces and terrace fronts and are gently undulating to moderately steep.

- D. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

Some steep slopes, in the areas described earlier, are possible locations of unstable soils. Geologic hazard areas including volcanic, seismic, landslide, and erosion hazard areas are mapped in the City Comprehensive Plan and sensitive areas maps.

- E. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

Does not apply, since the proposed Comprehensive Sewer Plan is a non-project action. Sewer system construction projects identified in the plan will require excavation and grading of an undetermined quantity of material. Specific projects will be subject to individual environmental review prior to construction.

F. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

Does not apply to this non-project action. Specific projects will be subject to individual environmental review before implementation.

G. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

Does not apply, since this actions does not involve site specific development proposals.

H. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

This is a non-project action, no site specific erosion control is proposed. Specific projects described by the plan will be subject to individual environmental review before implementation. Where applicable, erosion and sedimentation control measures together with best management practices will be used in all areas of potential erosion.

2. Air

A. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

Does not apply to this non-project action. Specific projects, which are subject to environmental review, will be evaluated for their potential impact and corresponding mitigation measures prior to implementation.

B. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

Does not apply to this non-project action. Specific projects, which are subject to environmental review, will be evaluated for their potential impact and corresponding mitigation measures prior to implementation.

C. Proposed measures to reduce or control emissions or other impacts to air, if any:

Does not apply to this non-project action. Specific projects will be subject to individual environmental review before implementation. However, standard emission controls for construction equipment will be utilized during construction of projects recommended by this plan.

3. Water

A. Surface Water:

- 1) **Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.**

The major bodies of water within Auburn are the Green River, the White River, Mill Creek, Bowman Creek, and White Lake. The city has conducted an inventory of wetlands within the city limits. These are shown on Map 9.3 of the City's Comprehensive Plan.

- 2) **Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.**

Does not apply to this non-project action. Specific projects described by the plan will be subject to individual environmental review before implementation and compliance with the City's Shoreline Master Program.

- 3) **Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.**

Does not apply to this non-project action. Specific projects described by the plan will be subject to individual environmental review before implementation.

- 4) **Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.**

Does not apply to this non-project action. Specific projects described by the plan will be subject to individual environmental review before implementation.

- 5) **Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.**

Several areas within Auburn lie within the 100-year floodplain of the Green or White River and Mill Creek. These areas as well as frequently flooded areas as defined by the City of Auburn Public Works Department are shown on Map 9.5 of the City's Comprehensive Plan. Specific projects described by the plan which lie within these flood plains will be subject to individual environmental review before implementation and must comply with all applicable regulations.

- 6) **Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.**

No

B. Ground Water:

- 1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.**

Does not apply to this non-project action. Specific projects described by the plan will be subject to individual environmental review before implementation.

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.**

No waste material will be discharged into the ground as a result of this Plan.

C. Water runoff (including stormwater):

- 1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.**

Does not apply to this non-project action. Specific projects described by the plan will be subject to individual environmental review before implementation.

- 2) Could waste materials enter ground or surface waters? If so, generally describe.**

Does not apply to this non-project action. Specific projects described by the plan will be subject to individual environmental review before implementation.

- 3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.**

Does not apply to this non-project action. Specific projects described by the plan will be subject to individual environmental review before implementation.

D. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

Does not apply to this non-project action. Specific projects described by the plan will be subject to individual environmental review before implementation.

4. Plants

A. Check the types of vegetation found on the site:

- ☒ deciduous tree: alder, maple, aspen, other
- ☒ evergreen tree: fir, cedar, pine, other
- ☒ shrubs
- ☒ grass
- ☒ pasture
- ☒ crop or grain
- ☒ Orchards, vineyards or other permanent crops.
- ☒ wet soil plants: cattail, buttercup, bulrush, skunk cabbage, other
- ☒ water plants: water lily, eelgrass, milfoil, other
- ☒ other types of vegetation

Does not apply to this non-project action. A wide variety of plants exist across the Plan area. Specific projects described by the plan will be subject to individual environmental review before implementation.

B. What kind and amount of vegetation will be removed or altered?

Does not apply to this non-project action. Specific projects described by the plan will be subject to individual environmental review before implementation.

C. List threatened and endangered species known to be on or near the site.

Does not apply to this non-project action. Any threatened or endangered species on or near the recommended projects of this Plan will be listed at the time of the environmental review process for each individual project.

D. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

Does not apply to this non-project action. Specific projects will be subject to individual environmental review before implementation.

E. List all noxious weeds and invasive species known to be on or near the site.

Does not apply to this non-project action. Any noxious weeds or invasive species on or near the recommended projects of this plan will be listed at the time of environmental review process for each individual project.

5. Animals

A. List any birds and other animals which have been observed on or near the site or are known to be on or near the site.

Does not apply to this non-project action. Adoption of the Comprehensive Sewer Plan does not involve a specific site. Many of the following species could be present within the project area. Specific projects will be subject to individual environmental review for the identification of species present before implementation.

birds: hawk, heron, eagle, songbirds, other: geese ducks, crows, etc.
mammals: deer, bear, elk, beaver, other: urban animals such as dogs, cats,
squirrels, rodents, opossums, raccoons, etc are also present
fish: bass, salmon, trout, herring, shellfish

B. List any threatened and endangered species known to be on or near the site.

The City of Auburn Comprehensive Plan identifies the presence of Great Blue Heron and Bald Eagles within the sewer service area. The Environmental Impact Statement for the Auburn Thoroughbred Racetrack indicates that peregrine falcons, bald eagles, and the Aleutian Canadian Goose have been seen in the Auburn area. Chinook Salmon have been listed as endangered by the National Marine Fisheries Service and Bull Trout have been listed as endangered by the US Fish and Wildlife Service. Chinook are known to use Mill Creek and the Green and White Rivers. Bull Trout may inhabit the Green and White Rivers.

C. Is the site part of a migration route? If so, explain.

Does not apply to this non-project action. Adoption of the Comprehensive Water Plan does not involve a specific site. Specific projects will be subject to individual environmental review before implementation. Auburn is a portion of the Pacific Flyway for migratory birds and the migration route of a threatened or endangered species on or near the location of recommended projects of this plan will be listed at the time of the environmental review process for that particular project.

D. Proposed measures to preserve or enhance wildlife, if any:

Does not apply to this non-project action. Specific projects will be subject to individual environmental review before implementation.

E. List any invasive animal species known to be on or near the site.

Does not apply to this non-project action. Any invasive animal species on or near the recommended projects of this Plan will be listed at the time of environmental review process for each individual project.

6. Energy and natural resources

- A. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.**

Does not apply to this non-project action. Specific projects will be subject to individual environmental review before implementation.

- B. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.**

Does not apply to this non-project action. Specific projects will be subject to individual environmental review before implementation

- C. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:**

Does not apply to this non-project action. Adoption of the Comprehensive Sewer Plan itself will not result in the direct reduction or control of energy impacts. The policies adopted as part of this plan do promote sustainability practices within the Sewer Utility.

7. Environmental health

- A. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.**

Does not apply to this non-project action. Specific projects will be subject to individual environmental review before implementation.

- 1) Describe any known or possible contamination at the site from present or past uses.**

Does not apply to this non-project action. Specific projects will be subject to individual environmental review before implementation.

- 2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.**

Does not apply to this non-project action. Specific projects will be subject to individual environmental review before implementation.

- 3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.**

Does not apply to this non-project action. Specific projects will be subject to individual environmental review before implementation.

4) Describe special emergency services that might be required.

Does not apply to this non-project action. Specific projects will be subject to individual environmental review before implementation.

5) Proposed measures to reduce or control environmental health hazards, if any:

Does not apply to this non-project action. Specific projects will be subject to individual environmental review before implementation.

8. Noise

A. What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

Does not apply to this non-project action. Specific projects will be subject to individual environmental review before implementation.

B. What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

Does not apply to this non-project action. Specific projects will be subject to individual environmental review before implementation.

C. Proposed measures to reduce or control noise impacts, if any:

Does not apply to this non-project action. Specific projects will be subject to individual environmental review before implementation.

9. Land and shoreline use

A. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

The sewer service area comprises various land uses including residential, industrial, commercial, open space, and public land uses.

B. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

Much of Green River Valley and the City of Auburn were used for agriculture at some time in the past. Over the last several decades, rapid growth in the area resulted in much of the agricultural land converting to urban uses. No land within the city is designated as agricultural, though some parcels continue as that type of use. No change in land use will result from the adoption of the Comprehensive Sewer Plan.

- 1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:**

No.

C. Describe any structures on the site.

Many types of structures exist in the sewer service area, including residential, commercial, institutional, manufacturing, and industrial buildings.

D. Will any structures be demolished? If so, what?

Does not apply to this non-project action. Projects which are subject to environmental review will identify any structures proposed for demolition.

E. What is the current zoning classification of the site?

In general, the sewer service area contains various zoning districts in Auburn and Unincorporated King and Pierce Counties. In general, the zoning includes single-family and multi-family residential, light and heavy commercial, light and heavy industrial, public, and open spaces.

F. What is the current comprehensive plan designation of the site?

The sewer service area contains various Comprehensive Plan designations. The City of Auburn has jurisdiction over the majority of the service area. Several small portions of the service area, as shown on Figure 2-2, lie within King County or Pierce County. Those areas are subject to the land use designations of the King County and Pierce County Comprehensive Plans.

G. If applicable, what is the current shoreline master program designation of the site?

Portions of the City along the Green and White Rivers fall under the Shoreline Master Program. A map of the shoreline designations for those areas is Map 9.1 of the City's Comprehensive Plan (CPM#1) and include natural, shoreline residential, and urban conservancy. Shorelines of the State are reflected in Auburn's Shorelines Master Program, and specific projects described by the plan will be required to comply with the program.

H. Has any part of the site been classified as a critical area by the city or county? If so, specify.

Lands classified as critical areas exist within the sewer service area, including wetland, geologic hazard areas, aquifer recharge, habitat areas, groundwater protection areas, and frequently flooded areas. Specific projects described by the plan will be subject to individual environmental review before implementation.

I. Approximately how many people would reside or work in the completed project?

Does not apply to this non-project action. No specific development is proposed.

J. Approximately how many people would the completed project displace?

Does not apply to this non-project action. The Plan's programs and project are not intended to displace any people.

K. Proposed measures to avoid or reduce displacement impacts, if any:

Does not apply to this non-project action.

L. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

The Comprehensive Sewer Plan is written in accordance with all existing local, county, and state regulations. This includes the City Comprehensive Plan developed under the Growth Management Act policies, the King County Comprehensive Plan, the King County Regional Wastewater Services Plan, and the Pierce County Comprehensive Plan.

M. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:

The Comprehensive Sewer Plan includes policies consistent with King County policies to not extend sanitary sewer service to King County rural zoned properties.

10. Housing

A. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

Does not apply to this non-project action.

B. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

Does not apply to this non-project action.

C. Proposed measures to reduce or control housing impacts, if any:

Does not apply to this non-project action.

11. Aesthetics

A. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

Does not apply to this non-project action. Specific projects described by the plan will be subject to individual environmental review before implementation..

B. What views in the immediate vicinity would be altered or obstructed?

Does not apply to this non-project action. Specific projects described by the plan will be subject to individual environmental review before implementation.

C. Proposed measures to reduce or control aesthetic impacts, if any:

Does not apply to this non-project action. Specific projects described by the plan will be subject to individual environmental review before implementation.

