

# AUBURN COMPREHENSIVE PLAN - VOLUME 1

## Land Use Element

### LAND USE ELEMENT VISION

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

### LAND USE CONDITIONS AND TRENDS SUMMARY

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

**Disconnected Communities.** Because a significant portion of today's Auburn was settled prior to incorporation, the basic land use patterns and infrastructure have already been established. Furthermore, much of today's Auburn land use pattern was established in either Auburn, the Muckleshoot Reservation, or prior to incorporation in King County or Pierce County. Given the mix of jurisdictional oversight there are a myriad of different land use policies, regulations, infrastructure standards, and investments that have applied in these areas. This has resulted in a relatively uncoordinated and random land use pattern. It also means that the various communities lack connectivity to each other, have a mix of identities, and are experiencing a change in their character from rural to more urban.

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

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

### INTRODUCTION

All land within the City of Auburn is assigned a land use designation, which builds off the past Comprehensive Plan Map, the existing land use pattern, previously approved sub area plans, topography, natural features, and targeted goals for shifting the character of specified areas. This chapter provides a description for each designation, general criteria for how to assign the designation, and a series of policies

that govern land use within each designation. The Comprehensive Plan Land Use Map contained in the Core Comprehensive Plan shows the location and boundaries for each designation. This map should be consulted together with the written policies of this Plan when decisions about zoning designations, land use activities, and development of public infrastructure are considered.

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

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

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

## **RESIDENTIAL LAND USE DESIGNATIONS**

### **Character Sketch:**

Residential uses will be comprised of a diverse arrangement of multiple densities. The pattern of one single density in a zone or neighborhood will evolve into increased and mixed densities in exchange for amenities that enhance quality of life. There will be greater connectivity and stronger spatial relationships between neighborhoods through strategic locations of roadway, trail, park, and neighborhood-serving businesses. These amenities will help create localized identity while also linking one area to another. The design and build quality of new construction and infill will be held to a high standard. The City will encourage projects to be unique, innovative, and provide the residents of Auburn true choice.

### **Values:**

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

**Wellness** - The design of residential neighborhoods will emphasize safety and non-motorized connectivity.

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

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

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

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

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

### **General Policies**

- Policy LU- 1. Regulations for new developments and infill should address the following elements:
- a. Connectivity by multiple means to adjacent subdivisions, nearby commercial hubs, and parks and recreation facilities.
  - b. Relationship to nearby existing or future transit service.
  - c. Useable community amenities and spaces.
  - d. Environmental protection and preservation of natural features.
  - e. Preservation of areas that can support low impact development (LID) techniques.
  - f. Promote the use of energy and water conservation measures (PSRC 11/12/15)
  - g. Efficient and effective delivery of utility service.
  - h. Innovative design.
  - i. Crime prevention through environmental design (CPTED).
  - j. Long term maintenance considerations.

- Policy LU- 2. As the market and utility availability enable denser development to occur, standards should be developed to maximize density while preserving open space and critical areas.
- Policy LU- 3. Programs should be implemented to improve the quality of low income neighborhoods and encourage rehabilitation of deteriorating structures and facilities.
- Policy LU- 4. Public and institutional uses may be permitted as a conditional use if designed in a manner which enhances the residential character of the area. Special care shall be given to ensuring adequate parking, landscaping, and traffic circulation to avoid conflict with residential uses.
- Policy LU- 5. New residential development should contribute to the creation, enhancement and improvement of the transportation system, health and human services, emergency services, school system, and park system. This may be accomplished through the development of level of service standards, mitigation fees, impact fees, or construction contributions.
- Policy LU- 6. Cluster development is the preferred form of residential development in all residential designations with the goal of preserving natural areas, critical areas, and areas that support low impact development. Where clustering accomplishes these objectives, it should not come at the expense of lost development potential. Variances to lot size, lot dimensions, building height, and other bulk or dimensional standards should be utilized in order to incentivize and promote preservation.