12. Light and glare

A. What type of light or glare will the proposal produce? What time of day would it mainly occur?

Does not apply to this non-project action. Specific projects described by the plan will be subject to individual environmental review before implementation.

B. Could light or glare from the finished project be a safety hazard or interfere with views?

Does not apply to this non-project action. Specific projects described by the plan will be subject to individual environmental review before implementation.

C. What existing off-site sources of light or glare may affect your proposal?

Does not apply to this non-project action. Specific projects described by the plan will be subject to individual environmental review before implementation.

D. Proposed measures to reduce or control light and glare impacts, if any:

Does not apply to this non-project action. Specific projects described by the plan will be subject to individual environmental review before implementation.

13. Recreation

A. What designated and informal recreational opportunities are in the immediate vicinity?

The City of Auburn provides a full range of parks and recreational facilities. Map 11.1 of the City's Comprehensive Plan shows the location of these facilities.

B. Would the proposed project displace any existing recreational uses? If so, describe.

Does not apply to this non-project action. Specific projects described by the plan will be subject to individual environmental review before implementation.

C. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

Does not apply to this non-project action. Specific projects described by the plan will be subject to individual environmental review before implementation.

14. Historic and cultural preservation

- A. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, specifically describe.**

Although this non-project action will not directly affect any of these structures, there are several such buildings located within the sewer service area within the City of Auburn. Those sites are identified on Map 10.1 of the City's Comprehensive Plan.

- B. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.**

Does not apply to this non-project action. Specific projects described by the plan will be subject to individual environmental review before implementation.

- C. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.**

Does not apply to this non-project action. Specific projects described by the plan will be subject to individual environmental review before implementation.

- D. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.**

Does not apply to this non-project action. Specific projects described by the plan will be subject to individual environmental review before implementation.

15. Transportation

- A. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.**

Figure 2-1 of the Comprehensive Transportation Plan (transportation element) shows the City's current and future classified street system..

- B. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?**

Figure 4-1 of the Comprehensive Transportation Plan (transportation element) shows the location of public transit routes within the City. Also, a commuter rail station exists along the Burlington Northern Santa Fe railroad right-of-way just south of West Main Street and east of C Street SW.

- C. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?**

Does not apply to this non-project action. Specific projects described by the plan will be subject to individual environmental review before implementation.

- D. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).**

No

- E. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.**

Does not apply to this non-project action. Specific projects described by the plan may be in the vicinity of water, rail, or air transportation and will be subject to individual environmental review before implementation.

- F. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?**

Does not apply to this non-project action.

- G. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.**

Does not apply to this non-project action.

- H. Proposed measures to reduce or control transportation impacts, if any:**

Does not apply to this non-project action.

16. Public services

- A. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.**

Does not apply to this non-project action.

- B. Proposed measures to reduce or control direct impacts on public services, if any.**

Does not apply to this non-project action.

17. Utilities

A. Circle utilities currently available at the site: ☒ electricity, ☒ natural gas, ☒ water, ☒ refuse service, ☒ telephone, ☒ sanitary sewer, ☒ septic system, other ☒ Cable TV

Various levels of service are available throughout the service area.

B. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

The recommended repairs, replacements, improvements, or extensions to sewer system facilities are required to meet the level of service criteria set forth by local, county, and state governments. The facilities include sewer mains, manholes, pump stations, force mains and related appurtenances. Each recommended project will be subject to its own environmental review process.

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: _____

Name of signee Robert Elwell

Position and Agency/Organization Sewer Utility Engineer, City of Auburn

Date Submitted: March 27, 2015

D. SUPPLEMENTAL SHEET FOR NON-PROJECT ACTIONS

(IT IS NOT NECESSARY to use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

The proposed non-project action consists of adoption of the Comprehensive Sewer Plan, which will not itself increase discharge to water or air. Implementation of some elements of the Comprehensive Sewer Plan has the potential to result in discharges to water and air. For example construction projects identified in the Plan have the potential to result in increased noise and exhaust from construction equipment and dust from exposed soils.

A. Proposed measures to avoid or reduce such increases are:

No specific mitigation is proposed for the Plan adoption. The potential for discharge to air or water will be minimized through the use of best management practices and through the design and construction and operation consistent with the applicable local, state, and federal laws. Proposed projects will be reviewed and addressed on an individual basis by the appropriate agencies prior to implementation.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

It is not anticipated that the proposed projects will have a significant impact upon fish or wildlife. Improvements to the system described by the plan are intended to increase reliability, thereby reducing the risk of environmental contamination and, thereby reducing potential harmful effects on wildlife.

A. Proposed measures to protect or conserve plants, animals, fish, or marine life are:

No such measures are proposed for the plan adoption. Proposed projects will be reviewed on an individual basis and addressed by the appropriate agencies as they commence.

3. How would the proposal be likely to deplete energy or natural resources?

It is not anticipated that any of the proposed projects will have significant impact on the use of or need for energy or natural resources. Specific projects described by the plan will be reviewed for their potential impact to energy and resource use as part of individual environmental reviews prior to implementation.

A. Proposed measures to protect or conserve energy and natural resources are:

None specifically, as this is a non-project action. However, the proposed Sewer Comprehensive Plan includes a policy to evaluate activities to emphasize "sustainability practices." Specific projects described by the plan will be reviewed for their potential impact to energy and resource use as part of individual environmental reviews prior to implementation.

- 4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?**

It is not anticipated that the proposed projects will have a significant impact upon environmentally sensitive areas or areas designated for governmental protection. Improvements to the system described by the plan are intended to increase reliability, thereby reducing the risk of impacts to sensitive areas..

A. Proposed measures to protect such resources or to avoid or reduce impacts are:

The Plan does not increase the ability of any person, company, or agency to develop projects that would affect sensitive areas. Proposed projects identified as part of the plan will be reviewed on an individual basis and addressed by the appropriate agencies prior to implementation. Conformance with the applicable local, state, and federal guidelines and regulations will be required.

- 5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?**

The Comprehensive Sewer Plan does not allow or encourage uses incompatible with existing plans. Specific projects will be subject to individual environmental review before implementation.

A. Proposed measures to avoid or reduce shoreline and land use impacts are:

None specifically, as this is a non-project action. However, specific projects described by the plan will be reviewed for their potential impact to shoreline use and land use as part of individual environmental reviews prior to implementation.

- 6. How would the proposal be likely to increase demands on transportation or public services and utilities?**

The proposal will not result in an increase in demands on transportation and public services. The Comprehensive Sewer Plan responds to growth by identifying the public facilities and improvement needed to address future growth addressed by the City Comprehensive Plan.

A. Proposed measures to reduce or respond to such demand(s) are:

The Comprehensive Sewer Plan identifies sewer facilities required to accommodate growth. Any proposal to construct those facilities will be subject to environmental review which will identify specific impacts to transportation, public services or other utilities.

- 7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.**

The Sewer Comprehensive Plan does not appear to present any conflict with local, state, or federal laws or requirements..

Chapter 1 – History of Auburn

1.1 The City – An Overview

The Green, White, and Stuck Rivers once converged on the valley floor, where the Southern Coast Salish people (now collectively known as the Muckleshoot Tribe) lived on the river and vicinity's bounty. Eventually, others also settled the valley, which was made accessible by military roads in the 1850s and railroad in the 1880s.

Many of these settlers, including Americans from the East and Midwest, as well as immigrants of European and Japanese descent, took advantage of the river in a different way than the Muckleshoot; these newcomers farmed a valley rendered fertile from regular flooding. Farming thrived for many decades in Auburn and its surrounds, following incorporation in 1891. However, agriculture was not the only driver of the economic engine.

Construction of the Northern Pacific Railroad's Auburn Yard facilities in the early 1910s ushered in the City's first population boom. Businesses serving the burgeoning railroad worker population expanded and business prospects continued through the 1920s. The favorable business environment came to an abrupt halt when the Great Depression hit in 1929.

World War II and the associated war effort, with plentiful employment for non-draftees, brought the City out of its economic slump, though not for the City's and surrounds' substantial Japanese-American population. For the Japanese-American residents, war did not bring economic stability, but far away federal internment camps and lost homes, farms, and businesses instead. Many of the City's Japanese-American residents never returned.

Those who did return were veterans starting families. Along with an influx of middle class workers moving away from larger cities, Auburn's population once again ballooned and would grow at an unprecedented pace until the late 1960s. This time around, the development pattern was significantly less centralized. While some businesses set up shop or expanded in downtown Auburn, many more stores, beginning with automobile dealerships, moved into the surrounding farmland along Auburn Way and other auto-oriented corridors.

The surrounding farmland was also prime (and affordable) real estate for industrial redevelopment. With construction of the Howard Hanson Dam in 1962, catastrophic flooding was no longer a regular threat. Access to State Route 18 and State Route 167, constructed in the 1960s and 1970s, also added to the appeal. As a result, large employers such as Boeing, as well as a plethora of warehousing and distribution centers and various light industrial enterprises, began to supersede farms in the valley.

The “Boeing Bust” in 1971 slowed, but did not stop, redevelopment of the once-agricultural valley. While population growth slowed in the 1970s, an accelerated local and regional economic recovery beginning in the 1980s set the foundation for rapid residential development on Lea Hill and West Hill in the 1980s through 1990s (then unincorporated) and in Lakeland Hills in the 1990s and 2000s.

Not just a regional destination for businesses and homes, construction of the SuperMall (now The Outlet Collection), Emerald Downs Thoroughbred Racetrack, and Muckleshoot Casino in the 1990s provided attractions for leisure in Auburn. Since 2000, the portfolio of attractions has been expanded with Green River Community College (now Green River College), which was annexed into City limits during the Lea Hill and West Hill annexations in 2008, the construction of the downtown Auburn Transit Center, and ongoing revitalization of downtown Auburn that aims to be the enduring business, government, and cultural focal point of the City. Further, with a population that has increased from less than 300 at incorporation to more than 74,860 currently, Auburn continues to be a place where diverse cross sections of people live, work, and play.

1.2 The City – A Timeline

The First Settlers

Pre-1850s: Semi-nomadic Southern Coast Salish tribal groups, such as the Skopamish, Smahkamish, and Stkamish, lived in winter villages along the Green, White, and Stuck Rivers, which is present-day Auburn. In these winter villages, such as Ilalko, which was located where the Green and White Rivers once converged (near where 8th ST NE crosses the Green River today), the tribal groups relied upon stored foods and local resources. In the spring and summer, the Southern Coast Salish hunted, fished, clammed, and gathered berries and other plant life.

1853: Military roads traversed the White River Valley, the first east-west overland routes from eastern Washington Territory to Puget Sound. Shortly thereafter, Americans from the Eastern and Midwestern United States, as well as many European and Japanese immigrants, began to settle the area, lured by the “free” and fertile land.

1854-56: The Treaties of Medicine Creek and Point Elliott were negotiated with Puget Sound-area Native Americans and signed, establishing reservation lands and the right to off-reservation resources. The Southern Coast Salish tribal groups living along the Green, White, and Stuck Rivers were not associated or recognized as a single tribe and were to be relocated onto the Nisqually Reservation. Following the treaties, a series of clashes, commonly known as the Puget Sound Treaty Wars or Indian Wars, occurred between Native Americans territory-wide and non-Native settlers.

1856/74: Following the clashes, the Muckleshoot Reservation was recommended for establishment in 1856. An 1874 executive order issued by Washington Territory Governor Isaac Stevens established the Muckleshoot Reservation for the Muckleshoot Indian Tribe, which included the riverbank-dwelling Southern Coast Salish tribal groups.

1883-84: The Northern Pacific's Transcontinental Railroad line between Seattle and Tacoma began operation allowing people to travel to Auburn and the White River Valley from across the region and country by rail.

1890s

1891: The Town of Slaughter, named after Lieutenant William Slaughter, who was killed in the Puget Sound Treaty Wars, was incorporated. At the time of incorporation, the town was home to a wooden boardwalk Main Street that had two restaurants, saloons, a few of specialty stores, and the Ohio House Hotel, often-called "Slaughter House" by the locals. The town's name, liked Lieutenant Slaughter, was short-lived.

1893: The Town of Slaughter was officially renamed the City of Auburn when it was officially incorporated. That was not the only major change that occurred in that year. The Auburn area's industries around the time of incorporation included charcoal and terra cotta kilns, lumber mills, dairies, berry and other produce farms, and above all, booming hops farms. In quick succession, there were hops-destroying aphid plague in 1891 and the Panic of 1893, which brought down prices for hops and brought about the hops industry's eventual collapse. As a result, many hops farms became dairy farms. Without access to loans, the Panic of 1893 also resulted in foreclosures and abandoned properties. However, agriculture as a whole survived the nationwide economic depression of 1893 and continued to thrive in the Auburn area.

1900s

1900-10: The first full decade since incorporation saw modest population growth, from 740 to 960 people.

1902: The Puget Sound Electric Railway, more commonly known as the Interurban, inaugurated service with speeds of up to sixty miles per hour and up to thirty-six daily roundtrips between Seattle and Tacoma at its peak. The Interurban provided Auburn and the White River Valley, and its people and produce, a fast and frequent connection to Seattle and Tacoma. In addition, it fostered the growth of businesses serving railroad workers and commuters traveling through the City.

1903: Dairy farming's continued prominence culminated in the opening of the Borden Condensed Milk Company (formerly Borden's Pioneer Milk Company) facility near 4th and D ST NW. During this

period, Borden was Auburn's second-largest employer, second only to the railroads. In addition to Borden, many other dairy-related companies were located in Auburn.

1906: The problems of a growing population, associated development, and heavy rains culminated in a record flood this year. During the flood, as in years past, debris choked the White River and diverted its northward course southward, into the Stuck River. The record flood resulted in a decision to permanently seal off the White River channel and divert all water into the Stuck River, in an effort to curb flooding of the White River. Over the ensuing years, though the diversion dam was built and former channel of the White River was filled and developed, seasonal flooding did not cease in the valley.

1910s

1910-20: Downtown Auburn evolved from wooden boardwalks to concrete sidewalks and from horse-drawn carts to automobiles. Businesses grew in numbers and diversity to keep pace with the population. Since Auburn Yard's arrival in 1910, the City had expanded more than three-fold, from 960 to 3,160 people.

1910-13: The Northern Pacific Railroad constructed Auburn Yard, its western freight terminal, which included a 24-stall roundhouse, car repair shops, and a yard office. The construction and subsequent operation of Auburn Yard ushered in the City's first population boom.

1917: The railroads were nationalized as the United States joined the Allies in World War I. This translated into better wages for railroad workers and employment of women as railroad machinist and cleaner. While the higher wages continued into the 1920s, most women were laid off and those remaining transitioned into railroad clerical positions.

1920s

1920-30: Though the majority of the 1920s were prosperous, Auburn's population of 3,906 just after the Great Depression's onset reflects an increase of only about 24%, a modest amount compared to the large increase between 1910 and 1920.

1921: Auburn General Hospital (now MultiCare Auburn Medical Center) opened in downtown Auburn, providing modern medical services to the City's growing population.

1921/1923/1925: The state legislature adopted laws prohibiting non-citizens from land ownership and use of land through sharecropping, leasing, or renting. The laws disproportionately affected the large population of Japanese farmers and other non-white ethnicities in the Auburn area. While in 1925, the State Supreme Court ruled that minority American-born citizens could hold title to land

formerly belonging to his or her parents, many were forced to make changes. Some of the Auburn area's significant Japanese population returned to Japan and others changed to commercial professions less/not dependent upon land cultivation. Many others toiled on land they had previously owned.

1928: As the automobile became the preferred mode of travel, the Interurban ceased service and regular passenger rail service to Seattle and Tacoma by rail would not return for 72 years.

1929: The Great Depression set in, downsizing or closing many Auburn businesses; a lack of financing impeded the establishment of new businesses to take their place. The crash was manifested in general unemployment and poverty, and more viscerally, in the homeless encampments of jobless laborers around the Auburn area.

1930s

1930-40: Growing to 4,211, Auburn's population was more or less stagnant throughout the 1930s.

1930: Public utility districts, such as water and sewer districts beyond City limits, authorized by the State, laid the groundwork for unincorporated areas around Auburn to absorb some of the exponential population growth in the 1950 and 1960s.

1940s

1940-50: Growing to 6,497 people, Auburn's population gain in the 1940s was almost twice that gained between the two decades from 1920 to 1940. There was marked population and business growth post-World War II.

1941: Following the attack on Pearl Harbor, the United States entered into World War II. With the labor pool decreased by the drafting of young men and increased government spending for the war effort, unemployment plummeted. The employed now counted amongst its ranks older children helping with the harvest. The employed also included for the first time since World War I, women working in retail and manufacturing, both within the City and at Boeing's factories in nearby cities.

1942: The entirety of the sizable Japanese-American population in the Auburn area, along with other Japanese-Americans living on the West Coast, was relocated by the federal government to distant internment camps for the duration of the war. Many families lost homes, farms, and businesses. Most never returned.

1943: The U.S. Army Air Force depot, including multiple warehouses (and an administrative building in 1956), opened where General Services Administration (GSA) Region 10 headquarters is now located.

1943: The Auburn Ave Theatre, a former bus terminal, opened its doors in downtown Auburn. The theatre provided a venue for cinematic escape from wartime realities and since the 1970s, has become a venue for live music and theatre performances.

1945: The end of World War II brought veterans and a baby boom to Auburn. Transportation improvements also brought middle-class workers who wanted to relocate from larger cities to a slice of suburbia. Existing businesses expanded and brand new businesses opened in Auburn, catering to the growing population – and the automobiles they used to get around. Though much of Auburn and the area around it remained primarily agricultural, change was apace.

1948: Scarff Motors relocated to 501 Auburn Way N, then the outskirts of town. The move prompted other car dealerships to follow suit, mirroring Scarff Motors' lead northward into the farmlands around Auburn. The resultant cluster of car dealerships along Auburn Way N, as they continue to exist today, earned Auburn the moniker “Little Detroit of the West”, and strong car sales contributed sales tax revenue to fund City services.

1949: A 7.1-magnitude earthquake felt from Seattle to Chehalis also changed the commercial landscape, damaging brick and masonry facades in downtown. Many of these facades were rebuilt in more modern styles reflecting preferences of the era.

1950s

1950-60: Growing to 11,933, Auburn's population had almost doubled in the 1950s. Growth in population and businesses continued and spurred annexations that pushed City limits just north of 40th ST NE and south to the foot of the Muckleshoot Reservation plateau and almost to the White River.

1956: Lakehaven Utility District was established, providing water and sewer service to the West Hill area of the City, then located in unincorporated King County. The presence of these services spurred westward growth.

1960s

1960-70: At 21,653, Auburn's population had once again almost doubled since 1960. Expansion of City limits continued in the 1960s, incorporating the slopes of West Hill, portions of the Muckleshoot Reservation plateau, and areas past the White River to the King-Pierce County line.

Early 1960s: Water District 111 was established, providing water service to the Lea Hill area of the City, then located in unincorporated King County.

1961: The General Services Administration (GSA) Region 10 headquarters moved to Auburn, taking over facilities constructed as a depot for the U.S. Army Air Force in the 1940s and 1950s. GSA continues to be a large employer in the City.

1962: The Howard Hanson Dam was completed, significantly decreasing the size and frequency of seasonal flooding in the valley. With significant seasonal flooding no longer a threat, the one-time agricultural valley attracted, in addition to the already-present GSA, large employers such as the Federal Aviation Administration (1962) and Boeing (1966), as well as a plethora of warehousing and distribution centers and various light industrial enterprises.

1964: The Auburn portion of State Route 18 opened, eventually connecting downtown Auburn and the Lea Hill area to Interstate 5 to the west and Interstate 90 to the northeast. Access to the interstate highway system continued the momentum of redeveloping the one-time agricultural valley into an industrial breadbasket.

1965: Green River Community College (now Green River College) opened on Lea Hill. Located in unincorporated King County, the school provided adult education courses for both the growing City and burgeoning Lea Hill area.

1965: Downtown Auburn hosted its first Veterans Day Parade, now one of the largest in the nation. The parade honored veterans and active military personnel, both of which continue to comprise a sizeable portion of the City's population.

1966: Les Gove Park opened. Over the ensuing years, the park evolved into a recreational and educational campus encompassing a library (1964), the White River Valley Museum (1970), senior center (1977), the Parks, Arts, and Recreation Administration Building (1977), and a gymnasium (2011).

1969: Auburn Municipal Airport opened, capitalizing on the Boeing boom and serving general aviation purposes.

1970s

1970-80: Auburn grew to a population of 26,417, which paled in comparison to preceding years. The factors affecting the growth rate were the "Boeing Bust" and the slow recovery that followed and less-than-rosy local and national economic climate through much of the 1970s. However,

continued redevelopment of the valley into warehousing and light industry and the Auburn General Hospital (now MultiCare Medical Center) expansion provided some relief in a dismal economic period. Nevertheless, the City expanded northward to S 277th ST and for the first time, across the Green River by annexing the Auburn Golf Course at the base of Lea Hill.

1971: Citing noise and environmental concerns, federal funding for developing supersonic transport was suspended. The subsequent “Boeing Bust” led to layoffs for over 2/3s of Boeing’s 100,000-plus workforce in the Puget Sound region, which included workers at Boeing’s Auburn manufacturing facility. Boeing and the region slowly rebounded through the late 1970s.

1972: The Auburn portion of State Route 167 (a.k.a. the Valley Freeway) opened, providing a north-south route paralleling Interstate 5 through the valley. Capitalizing on the east-west connection provided with the earlier-completed State Route 18, the valley continued to be redeveloped with warehousing and distribution centers and light industrial enterprises taking advantage of the Auburn’s convenient access to the region and beyond.

1975: The half-century old building that had housed Auburn General Hospital (now MultiCare Auburn Medical Center) since the 1920s was replaced with a larger and more efficient building.

1979: Microsoft moved from Albuquerque, New Mexico to Bellevue, Washington. The move reinvigorated the region by attracting other technology companies to the region, which diversified an economy that was rebounding from a surplus of skilled and educated workers laid off by Boeing.

1980s

1980-90: Growing to 33,102 by 1990, the City’s population grew in the 1980s at a rate similar to its growth in the 1970s, which is significantly slower than between the end of World War II and 1970. During the 1980s, while the City became an employment hub, it also became more suburban, with many of its residents commuting to employment beyond its borders.

1981: The City adopted its first floodplain regulations. While construction of the Howard Hanson Dam in 1962 eliminated significant seasonal flooding of the valley, areas along river banks were still subject to flooding during significant storm events.

1983/87: Burlington Northern-Santa Fe (BNSF) relocated most of its operations from Auburn Yard, at one time one of the City’s largest employers, to its Seattle and Tacoma facilities. Several years later, BNSF demolished most of the buildings related to operations at Auburn Yard.