## Land Use Designations

<b>Residential Conservancy</b>
<b>Description</b> - This designation should consist primarily of low density residential uses (one dwelling unit per four acres is allowed) and accessory agricultural uses in areas featuring environmental constraints or requiring special protection such as the Coal Creek Springs watershed area, low-lying areas along the Green River, and areas that are isolated from urban services. This designation will serve to both protect environmental features and hold areas for higher density development until such time public facilities become available.
<b>Designation Criteria</b>
<ol style="list-style-type: none"> <li>1. Areas with significant environmental constraints, intrinsic value, or which may pose environmental hazards if developed, such as areas tributary to public water sources;</li> <li>2. Affords greater protections to environmental features than existing designation;</li> <li>3. Level of service for property consistent with adjacent residential conservancy properties; or</li> <li>4. Location, size of properties, and character is consistent with a residential conservancy use.</li> </ol>
<b>Implementing Zoning Designations</b>
Residential Conservancy
<b>Policies</b>
Policy LU-7. Densities and activities shall be of a very low intensity and shall not compromise

	environmental and watershed resources.
Policy LU-8.	In addition to single family homes, these larger properties can also be developed with garages, accessory dwelling units, barns and other accessory outbuildings. Home occupations, agricultural uses, and other allowed non-residential activities may operate out of any type of permitted building, subject to intensity and use limitations.
Policy LU-9.	Until these areas are served by public utilities (water, sewer, storm services), existing and new development is not expected to be served by public infrastructure, such as urban streets, curbs, gutters, sidewalks, street lighting, and landscaping.
Policy LU-10.	As the market and utility availability enable denser development to occur, standards should be developed to maximize density while preserving open space and critical areas.
Policy LU-11.	Small scale agricultural uses are allowed and encouraged. Commercial activities that are directly related to and support agricultural uses may also be allowed. The procedural standards may vary depending upon the type and scale of agricultural uses and supporting commercial activities. Small scale agricultural uses are allowed and encouraged.
Policy LU-12.	Land use standards should adequately limit and control excessive accumulation of debris. Where a permitted activity does allow outdoor storage, it should be adequately screened from adjacent properties and roads, as well as ensuring adequate soil and environmental protection.
Policy LU-13.	Public, institutional and resource extractive uses which are low-intensity and preserve the environment may be considered as conditional uses.

<b>Single Family Residential</b>
<b>Description</b> - This designation is the predominant land use category in the City. Maintaining and creating a diverse arrangement of interconnected subdivisions, neighborhoods and communities that have a mix of densities and housing types; linkages with other residential areas and commercial hubs through non-motorized modes, such as pedestrian and bicycling, and vehicular modes will be encouraged.
<b>Designation Criteria</b>
<ol style="list-style-type: none"> <li>1. Previously developed single family residential areas;</li> <li>2. Undeveloped areas that do not meet the designation criteria for other Residential, Commercial, Industrial, or Public/Quasi-Public designations; or</li> <li>3. Residential Conservancy areas that contain limited critical areas, are served by public utilities (water, sewer, storm services), and meet the development parameters of the Single Family designation.</li> </ol>
<b>Implementing Zoning Designations</b>

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

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

**Policies**

Policy LU-14. Accessory dwelling units should play an integral part of promoting infill development and affordable housing and are therefore encouraged within this land use category.

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

Policy LU-16. Manufactured homes shall be permitted on single family lots provided they are sited and constructed in a manner that would blend with adjacent homes.

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

Policy LU-18. Density bonuses, outside of the Urban Separator Overlay, should be approved based on the innovations in transportation, stormwater management, and public amenities proposed for the development or adjacent neighborhoods associated with the request. The onus is on the developer to justify density above baseline. Examples of amenities and concepts that justify density bonuses include park space, art, enhanced landscaping, trails that connect to adjacent properties, neighborhood commercial property set asides, use of low impact development techniques beyond the minimum code requirements, incorporation of CPTED concepts, and variation of architecture and housing typology.

**Residential Transition**

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

**Designation Criteria**

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

**Implementing Zoning Designations**

Residential Transition	
<b>Policies</b>	
Policy LU-19.	Density bonuses and flexible development standards should be considered as an incentive for innovative neighborhood design.
Policy LU-20.	Carefully developed low intensity office, or residentially related commercial uses (such as day care centers) can be compatible.
Policy LU-21.	Accessory dwelling units should play an integral part of promoting infill development and affordable housing and are therefore encouraged within this land use category.

<b>Multi-Family</b>	
<b>Description</b> - This category shall be applied to those areas which are either now developed or are reserved for multiple family dwellings. Densities may range from 20 to 24 units per acre. These communities are served by transit, have non-motorized connections to surrounding amenities and services, or have access to on-site amenities.	
<b>Designation Criteria</b>	
<ol style="list-style-type: none"> <li>1. Previously developed high density residential or manufactured/mobile home parks; or</li> <li>2. Properties that are connected to Single-Family and non-residential designations by the Residential Transition designation and meet the development parameters of the Multi Family designation.</li> </ol>	
<b>Implementing Zoning Designations</b>	
Residential 20 (20 dwelling units per acre): All Multi-Family designated land not previously developed as manufactured/mobile home parks are zoned R-20.	
Manufactured/Mobile Home Park: All previously developed manufactured/mobile home parks are zoned R-RH.	
<b>Policies</b>	
Policy LU-22.	Development regulations should include density bonuses and flexible development standards to incentivize innovative site and building design, incorporation of open space and public art, non-motorized connectivity to parks and commercial areas, proximity to transit services, supplemental natural resource protection, supplemental use of CPTED, and supplemental use of low impact development techniques.
Policy LU-23.	Home occupations and shared housing should be allowed in this designation, however, given the high densities, it is appropriate to establish additional restrictions, procedures, and requirements in order to ensure that they are compatible with their surroundings and do not adversely affect the community.

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

<b>Mixed Use</b>
<b>Description</b> - This category shall be applied to those areas which are either now developed or are reserved for multiple family dwellings. Densities may range from 20 to 24 units per acre. These communities are served by transit, have non-motorized connections to surrounding amenities and services, or have access to on-site non-residential amenities and services.
<b>Designation Criteria</b>
<ol style="list-style-type: none"> <li>1. Previously developed high density residential; or</li> <li>2. Properties that are connected to Single-Family and non-residential designations by the Residential Transition designation or are adjacent to the Multi Family designation, and meet the development parameters of the Mixed Use designation.</li> </ol>
<b>Implementing Zoning Designations</b>
Mixed Use Residential
<b>Policies</b>
Policy LU-32. Development regulations should include density bonuses and flexible development standards to incentivize innovative site and building design,

incorporation of open space and public art, non-motorized connectivity to parks and commercial areas, proximity to transit services, supplemental natural resource protection, supplemental use of CPTED, and supplemental use of low impact development techniques.

Policy LU-33. Live-work units are encouraged.

Policy LU-34. Encourage adaptive reuse, particularly of historic properties.

Policy LU-35. Consider multiple methods for determining how the mixed use objectives are achieved. For example, in some areas of the City it is acceptable to have a horizontal mixed use design, while in other areas vertical mixed use is appropriate.

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

## **COMMERCIAL LAND USE DESIGNATIONS**

### **Character Sketch:**

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

### **Values:**

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

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

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

**Economy** - A wide compliment of retail, service and dining options will cater to local needs, attracts visitors and encourages consistent patronage of local businesses.

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

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

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

### **General Policies**

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

<b>Downtown Urban Center</b>
<b>Description</b> - This category should be applied exclusively in Downtown Auburn. The area should

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

### **Designation Criteria**

1. Located within the Urban Center boundaries established by the King County Countywide Planning Policies or within the Business Improvement Area (BIA) boundaries.

### **Implementing Zoning Designations**

Downtown Urban Center

### **Policies**

- Policy LU-43. Vertical mixed use should be encouraged; the location of retail sales and services should predominately be on the ground floor with residential or more retail or services above. However, small free standing commercial spaces may be established as an accessory use to a larger vertical mixed use development.
- Policy LU-44. Deviations of height, density or intensity limitations should be allowed when supplemental amenities are incorporated into site and building design. Examples of amenities include use of low impact development, use of sustainable site and building techniques, public space and art, transit oriented development, landscaping and lighting, and bike shelters.
- Policy LU-45. Encourage a broad mix of uses within the Downtown area. A wide range of consumer-oriented goods and services are compatible within this designation since creating an attractive shopping environment is a primary emphasis. Permitted uses include retail trade, offices, personal services, eating and drinking establishments, financial institutions, governmental offices, and similar uses. Legally established existing uses that do not fit within the range of desired new uses continue to be a valuable part of the downtown economy and character and should be allowed to evolve and operate in a manner that resembles listed permitted uses.
- Policy LU-46. Encourage multiple family dwellings, particularly within the upper stories of buildings.
- Policy LU-47. Drive-in windows should not be permitted to maintain the area's pedestrian environment.
- Policy LU-48. Parking standards within the downtown should reflect the pedestrian orientation of the area, but also consider parking's impact for economic development.
- Policy LU-49. Discourage uses which rely on direct access by vehicles or involve heavy truck traffic (other than for merchandise delivery).
- Policy LU-50. Unsightly outdoor storage and similar activities should be prohibited.
- Policy LU-51. The downtown should capitalize on opportunities for multi-modal transportation.
- Policy LU-52. Encourage adaptive reuse, particularly of historic properties.