1988: City Council adopted the Lakeland Hills Plan for the King County portion of the Lakeland Hills area in the City. The plan set the stage for a planned residential community as demand for housing grew with the local and regional economy.

1990s

1990-2000: Growing to 40,314 by 2000, the City grew steadily in the 1990s, at a pace similar to the 1970s and 1980s.

1990: The Washington State Growth Management Act (GMA) was adopted in response to rapid growth in the Puget Sound Region's population and employment. The GMA mandated that local jurisdictions conduct comprehensive planning in accordance with statewide goals and the City subsequently updated its Comprehensive Plan for consistency. See Chapter 3 of this Comprehensive Plan for more information regarding the GMA.

1990: The Downtown Auburn Design Master Plan was adopted and subsequently updated in 2001. See Chapter 6 of this Comprehensive Plan for more information.

1991: The Auburn Adventist Academy Plan was adopted. See Chapter 6 of this Comprehensive Plan for more information.

1992: The Auburn North Business Area Plan was adopted. See Chapter 6 of this Comprehensive Plan for more information.

1995: The previous Comprehensive Plan was adopted, which included substantial amendments to the 1986 plan for consistency with the Washington State Growth Management Act (GMA) and King County Countywide Planning Policies. The Comprehensive Plan has been updated in annual increments since 1995.

1995/1996: The Muckleshoot Casino, Supermall (now The Outlet Collection), and Emerald Downs opened, adding regional entertainment and shopping destinations to the City.

1996: Burlington Northern-Santa Fe reopened the Stampede Pass to freight traffic. BNSF trains once again rumbled through the valley, creating challenges for travel east-west across a valley transformed from farms to a home for regional attractions, warehousing and light industry, and more than 10 times the number of people when Auburn Yard was constructed. Several grade-separation projects between City streets (S 277th Street, 3rd Street SW, and M Street SE) and railroad right-of-way are constructed as a result in the ensuing decades.

1998: Keeping pace with the local and regional economic boom, City Council adopted the Lakeland Hills South Plan and annexed the Pierce County portion of the Lakeland Hills area, which had been established as the Lakeland Hills South Planned Unit Development (PUD). Subsequently, this area expanded and was mostly built out in the 2000s. Unlike the King County portion of Lakeland Hills, the Lakeland Hills South PUD also established commercial areas within the planned residential community.

2000s

2000-10: Growing to 70,180 in 2010, the City's population nearly doubled in the 2000s, though a portion of the growth stems from annexation of the Lea Hill and West Hill areas.

2000/2001: Completion of the Auburn Transit Center and commencement of Sounder commuter rail service to Seattle and Tacoma kicked off renewed interest in maintaining downtown Auburn. As “the physical and cultural heart of the Auburn community”, policy was aimed toward its renewal, as espoused by the updated Auburn Downtown Plan adopted in 2001.

2002: Auburn General Hospital (now MultiCare Medical Center) expanded again, with a four-story patient tower added to its downtown Auburn facilities.

2005: The City adopted its first Critical Areas Ordinance. While already regulating critical areas, such as wetlands, streams, and landslide hazard areas, the ordinance clarifies more specifically how critical areas are regulated within the City.

2006: In recognition of its ecological and economic development value, approximately 114 acres of wetland on the east side of State Route 167, between 15th Street NW and W Main Street, were set aside and the Auburn Environmental Park was established. Construction of a bird tower and wetland boardwalk trail followed. An associated zoning district between the park and the Interurban Trail was established with the intent of attracting medical, biotech and “green” technology businesses, including those in the fields of energy conservation, engineering, and water quality.

2008: The City annexed the Lea Hill and West Hill areas from King County, bringing in a substantial residential population along with Green River Community College (now Green River College).

2008: The Northeast Auburn/Robertson Properties Special Area Plan was adopted. See Chapter 6 of this Comprehensive Plan for more information.

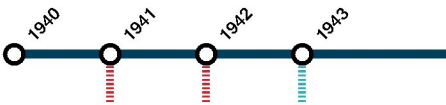
2010s

2012: The S Division Street promenade opened, serving as the catalyst for redeveloping the four Auburn Junction blocks south of Main Street between the two A Streets. The Auburn Junction blocks are currently redeveloping with a four-story commercial-residential mixed use building and a five-story senior housing community.

2013: The M Street underpass project was completed.

2014: The City's first significant mixed used transit oriented development (Trek) breaks ground. Imagine Auburn visioning process.

The 1940s



Matters of Nation, State, and Region
(and Why They Matter Locally)

1941: Following the attack on Pearl Harbor, the United States entered into World War II. With the labor pool decreased by the drafting of young men and increased government spending for the war effort, unemployment plummeted. The employed now counted amongst its ranks older children helping with the harvest. The employed also included for the first time since World War I, women working in retail and manufacturing, both within the City and at Boeing's factories in nearby cities.

1942: The entirety of the sizable Japanese-American population in the Auburn area, along with other Japanese-Americans living on the West Coast, was relocated by the federal government to distant internment camps for the duration of the war. Many families lost homes, farms, and businesses. Most never returned.

1945: The end of World War II brought veterans and a baby boom to Auburn. Transportation improvements also brought middle-class workers who wanted to relocate from larger cities to a slice of suburbia. Existing businesses expanded and brand new businesses opened in Auburn, catering to the growing population – and the automobiles they used to get around. Though much of Auburn and the area around it remained primarily agricultural, change was apace.

1949: A 7.1-magnitude earthquake felt from Seattle to Chehalis also changed the commercial landscape, damaging brick and masonry facades in downtown. Many of these facades were rebuilt in more modern styles reflecting preferences of the era.

Local Milestones
and Matters

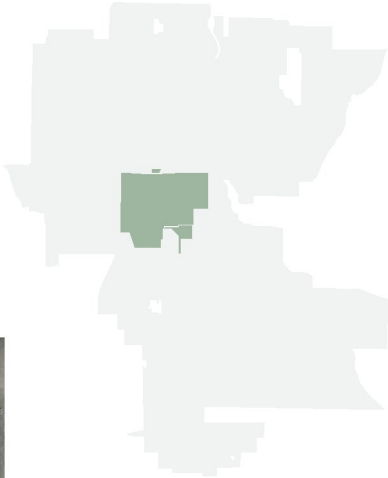
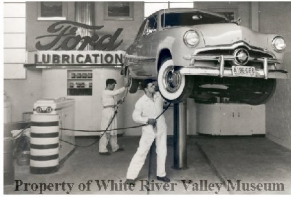
1943: The U.S. Army Air Force depot, including multiple warehouses (and an administrative building in 1956), opened where General Services Administration (GSA) Region 10 headquarters is now located.

1943: The Auburn Ave Theatre, a former bus terminal, opened its doors in downtown Auburn. The theatre provided a venue for cinematic escape from wartime realities and since the 1970s, a venue for live music and theatre performances.

1948: Scarff Motors relocated to 501 Auburn Way N, then the outskirts of town. The move prompted other car dealerships within and without the City to follow suit, mirroring Scarff Motors' lead northward into the farmlands around Auburn. The resultant cluster of car dealerships along Auburn Way N, as they continue to exist today, earned Auburn the moniker "Little Detroit of the West", and strong car sales contributed sales tax revenue to fund City services.

Growth

1940-50: Growing to 6,497 people, Auburn's population gain in the 1940s was almost twice that gained between the two decades from 1920 to 1940, with marked population and business growth post-World War II.



Chapter 2 – Existing Conditions

Understanding how Auburn has grown and changed over time not only tells a story, but also helps clarify the direction of development. The data included in this chapter, taken from the 2010 United States Census, provide insight into trends and tendencies with respect to population, ethnicities, households, age, and jobs. These statistics provide a numerical description of the City of Auburn and help define the size and location of the people who live within. The trends inform the needs and demands for growth, but community values and principles should shape the ways in which those issues are addressed. Using these data holistically and combining them with previous plans, existing circumstances, and community values allows the comprehensive plan to properly assess and determine a course of action to meet Auburn's future goals.

Population Characteristics

As of 2014, Auburn ranks as the 14th most populated city within the State of Washington. It is located within the two most populous counties in the state (King and Pierce counties) and is nearly equidistant from its two largest cities, Seattle and Tacoma. Proximity to both these cities and being in a central location within Puget Sound Region has helped Auburn grow at a steady rate. Since the 1950's, Auburn's population has increased substantively. Between 1950 to 1970, Auburn's population increased from about 6,500 to about 21,500. From 1970 to 1990, Auburn's population rate of growth slowed, increasing to about 33,000. In 1998, the City of Auburn began annexing several large tracts of land that precipitated the start of several large housing developments. The annexation of southwest Lea Hill in Year 2000 and West Hill and the balance of Lea Hill in 2008 increased Auburn's population significantly. As of 2010, the population of Auburn has increased to 70,180. The 2013 US Census Bureau population estimates place the overall Auburn population at almost 75,000 people (74,860 precisely). Population estimates for 2011 and 2012 were 71,567 and 73,428, respectively.

Racial Characteristics

Auburn has seen significant demographic changes over the last decade. According to the 2010 U.S. Census, approximately 70.5% of Auburn's population is White/Non-hispanic; data from the 2000 Census reported the white population in Auburn at 79%. In 1990, the white population was roughly 90%. What this means is that Auburn has grown significantly more diverse in a 25-year period. As of 2013 estimates, the overall white population, including Hispanics, is just under 50,000 at 49,238. This means that approximately 68.5% of Auburn's population is white. If this trend holds, Auburn will become increasingly racially diverse. As of 2013, 7,400 residents were Asian, which is

just over 10% of the total population. Blacks or African Americans account for about 5.5% of the population (3,932 residents) and American Indians account for another 2.0% (just under 1500 people). The most substantial group, Hispanics or Latinos, are 13% of the population, though they are an ethnic group and can be members of any racial group. There are approximately 9,300 Hispanic or Latino residents in Auburn. This diversity is further borne out in the languages Auburn residents speak at home: a full 25% of homes primarily speak either Spanish, a Slavic language, Russian, Tagalog, Korean, a Pacific Island language, Vietnamese, Chinese, an African language, and many others. These overall trends show the reality of a more diverse Auburn.

Household and Income Characteristics

The year 2000 Census indicated that Auburn had 16,108 households; this number has catapulted. The current household number estimates (based on 2013 figures) have increased to 27,427. This significant increase is due to substantial development activity over the past 15 or so years, aside from the economic downturn from 2008-2011. Predominant numbers of households in Auburn are either one or two person households. One person households reflect 25.6% of total households and 2-person households are 31.5%. 3-person and 4-person households are 16.4 and 14.3 percent, respectively. Households of 5 or more account for another 12.2%. Approximately two-thirds of all households are comprised of related persons; the other third are non-family households, which are primarily people living alone.

Homeownership in Auburn is just under 60 percent, which is 3.5 points lower than the State of Washington average. The lower percentage of homeownership corresponds to below Washington averages in per capita income, median household income, graduation rate, as well as a higher than average percentage of persons under the poverty level. Auburn's median household income is \$55,483 compared to the Washington average of \$59,478, which is a nearly \$4,000 difference.