Policy LU-53. As a designated VISION 2040 Regional Growth Center that contains a transit station, land use policies and regulations should encourage population and employment growth.

**Neighborhood Commercial**

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

**Designation Criteria**

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

**Implementing Zoning Designations**

Neighborhood Commercial

**Policies**

- Policy LU-54. The commercial uses permitted must be carefully regulated in regards to performance criteria and design. Architectural style, building height and size, lighting, and signage should be consistent with the surrounding residential properties.
- Policy LU-55. Permitted uses would consist of small scale local-serving and community-serving retail trade, offices, personal services, and non-drive thru eating establishments.
- Policy LU-56. Special emphasis will be directed at those accessory activities which can alter the character of these areas into heavier commercial areas. Examples include outdoor storage, location and screening of trash receptacles, loading and unloading zones, and parking lots. Regulations and permit conditions will employ techniques that mitigate light and noise impacts associated with surrounding residential properties.
- Policy LU-57. Encourage adaptive reuse of existing residential buildings and historic properties.
- Policy LU-58. Commercial uses will have an orientation that is directed towards adjacent public streets while also providing pedestrian and bike oriented access.
- Policy LU-59. Upzone requests to the next zone should be approved based on the innovations in transportation and stormwater management and public amenities proposed for the development associated with the request.

<b>Light Commercial</b>
<p><b>Description</b> - This category represents the prime commercial designation for small to moderate scale commercial activities. These commercial areas should be developed in a manner which is consistent with and attracts pedestrian oriented activities. Such areas should encourage walkability, leisure shopping, engaging public space, and should provide other amenities conducive to attracting shoppers.</p>
<p><b>Designation Criteria</b></p> <ol style="list-style-type: none"> <li>1. Previously developed light commercial areas buffered from more intense commercial or industrial designations by landscaping or environmental features; or</li> <li>2. Located along arterial or collector streets;</li> <li>3. Properties that are buffered from the Single Family designation by landscaping, environmental features, or the Residential Transition designation; and</li> <li>4. Meets the development parameters of the Light Commercial designation.</li> </ol>
<p><b>Implementing Zoning Designations</b></p> <p>Light Commercial</p>
<p><b>Policies</b></p> <p>Policy LU-60. A wide range of consumer-oriented goods and services are compatible within this designation since creating an attractive shopping environment is a primary emphasis. Permitted uses would consist of local-serving and community-serving retail trade, offices, personal services, eating establishments, financial institutions, governmental offices, and similar uses.</p> <p>Policy LU-61. Parking lots must be located and designed in a manner that softens their appearance from adjacent public roads. This is accomplished through landscaping, pedestrian spaces, and the location of buildings on the property. Where practicable, low impact development techniques and landscaping should be used to promote on site stormwater infiltration and shading of hard surfaces. Minimum and maximum parking ratios must be established for each type of permitted use.</p> <p>Policy LU-62. Development incentives should be established that encourage the creation of electric car charging stations, use of sustainable building and/or operational practices, development of non-motorized infrastructure, and proximity and connection to public transit.</p> <p>Policy LU-63. Multiple family dwellings are only allowed as part of mixed-use developments where they do not interfere with the shopping character of the area, such as within the upper stories of buildings.</p> <p>Policy LU-64. Drive in windows should only be allowed accessory to a permitted use, and only when carefully sited under the administrative use process, in order to ensure that</p>