Housing Characteristics

The number of housing units has steadily increased, reflecting Auburn's growth. Currently, there are 27,834 housing units, as of 2013. That number was 19,420 in 2004, which is a 43% increase in ten years. The health of the housing market is clear from the large increase in housing units. Another sign of a stable market is the vacancy rate; in 2013, Auburn had a housing unit vacancy rate of 6.4%, which is consistent for the Western region of the United States and well above the national average. Interestingly, 34% of the housing units are in multi-unit structures, which is a much higher percentage than the State of Washington average. In other words, one-third of Auburn's housing is multi-family compared to one-quarter for the state, on average. The average home cost is \$25,000

less than the state average (\$238,500 compared to \$262,100), which is consistent with the household and income findings.

Age Characteristics

Auburn is statistically younger than the state of Washington. The median age in Washington is 37 years; the median age in Auburn is 35.5. This is up from 34.1 years of age in 2000. While the median age has increased, there is a lot of youth in Auburn. 7.4% of Auburn residents are under 5 years of age and 25.9% are under the age of 18. There are all significantly higher than the state average. The percentage of people over the age of 65 is 10.2%, which compares similarly to the state of Washington figure of 12.3%. Over the last 15 or so years, Auburn has grown significantly younger; the median age is higher, but the statistics suggest growth in the working-age adult demographic, many of whom have children. These changing data suggests a need for services and programming that address the needs of children and families, while continuing to focus on the needs of more mature adults and single people of all ages.

Resident Labor Force and Employment Characteristics

Since its population boom during the construction of the railroad freight terminals at the start of the 20th Century, Auburn has in many respects remained a “blue collar” community. This trend, however, is declining as local economies in Washington diversify. In 1990 one out of four of Auburn’s residents worked in the manufacturing industries. Between 1990 and 2000, Auburn’s resident labor force lost 1,000, or approximately one-fourth, of these manufacturing jobs. This trend of manufacturing job loss has been a nationwide trend, as companies relocate to other cities and states based on tax savings, and many other companies are increasingly outsourcing jobs overseas. In this ever-changing landscape, jobs continue to migrate into different sectors. This slow shift is evidenced by the lessened impact of major employers in Auburn.

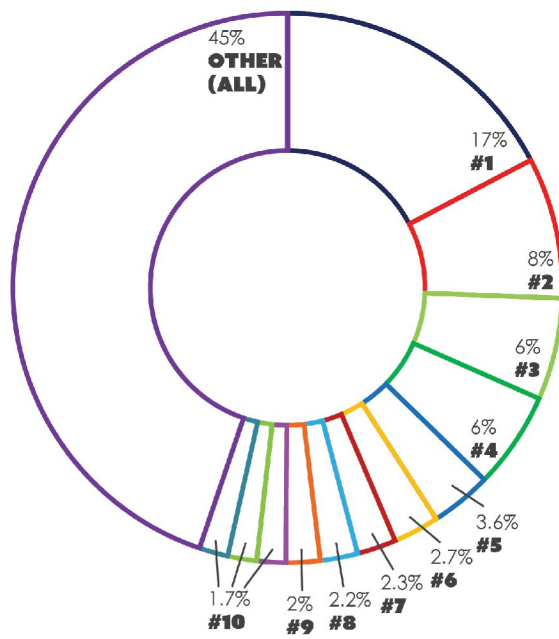
Employer	Product/Service	2011			2002		
		Employee s	Rank	Percentag e of Total City Employme nt	Employee s	Rank	Percentag e of Total City Employme nt
The Boeing Company	Aerospace	5,179	1	17.3%	10,000	1	50.5%
Muckleshoot Tribal Enterprises	Gaming	2,500	2	8.3%	1,200	3	4.7%
Auburn School	Education	1,800	3	6.0%	1,682	2	7.6%

District							
The Outlet Collection (formerly Super Mall)	Retail	1,700	4	5.7%			
Green River College	Education	1,067	5	3.6%	900	4	3.4%
MultiCare (formerly Auburn Regional Medical Center)	Hospital	805	6	2.7%	500	7	2.8%
Emerald Downs Racetrack	Horse Racing	678	7	2.3%	600	5	3.1%
Safeway	Grocery Retail/Distribution	650	8	2.2%			
Social Security Administration	Federal Government	600	9	2.0%	536	6	3.0%
Federal Aviation Administration	Federal Government	500	10	1.7%	500	7	2.8%
General Services Administration	Federal Government	500	10	1.7%	325	9	2.0%
Zones, Inc.	Technology Reseller	500	10	1.7%			
City of Auburn	Municipal Government				438	8	2.6%
Fred Meyer	Retail				289	10	1.7%
TOTALS		16,479		55.0%	16,970		84.5%

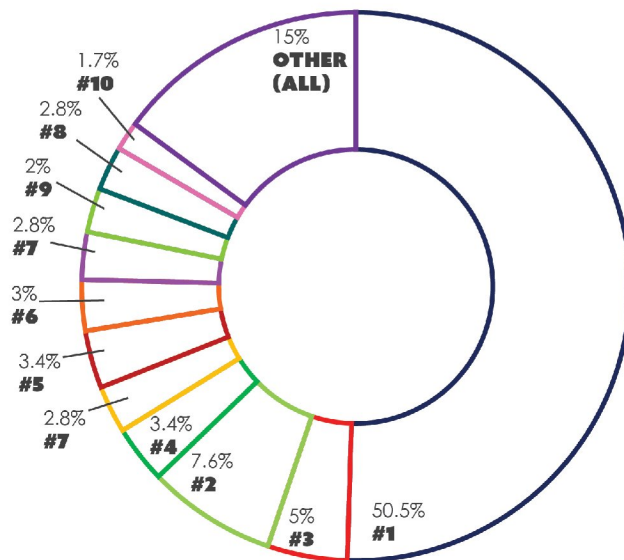
As recently as 2002, the top ten employers accounted for nearly 85% of the total city employment. In 2011, these same employers, which remained in the top ten, accounted for 55% of the total employment base. This drop in percentage is good news for Auburn; while the number of jobs provided by large employers has been about the same, a large increase of jobs provided by small and mid-size employers has increased the overall number of jobs in the city.

2011 Top Ten Employers

- | | |
|-----------------------------------|---|
| ■ The Boeing Company | ■ Muckleshoot Tribal Enterprises |
| ■ Auburn School District | ■ The Outlet Collection (formerly Super Mall) |
| ■ Green River College | ■ MultiCare (formerly Auburn Regional Medical Center) |
| ■ Emerald Downs Racetrack | ■ Safeway |
| ■ Social Security Administration | ■ Federal Aviation Administration |
| ■ General Services Administration | ■ Zions, Inc. |
| ■ City of Auburn | ■ Fred Meyer |
| ■ Other | |



2002 Top Ten Employers



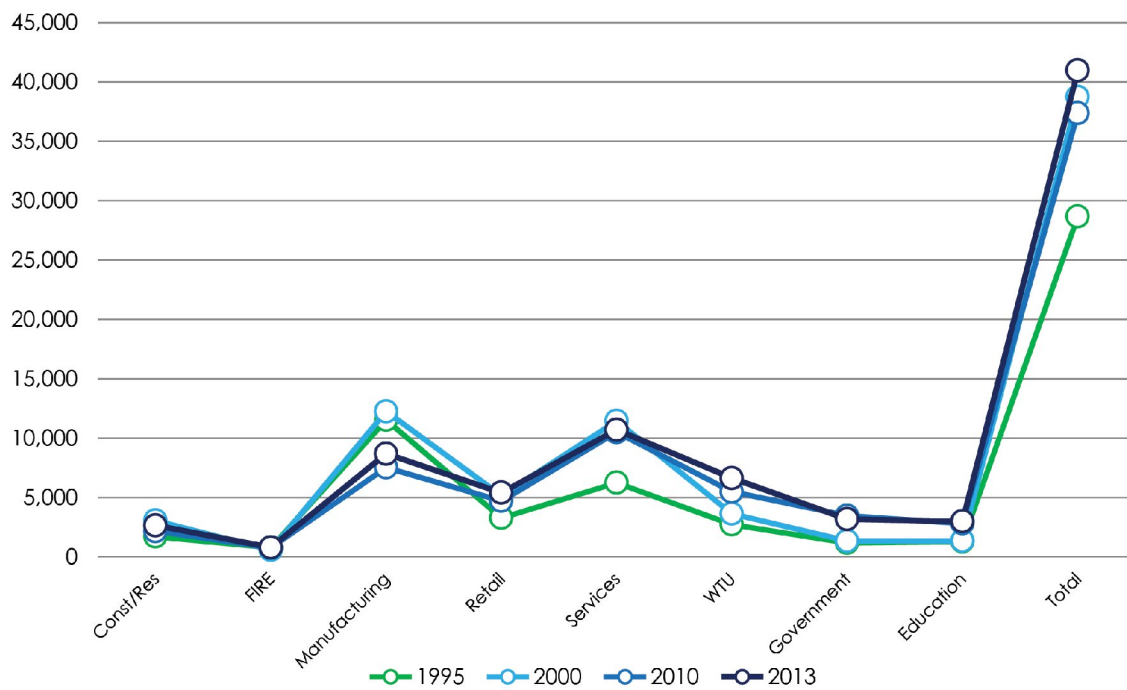
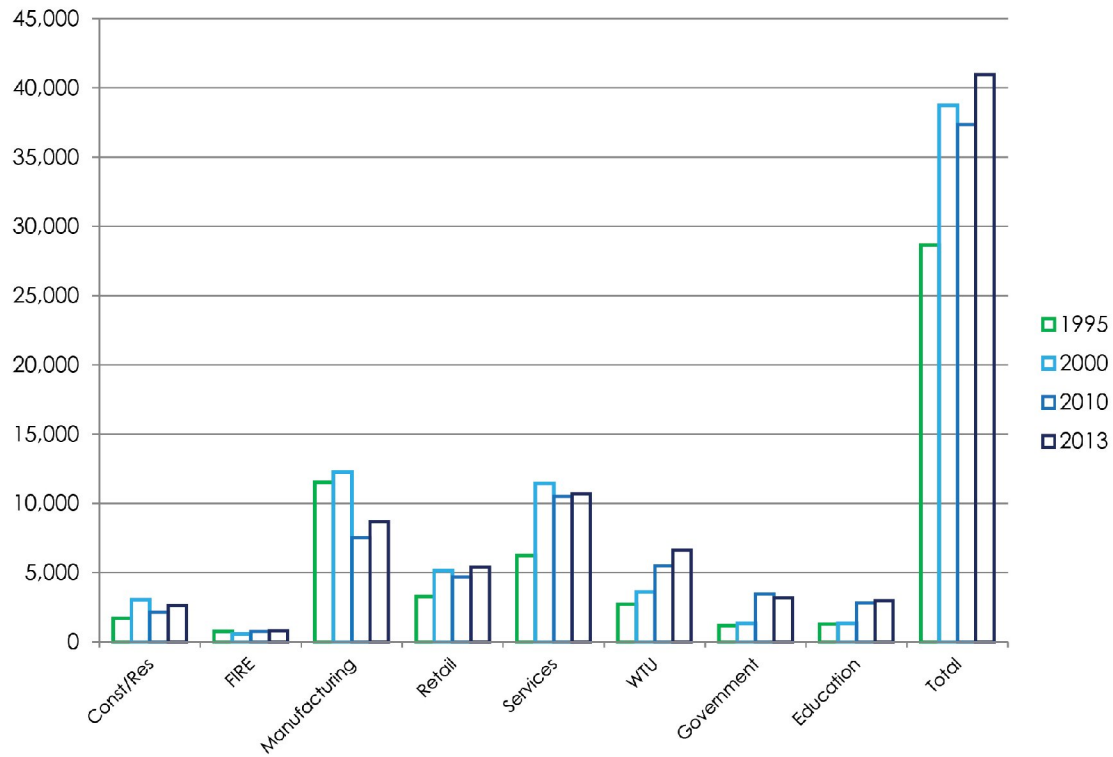
Workers typically look for jobs where compensation is most lucrative relative to their qualifications. Education and specialized skills typically play a large role in finding high-paying available jobs, as well as encouraging the relocation of companies to Auburn, which is partially based on the available local workforce. While Auburn's high school graduation rate of 87.5% is fairly close to the state average of 90%, the college graduation rate is more than 9 points lower than the state average. As mentioned previously, the median and per capita income is significantly lower than the state average. These data suggest that there may be a skills mismatch between regional employer expectations and available workers in Auburn.

According to the Puget Sound Regional Council (PSRC) and the US Department of Labor, approximately 41,000 jobs are located in Auburn. This number has grown steadily since 2010; it is

important to note that the job number must be considered with an understanding of the massive loss of manufacturing jobs and the very slow economic recovery since the economic downturn in 2008. Comparing the market sector distribution and number of jobs between 1995, 2000, 2010, and 2013 illustrates some of changes that have taken place in Auburn's job market over the last 20 years. It also reflects nationwide trends based on the overall health of the economy, decline of manufacturing, and an increasing reliance on service. Important categories to note are:

- a. government and education, which have grown based on the increasing population of Auburn and the need to provide increased and better service to residents, as well as the success of Green River College
- b. trade, transportation, and utilities jobs (WTU) have more than doubled since 1995, also due to the relative growth of Auburn
- c. construction has nearly doubled since 1995; this is due in large part of the significant developments that have been constructed in Auburn, such as Lakeland Hills; the dip in 2010 is due to the economic downturn that began in 2008
- d. retail and services are significantly more important to Auburn's current job outlook than in 1995; service is largely increased due to the overall nationwide trend of less manufacturing and more service-based jobs
- e. finance, insurance, and real estate have held steady over the last 20 years

	<u>1995</u>	<u>2000</u>	<u>2010</u>	<u>2013</u>
Const/Res	1,693	3,051	2,148	2,636
FIRE	760	567	757	784
Manufacturing	11,530	12,241	7,521	8,680
Retail	3,275	5,152	4,705	5,392
Services	6,241	11,437	10,496	10,700
WTU	2,716	3,619	5,475	6,626
Government	1,166	1,332	3,457	3,166
Education	1,282	1,344	2,810	
Total	28,663	38,742	37,370	40,964



Daily Inflow and Outflow: The Auburn Commute

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



Chapter 3 – Comprehensive Plan Process

3.1 – Philosophy and Ideals – City's Approach to Planning

The City of Auburn's approach to comprehensive planning prepares the City for future development activity and for accomplishing goals. There are three distinct philosophies that shape how the City can manage future planning issues:

1. **Reactive** - prioritizes flexibility in responding to changing conditions and individual situations; addresses problems and issues at the time they arise; advance planning is de-emphasized
2. **Predictive** - anticipate future needs and plan to meet them; involves research and analysis
3. **Proactive** - seek to influence future events to achieve community objectives; involves significant research, analysis, and relationship building

Over time, the City's approach and strategy has shifted from being largely reactive to being more predictive and proactive. The proactive approach blended with the predictive approach ensures that basic community values are reflected in the City's planning of existing and future development.

Growth

The City of Auburn faces the potential for significant growth in the upcoming decades with many new households and new jobs. Much of this growth is due to basic factors beyond the City's control; however, other aspects of growth can be appropriately managed. Therefore, it will be through the implementation of strong policies, and adherence to the policies that the City will be able to influence patterns of desired future growth.

Step 1: Issue Identification

Since its original adoption in 1986, and adoption in compliance with the Washington State Growth Management Act (GMA) in 1995, City staff has worked under the existing Comprehensive Plan's principles and parameters. Having such a close understanding of and working relationship with the Comprehensive Plan, its successes, failures, and unintended consequences, has made the Planning Department well-situated to identify necessary changes to both the content and structure of the Plan. In addition, elected officials and other City staff members have brought forward ideas and presented issues that should be reflected in the Comprehensive Plan. In consultation with the City of Auburn Planning Commission, the City Council, and the Mayor, important principles, values, and issues have been tracked and categorized for inclusion in this plan.

Step 2: Public Input

"Imagine Auburn", a visioning process used to capture a comprehensive community vision, began in early 2014. This public outreach and input initiative was designed to garner public input about

Auburn's future from a broad range of stakeholders. Public involvement helps the City create a more representative process, a more complete plan, and comply with the Growth Management Act (GMA). Outreach events and activities involved social media, stakeholder interviews, online questionnaires, intercept interviews, committee meetings, and seven community workshops held in neighborhoods throughout the City and culminating in an open house to share initial results.

Throughout the City's outreach events and activities, community members have shared their ideas about how to manage growth and change in Auburn; and more importantly, have shared their ideas and vision about the Auburn they want to see in the future. Participants weighed in on topics such as neighborhood character, the Downtown environment, economic opportunities, transportation issues, such as opportunities to walk and bike, as well as, community facilities, open space and trails.

Step 3: Policy Development

Imagine Auburn created the foundation upon which the City of Auburn has crafted its vision statement and value statements for future growth and development. The Community's information and perspectives has become the basis for the Plan's values and direction. After concluding the Imagine Auburn visioning process, the City Council held a retreat where they developed a statement embodying the vision the community had for Auburn.

From Imagine Auburn, elected official oversight, and coordination with GMA goals, *Vision 2020*, *Vision 2040*, *King County Countywide Planning Policies*, and *Pierce County Countywide Planning Policies* (see Chapter 3.2), City staff developed a set of seven value statements that will shape the contents of the Comprehensive Plan. The value statements or "values" will also be the guiding principles for how the City functions and how officials and staff make decisions. During the process of categorizing and shaping the values, comments were collected from every City department, as well as City Council and Planning Commission.

The result is a working document that frames these seven values around ideas of how the particular value will manifest itself in the future (What It Will Look Like), what the value means (What It Means), in practice, for Auburn, and how the value will be implemented (How It Will Happen) by staff, elected officials, and citizens.

From these values, City staff developed the Comprehensive Plan's objectives and policies. These objectives and policies more specifically guide the future growth and development of different land uses and geographic areas in the City. They also guide the development of the supporting capital facilities, transportation, utilities, shoreline and parks and open space plans (see Appendix 3.2) and the code regulations that implement all of the above.

Development of these objectives and policies included oversight of elected officials, review of GMA compliance requirements, Vision 2020 and 2040, King County and Pierce County Countywide Planning Policies, and incorporation of identified needs, recommendations, and policies of Imagine

Auburn. During this process, additional research, such as the *Health Impact Assessment* (not currently addressed or included by Comprehensive Plan objectives and policies) and a separately prepared Housing Element was also reviewed.

Step^[LF1] 4: Adoption

An ongoing process of outlining, drafting, and editing of the City of Auburn Comprehensive Plan began during the summer/fall of 2014. An annotated staff draft was submitted to the Planning Commission in

April and May of 2015. From March to May 2015, the Planning Commission reviewed and refined the Draft Plan during several regular and special meetings. The Planning Commission also held two public hearings, which allowed for public testimony, during that period. In June of 2015, the Planning Commission completed its review and formulated its recommendations to the City Council to adopt the "Staff Draft".

Following receipt of the Planning Commission's recommendation, the City Council held a public hearing. Through City Council study sessions, council members voiced comments and conducted a review in (insert dates and event types). The Comprehensive Plan was formally adopted by the City Council on (insert date and identify type of meeting).

Annual Amendment Process

Since the time of the GMA compliant Comprehensive Plan's adoption in 1995, the City of Auburn has amended the comprehensive plan on an annual basis as provided for by State law. Amendments outside of the annual amendment process have also occurred during this time frame using the special exceptions and emergency provisions allowed by the Growth Management Act.

The amendment process affords the public an opportunity to request changes to the plan annually to address changing circumstances and also has allowed the City to address amendments to State law and the changing needs of the community.

The process of initial adoption, periodic major updates, and continual amendments requires commitment, effort, and collaboration between elected officials, appointed bodies, staff, and of course, the residents of Auburn.^[gy2]

3.2 – Policy Coordination – Between the City and the State, Region, and Counties

The State: Washington State Growth Management Act (GMA)

During the 1980's, Auburn, King County and the entire Puget Sound region experienced an extremely rapid rate of growth in both population and employment. This rapid growth brought with it increased traffic congestion, air and water pollution, increased housing costs, and the loss of natural areas and resource lands. In response to these problems, the State Legislature passed HB 2929, the Washington State Growth Management Act (GMA) in 1990 and amendments in each of the following years.

The GMA requires that Auburn, King County, Pierce County, and all jurisdictions within the counties develop and coordinate their comprehensive plans to meet statewide goals. The GMA contains 14 planning goals which must be considered as local jurisdictions develop, adopt, and update comprehensive plans. The goals of GMA offer guidance to all jurisdictions planning under the Act as they develop their vision in accordance with statewide goals. As such, the City's vision statement and seven value statements, embody these statewide goals, as well as the community's vision for future growth and development.

GMA GOALS	CITY OF AUBURN VALUES
URBAN GROWTH. GOAL 1: Encourage development in urban areas where adequate public facilities exist or can be provided in an efficient manner.	The City's values of place, wellness, and environment provide a framework for the design and maintenance of high-quality places, spaces, and neighborhoods, the concurrent infrastructure to serve them, and the preservation of and appropriate access to open spaces and critical areas. *LOCATION IN PLAN* ^[gy3]
URBAN SPRAWL. GOAL 2: Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.	The City's values of place, wellness, and environment provide a framework for the design and maintenance of high-quality places, spaces, and neighborhoods, the concurrent infrastructure to serve them, and the preservation of and appropriate access to open spaces and critical areas. *LOCATION IN PLAN*
TRANSPORTATION. GOAL 3: Encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.	The City's values of place, wellness, service, and economy provide a framework for designing and financing multi-modal transportation systems that physically connect neighborhoods, safely and efficiently move people and goods throughout the City and beyond, and are

	coordinated with transit and other governmental agencies. *LOCATION IN PLAN*
HOUSING. GOAL 4: Encourage the availability of affordable housing to all segments of the population, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.	The City's values of place, wellness, and economy provide a framework for building high-quality housing, maintaining existing housing, and enabling a diverse and robust marketplace so that people want and can live here. *LOCATION IN PLAN*
ECONOMIC DEVELOPMENT. GOAL 5: Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.	The City's values of wellness, economy, celebration, and sustainability provide a framework for addressing the economic development needs of all places and people, through strategic expansion of and investment in capital facilities, targeted economic development strategies, inclusiveness for a socially, ethnically, economically, and culturally diverse community, balance of natural resource protections and economic and cultural prosperity, and delivery of public services that result in an educated, equitable, and prosperous community. *LOCATION IN PLAN*
PROPERTY RIGHTS. GOAL 6: Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.	The City's values of service and celebration provides a framework for a government whose processes are transparent to all and is inclusive, proud, and reflective of Auburn's diverse and evolving culture and heritage. *LOCATION IN PLAN*
PERMITS. GOAL 7: Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.	The City's value of service provides a framework for an efficient, approachable, responsive, and transparent government that provides frequent communication and whose processes and services are convenient to all. *LOCATION IN PLAN*
NATURAL RESOURCE INDUSTRIES. GOAL 8: Maintain and enhance natural resource based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive	The City's values of wellness, environment, and sustainability provide a framework for natural resource protection and enhancement, appropriate access to natural resources and open spaces, maintenance and strategic

forest lands and productive agricultural lands, and discourage incompatible uses.

expansion of public infrastructure, natural resource protection that results in a thriving and long-lasting community, and appropriate updating of the adopted Shoreline Master Program.

LOCATION IN PLAN

OPEN SPACE AND RECREATION. **GOAL 9:** Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.

The City's values of wellness, environment, and sustainability provide a framework for natural resource protection and enhancement, appropriate access to natural resources and open spaces, maintenance and strategic expansion of public infrastructure, natural resource protection that results in a thriving and long-lasting community, and appropriate updating of the adopted Shoreline Master Program.

LOCATION IN PLAN

ENVIRONMENT. **GOAL 10:** Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.

The City's values of wellness, environment, and sustainability provide a framework for natural resource protection and enhancement, appropriate access to natural resources and open spaces, maintenance and strategic expansion of public infrastructure, natural resource protection that results in a thriving and long-lasting community, and appropriate updating of the adopted Shoreline Master Program.

LOCATION IN PLAN

CITIZEN PARTICIPATION AND COORDINATION. **GOAL 11:** Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.

The City's value of service provides a framework for an efficient, approachable, responsive, and transparent government that provides frequent communication and whose processes and services are convenient to all.

LOCATION IN PLAN

PUBLIC FACILITIES AND SERVICES. **GOAL 12:** Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing

The City's values of place, wellness, and environment provide a framework for the design and maintenance of high-quality places, spaces, and neighborhoods, the concurrent infrastructure to serve them, and the preservation of and appropriate access to open

current service levels below locally established minimum standards.	spaces and critical areas. *LOCATION IN PLAN*
HISTORIC PRESERVATION. GOAL 13: Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.	The City's values of place, celebration, and sustainability provide a framework for high quality neighborhoods, places, and spaces, unique identities of individual neighborhoods that make up "One Auburn", inclusiveness and pride in the City's diverse populace and where they live, work, and play, and reflection of Auburn's diverse and evolving culture and heritage, a framework that underscores the City's historic preservation policies and regulations. *LOCATION IN PLAN*
SHORELINE MANAGEMENT. GOAL 14: The goals and policies of the shoreline management act as set forth in RCW 98.58.020.	The City's values of wellness, environment, and sustainability provide a framework for natural resource protection and enhancement, appropriate access to natural resources and open spaces, maintenance and strategic expansion of public infrastructure, natural resource protection that results in a thriving and long-lasting community, and appropriate updating of the adopted Shoreline Master Program. *LOCATION IN PLAN*

In addition to planning goals, the GMA prescribes general components for inclusion in the Comprehensive Plan (see APPENDIX 3.1). As the components are a guide to all jurisdictions planning under GMA, few are specifically related to comprehensive planning objectives and policies for cities. These GMA-specified objectives and policies related to cities include:

- Suggestions to consider innovative land use planning techniques, such as density bonuses, cluster housing, planned unit developments, and transfer of developments, and multi-modal transportation improvements and strategies.
- Provisions for enacting or expanding affordable housing incentive programs.
- Superseding of local regulations by the Revised Code of Washington (RCW) for certain land uses, such as accessory dwelling units, family day-care provider's home facility, general aviation airports, and forestry uses.

Since, the GMA only prescribes general goals and components required for the Comprehensive Plan, the development of specific objectives and policies was guided by the City's value statements and consistency with the applicable needs, recommendations, and policies identified in the documents below.

The Region: Puget Sound Regional Council (PSRC) Vision 2040

The GMA required the development of multi-county planning policies for King, Kitsap, Pierce, and Snohomish Counties, resulting in Vision 2020. In April 2008, the Puget Sound Regional Council (PSRC) updated Vision 2020 with a new planning document, Vision 2040. The vision is for vibrant, livable, and healthy communities that offer economic opportunities for all, provide safe and efficient mobility, use our resources wisely and efficiently, protect the environment, integrate land use, economic, and transportation decisions in a manner that supports a healthy environment, addresses global climate change, achieves social equity, and considers the needs of future generations, and thus, advances the ideals of our people, prosperity, and planet.

Vision 2040 continues Vision 2020's commitment to both the land use patterns that can achieve a compact centers concept, and a reordering of transportation investment priorities to emphasize multi-modal choices, such as walking, biking, and taking public transportation, efficiency, demand management, and the maintenance of current facilities. To achieve this end, Vision 2040 supports the development of more compact living and working places, limiting the expansion of the urban area, and focusing a significant amount of new employment and housing into mixed-use centers served by efficient, transit-oriented, multi-modal systems.

Vision 2040 also continues to recognize Auburn as a Regional Growth Center. Regional Growth Centers are "designated areas of high-intensity residential and employment development . . . Regional growth centers serve as a primary framework for regional transportation and economic development planning." (Vision 2040, pg. 52)

Building on existing Vision 2020 policies, Vision 2040 provides a stronger environmental focus in recognition of the need to ensure long-term sustainability in the region, including addressing issues of climate change, a stronger emphasis of high-quality, compact urban communities that impart a distinctive sense of place, and new focus for planning and designing communities to advance physical, social, and mental well-being and more active lifestyles.

The six regional goals established by Vision 2040 relate to environment, development patterns, housing, economy, transportation, and public services.

For more details on Vision 2040, see *Vision 2040: People–Prosperity–Planet: The Growth Management, Environmental, Economic and Transportation Strategy for the Central Puget Sound Region*.

The Counties: Countywide Planning Policies

The GMA requires King County, Pierce County, and all jurisdictions within each county to establish county-wide planning policies. These policies are intended to (1) provide processes for coordinating planning activities in the region; (2) obtain consistency between state, regional, and local jurisdictions; and (3) provide a policy framework for the development and adoption of coordinated and consistent comprehensive land use plans throughout the county. The county-wide planning policies cover the establishment of urban growth areas, the provision of urban services, the siting of essential public facilities, economic development, transportation and affordable housing.

The Countywide Planning Policies are a framework to guide the development of the comprehensive plans for counties and each city within the county. The Countywide Planning Policies do not dictate the way each jurisdiction will handle its share of growth or which city will choose to have one or more Urban Centers. Rather, the policies set up criteria and allow local decisions.

The City of Auburn is mostly located within King County, but the southern portion of the City, is located within Pierce County.

King County Countywide Planning Policies (KCCPP)

As adopted in 1992, the King County Countywide Planning Policies (KCCPP) are a vision statement of how King County should grow over the next 20 years. Amendments to these policies were adopted in 1994, and a significant amendments subsequently in 2012. The policies established an Urban Growth Area within the western one-third of the county where most future growth and development would occur in order to reduce urban sprawl, enhance open space, protect rural areas and more efficiently use social services, transportation and utilities.

Urban Centers were designated within existing cities which serve as areas of concentrated employment and housing and a wide variety of land uses, including retail, recreational, cultural and public facilities, parks and open spaces, with direct service by high-capacity transit. Emphasizing growth in the urban centers will contribute to achieving the GMA goal of concentrating infrastructure investments and preventing further urban sprawl. Downtown Auburn achieved urban center status in 2004. Some other Urban Centers include the downtowns of Bellevue, Seattle, Renton, Federal Way, SeaTac, Kent and Redmond.

The policies also call for designation of **Manufacturing/Industrial Centers**, recognizing that these sites are key components of a strong regional economy. These centers would be zoned to preserve and encourage industrial growth. Examples include the Duwamish River industrial area and Kent.

The 1994 amendments to the KCCPPs placed an increased emphasis on Activity Areas, which evolved into emphasis on **Local Centers** in the 2012 KCCPPs. These centers, such as neighborhood centers, transit station areas, or other activity nodes, contain a mix of housing,

employment, and in a compact form, are within walking distance of surrounding residential areas, foster a healthy community through physical exercise and a sense of neighborhood, and provide local transit connections to Urban Centers and elsewhere within the Urban Growth Area.

The 2012 KCCPPs also contain policy direction on three new policy areas, climate change, healthy communities, and social equity. These policy directions include, but are not limited to:

- Considering the impact and disparity of environmental hazards, risks, and burdens on minority and low-income populations.
- Recognizing the importance of natural ecosystems and their contribution to human health and vitality now and for future generations.
- Reducing greenhouse gases from land use, transportation, and building activities, and mitigating the impacts of climate change.
- Planning for development patterns that improve public health by providing all residents with opportunities for safe and convenient daily physical activity, social connectivity, and protection from exposure to harmful substances and environments.
- Using productive agricultural lands and the associated food economy to distribute agricultural food and food products to all King County communities, especially the areas with limited access to healthy food options.

A key policy area that carried over to the 2012 KCCPP is housing affordability. One of the critical issues facing the region as it grows is the quantity and location of affordable housing. In the Puget Sound region, housing prices have skyrocketed over the past few decades. As such, KCCPPs recognize housing affordability as a regional issue and seek to encourage that all jurisdictions accept their fair share of affordable housing.

Auburn has historically had a positive response to providing a range of housing opportunities to all groups. The City has historically provided affordable housing and demonstrated a willingness to accept its "fair share" of these units on a regional basis. Auburn is willing to continue to meet regional housing goals, however, this willingness will only be the case if it can be demonstrated that there is a regional effort to spread these units and their related costs on an equitable basis throughout all of the communities in the region.

The "Urban Separators" is another key policy that carried over to the 2012 KCCPP. The "Urban Separators" are low-density areas or areas of little development within the Urban Growth Area (UGA). These areas are considered to be permanent low-density lands that cannot be redesignated within the 20-year planning cycle (which began in 2004) to other urban uses or higher densities. (*King County Countywide Planning Policies*, pg. 27)

There are significant areas of lands designated as "Urban Separator" within the eastern and Lea Hill portion of the City of Auburn (see the Comprehensive Land Use Map). Pursuant to the King County Countywide Planning Policies, these areas are zoned for residential development not to

exceed densities of approximately one dwelling unit per acre. No modifications to the development regulations to increase density governing these areas can occur without King County review and concurrence.

Lastly, the KCCPPs also contain growth targets for each jurisdiction. These targets represent commitments by jurisdictions to provide sufficient land and infrastructure to accommodate these targets, but recognize that achievement of targets is dependent on many variables including the marketplace. King County's residential target range for Auburn is approximately 9,620 new households and its employment target range is approximately 19,350 new jobs by 2031.

For more detailed information, see the *King County Countywide Planning Policies*.

Pierce County Countywide Planning Policies

The development of the Pierce County Countywide Planning Policies (PCCPPs) involved a significant level of coordination and cooperation between the county and the incorporated Cities and towns within it. The PCCPPs were adopted in June 1992 by the Pierce County Council and ratified by the cities and towns. The PCCPP has since been amended approximately once every 4 years and was significantly amended in 2012.

As with the King County Countywide Planning Policies (KCCPPs), the PCCPPs establish guidelines and a framework from which county and municipal comprehensive plans are to be developed and adopted. Similarly, the PCCPPs also call for the establishment of centers, including Regional Growth Centers in the Metropolitan City (ex. Tacoma Central Business District and Tacoma Mall), Regional Growth Centers in Core Cities (ex. Lakewood and Puyallup Downtown), Countywide Centers (none currently designated), and Manufacturing/Industrial Centers (ex. Port of Tacoma and Frederickson).

There are currently no PCCPP-designated centers in the City of Auburn. The Pierce County portion of the City is primarily the Lakeland Hills South Planned Unit Development (PUD), which consists of single-family and moderate density dwellings, the Lakeland Town Center commercial area, and parks facilities, and also contains the entirety of the TV Terrace View zoning district (a heavy commercial zoning district current developed with moderate and high density dwellings), several commercially zoned properties along A ST SE, and several single-family subdivisions in the vicinity, but outside of the Lakeland Hills South PUD.

Also echoing the KCCPPs, the 2012 update of the PCCPPs included chapters on community and urban design and health and well-being, policy areas not previously addressed. For those policy areas, policy direction includes, but are not limited to:

- Developing high-quality, compact communities that have a sense of place and local character, provides for mixed use and choices in housing types, and encourages alternatives to personal vehicle use.

- Considering public health and well-being by improving walking and biking environments, construction of healthy buildings, and providing access to fresh and minimally processed food.
- Minimizing negative impacts by transportation and climate change on human health.
- Ensuring residents of all socio-economic statuses live in a healthy environment.

The 2012 amendments to the PCCPPs also provided additional emphasis in:

- Housing accessible to services and jobs.
- Encouraging sustainability in the practices of private, public, and nonprofit organizations, maintenance and use of natural resources, and planning of transportation systems.
- Maintaining air quality, such as reducing particulates emitted from wood-burning and transportation activities and addressing climate change, such as policies to consider shoreline impacts and greenhouse gas reduction.
- Considering all modes in transportation system investments and policies, including freight mobility and level of service standards for transit in addition to roadways and intersections.
- Recognizing contributions by the county's diverse population and providing services to populations facing unique obstacles or special needs.

The PCCPPs have assigned 2030 population, housing, and employment allocations to the jurisdictions. The City's 2030 allocation is 7,950 people, 3,634 households, and 206 jobs (based on 2008 City limits).

For more detailed information, see the *Pierce County Countywide Planning Policies*.

APPENDIX

APPENDIX 3.1

The following components are required by the Growth Management Act to be included in the Comprehensive Plan:

- Designation of, in conjunction with King and Pierce Counties, an urban growth area sufficient to accommodate housing and employment growth to 20XX.
- Designation of, in conjunction with King and Pierce Counties and adjacent jurisdictions, a potential annexation area for the City.
- Development of, in conjunction with King, Pierce, Snohomish and Kitsap Counties and the jurisdictions within them, a multi-county planning framework (see below Multi-county Planning Policies: Vision 2020 and 2040) and consistency with that framework.
- Development of, in conjunction with King and Pierce Counties and the jurisdictions within them, a county-wide planning framework (see below King County

Countywide Policies and Pierce County Countywide Policies) and consistency with that framework.

- Designation of the proposed general distribution, location, and uses of the land, including population and building densities, and estimates of future population growth. **Land Use Element**
- Inventory and analysis of existing and projected housing needs necessary to manage projected growth, and provisions for the preservation, improvement, and development of housing for all economic segments of the community. **Housing Element**
- Inventory of existing capital facilities owned by public entities, a forecast of future needs, and the proposed location and capacities of expanded or new capital facilities, including park and recreation facilities. **Capital Facilities/Park and Recreation Elements**
- Analysis and implementation of transportation improvements or strategies to accommodate the impacts of development and multi-modal transportation. **Transportation Element**
- Establishment of provisions for economic growth, vitality, and a high quality of life. **Economic Development Element**
- Designation and protection of lands useful for public purposes (utility corridors, transportation corridors, landfills, sewage treatment facilities, stormwater management facilities, recreation, schools). **Utilities Element**
- Designation and protection of lands useful for open space corridors (recreation, wildlife habitat, trails, and connection of critical areas).
- Designation and protection of resource lands (forest, agricultural and mineral) and critical areas (wetlands, geologically hazardous areas, fish and wildlife habitat conservation areas, aquifer recharge areas, and frequently flooded areas).
- Designation and siting of essential public facilities (airports, state education facilities, and state or regional transportation facilities, regional transit authority facilities, state and local correctional facilities, solid waste handling facilities, inpatient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities)^[gy4].
- Adoption of a shoreline master program as an element of the plan.
- Adoption of development regulations which implement the plan. Compliance with all provisions of the GMA.
- Many of these components require substantial inventorying and data collection, maps and descriptive text, and analysis, and consequently, several components warrant a City long-range planning document of their own (see APPENDIX 3.2). In addition, these components must be consistent and coordinated.

APPENDIX 3.2

Due to the extensive of topics to be addressed for certain GMA-required elements, these elements while guided by the Comprehensive Plan, warrant their own long-range plans.

Comprehensive Transportation Plan

The Comprehensive Transportation Plan is the blueprint for transportation planning in Auburn. Washington State's 1990 Growth Management Act (GMA) requires that transportation planning be directly tied to the City's land use decisions and fiscal planning. This is traditionally accomplished through the adoption of the Comprehensive Plan transportation element. However, Auburn fulfills this mandate by adopting the Comprehensive Transportation Plan as the City's Comprehensive Plan transportation element. It functions as the overarching guide for development of the transportation system considering spatial and fiscal priorities.

The Comprehensive Transportation Plan evaluates the existing system by identifying key assets and improvement needs. These findings are then incorporated into a needs assessment, which informs the direction the City will take in developing the future transportation system. This Plan is multi-modal, addressing multiple forms of transportation in Auburn including the street network, non-motorized travel, transit, and air transportation. Evaluating all modes uniformly enables the City to address its future network needs in a more comprehensive and balanced manner.

Capital Facilities Plan

A capital facilities component is a comprehensive plan element required by Washington State's 1990 Growth Management Act (GMA). Capital facilities generally have long usable lives, significant associated costs, and are typically not mobile.

The GMA requires that capital facilities documentation includes an inventory of existing capital facilities (showing locations and capacities), a forecast of future needs for such capital facilities, proposed locations and capacities of new or expanded capital facilities and at least a six-year plan to finance capital facilities with identified sources of funding. The GMA also requires that the land use element be reassessed if probably funding falls short of existing needs.

The Capital Facilities Plan is a companion document to the Comprehensive Plan; this document identifies the planning approach and policy framework by which decisions are made regarding capital facilities. This Capital Facilities Plan contains time frames which are the intended framework for future funding decisions and within which future actions and decisions are intended to occur. However, these time frames are estimates, and depending on factors involved in the processing of applications and project work, and availability of funding, the timing may change from the included time frames. The framework does not

represent actual commitments by the City which may depend on funding resources available. The Capital Facilities Plan is amended each year.

Comprehensive Water Plan

The Comprehensive Water plan offers a complete roadmap of proposed improvements for anticipated future growth. The City initiated this Plan recognizing the importance of planning, developing, and financing water system facilities to provide reliable and efficient service for existing customers and to serve anticipated growth. The Plan is designed to meet state, county, and local requirements. It complies with the requirements of the Washington State Department of Health (DOH) as set forth in the Washington Administrative Code 246-290-100, Water System Plan. As with the other comprehensive plans, the Comprehensive Water Plan satisfies the requirements of the Growth Management Act.

The Comprehensive Water Plan contains timeframes which are the intended framework for future funding decisions and within which future actions and decisions are intended to occur. However, these timeframes are estimates, and depending on factors involved in the processing of applications and project work, and availability of funding, the timing may change from the included timeframes. The framework does not represent actual commitments by the City of Auburn which may depend on funding resources available.

Comprehensive Sewer Plan

The Comprehensive Sewer Plan outlines all known future plans for sewer expansion and maintenance, in accordance with the Growth Management Act and other state regulatory bodies. The Comprehensive Sewer Plan (Sewer Plan) for the City of Auburn, Washington (City), is an update to the previous plan that was completed in November 2009. Evaluation of the sanitary sewer system for this Sewer Plan incorporated system-wide hydraulic modeling, economic life modeling of utility assets, and evaluation of the Capital Improvement Program (CIP) to account for completed projects, changes in system conditions, and new development, as well as to incorporate new financial information.

This Sewer Plan contains time frames which are the intended framework for future funding decisions and within which future actions and decisions are intended to occur. However, these time frames are estimates, and depending on factors involved in the processing of applications and project work, and availability of funding, the timing may change from the included time frames. The framework does not represent actual commitments by the City which may depend on funding resources available.

Comprehensive Stormwater Drainage Plan

The City of Auburn's Comprehensive Stormwater Drainage Plan (Drainage Plan) is an update of the previous plan, which was completed in 2009. An update to the 2009 Drainage Plan was necessary for several reasons including new regulatory requirements, continued growth and development, the need for a comprehensive system inventory and an update of the list of projects for the Capital Improvement Program (CIP).

The Comprehensive Stormwater Drainage Plan contains time frames which are the intended framework for future funding decisions and within which future actions and decisions are intended to occur. However, these time frames are estimates, and depending on factors involved in the processing of applications and project work, and availability of funding, the timing may change from the included time frames. The framework does not represent actual commitments by the city of Auburn which may depend on funding resources available.

The purpose of this new Drainage Plan is to guide the City's Stormwater Drainage utility with respect to future activities and improvements for the stormwater drainage system. An asset management approach was used to develop a work plan for the stormwater utility.

Shoreline Master Program

The Auburn City Council adopted the updated Auburn Shoreline Master Program in April of 2009 (Ordinance No. 6235) in accordance with Washington's Shoreline Management Act (SMA), which was passed by the State Legislature in 1971 and adopted by the public in a referendum. The SMA was created in response to a growing concern among residents of the state that serious and permanent damage was being done to shorelines by unplanned and uncoordinated development. The goal of the SMA is "to prevent the inherent harm in an uncoordinated and piecemeal development of the state's shorelines." While protecting shoreline resources by regulating development, the SMA is also intended to provide for appropriate shoreline use by encouraging land uses that enhance and conserve shoreline functions and values.

Consistent with state guidelines (WAC 173-26-201, Comprehensive Process to Prepare or Amend Shoreline Master Programs), a first step in the comprehensive Master Program update process is development of a shoreline inventory and characterization. The inventory and characterization documents current shoreline conditions and provides a basis for updating the City's Master Program goals, policies, and regulations. The characterization identifies existing conditions, evaluates existing functions and values of shoreline resources, and explores opportunities for conservation and restoration of ecological functions.

State guidelines also require that local governments develop Master Program policies that promote "restoration" of damaged shoreline ecological functions and develop a "real and meaningful" strategy to implement restoration objectives. Planning for shoreline restoration

includes identifying opportunities (both programmatic and site-specific), establishing goals and policies, working cooperatively with other regional entities, and supporting restoration through other regulatory and non-regulatory programs.

Parks & Recreation Open Space Plan

The City of Auburn Parks & Recreation Open Space Plan (PROS), an element of the City's Comprehensive Plan and an update of the 2006 Plan. The PROS Plan provides a six-year plan and 20-year vision for Auburn's park system and the steps needed for developing and improving existing park facilities, the development and acquisition for new park facilities, and expanding recreational and arts programming in the City of Auburn. It outlines goals and objectives, implementation strategies, capital improvements, and investment programs for the City's parks, recreation and open space system. The PROS Plan provides guidelines and direction for the City in terms of acquiring, developing and preserving property, accepting property donations, and identifying potential funding sources and other actions enabling the City to respond to opportunities in a timely fashion. The Plan will identify the action steps needed in our park and recreation systems to ensure that these systems are an integral part of the City's economic development strategy. Also, the plan is required in order to be eligible for state and federal grants administered by the Washington State Recreation and Conservation Office (RCO).