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

<b>Heavy Commercial</b>	
<b>Description</b> - This category is intended to accommodate uses that would also accommodate a wide range of heavier commercial uses involving extensive storage or vehicular movement.	
<b>Designation Criteria</b>	
<ol style="list-style-type: none"> <li>1. Previously developed heavy commercial areas; or</li> <li>2. Located along major arterial streets;</li> <li>3. Properties that are buffered from the Single Family designation by landscaping, environmental features, or the Residential Transition designation and buffered from all other Residential designations; and</li> <li>4. Meets the development parameters of the Heavy Commercial designation.</li> </ol>	
<b>Implementing Zoning Designations</b>	
Heavy Commercial: All Heavy Commercial designated land not located within the Northeast Auburn Special Planning Area or located within the Northeast Auburn Special Planning Area, but incapable of meeting the C-MU zoning requirements .	
<b>Policies</b>	
Policy LU-69.	A wide variety of commercial services oriented are appropriate within this category. This includes, but is not limited to regional scale retail and entertainment uses, commercial uses with outdoor sales areas, drive-in restaurant or other drive in commercial businesses, and commercial services with outdoor storage as an accessory use.
Policy LU-70.	Parking lots must be located and designed in a manner that softens their appearance from adjacent public roads. This is accomplished through landscaping, pedestrian spaces, and the location of buildings on the property. Where practicable, low impact development techniques and landscaping should be used to promote on site stormwater infiltration and shading of hard surfaces. Minimum and maximum parking ratios must be established for each type of

permitted use.

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

## **INDUSTRIAL LAND USE DESIGNATIONS**

### **Character Sketch:**

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

### **Values:**

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

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

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

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

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

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

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

### **General Policies**

Policy LU-72. A wide range of industrial uses may be permitted, subject to performance standards.

Policy LU-73. Outside storage shall be permitted subject to performance criteria addressing its quantity and location.

Policy LU-74. Development incentives should be established that encourage the creation of electric car charging stations, use of sustainable building and/or operational practices, development of non-motorized infrastructure, and proximity and connection to public transit.

Policy LU-75. Promote the use of energy and water conservation measures (PSRC 11/12/15)

<b>Light Industrial</b>
<b>Description</b> - This category is intended to accommodate a wide range of industrial and commercial uses. This designation is intended to provide an attractive location for manufacturing, processing and assembling land use activities that contribute to quality surroundings. A wide

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

**Designation Criteria**

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

**Implementing Zoning Designations**

Light Industrial

**Policies**

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

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

<b>Heavy Industrial</b>	
<b>Description</b> - This designation allows the full range of industrial uses, as well as certain heavy commercial uses that serve the needs of workers in light industries are also appropriate.	
<b>Designation Criteria</b>	
<ol style="list-style-type: none"> <li>1. Previously developed heavy industrial areas; or</li> <li>2. Not located along high visibility corridors;</li> <li>3. Is buffered by the Light Industrial Designation or otherwise buffered from all other compatible designations; and</li> <li>4. Meets the development parameters of the Heavy Industrial designation.</li> </ol>	
<b>Implementing Zoning Designations</b>	
Heavy Industrial	
<b>Policies</b>	
Policy LU-85.	While this zone should be reserved primarily for the heavier forms of industrial activities, a wide range of industrial activities may be permitted. These heavier forms of industrial activities may include outdoor or semi-enclosed manufacturing, processing, or assembling activities, significant outdoor storage, and uses involving substantial storage or processing of hazardous materials. Heavy commercial uses that serve the needs of workers in heavy industries are also appropriate.
Policy LU-86.	Parking lots must be located and designed in a manner that softens their appearance from adjacent public roads. This is accomplished through landscaping, pedestrian spaces, and the location of buildings on the property. Where practicable, low impact development techniques and landscaping should be used to promote on site stormwater infiltration and shading of hard surfaces. Minimum and maximum parking ratios must be established for each type of

permitted use.

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

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

## **PUBLIC AND INSTITUTIONAL LAND USE DESIGNATIONS**

### **Character Sketch:**

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

### **Values:**

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

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

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

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

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

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

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

### **General Policies**

Policy LU-89. The primary purpose of this designation is to address public needs while taking advantage of synergies with the adjacent areas where they are sited.

Policy LU-90. Innovative strategies to integrate the uses and sites into the areas where they are sited is encouraged. These strategies should maximize use of the site while minimizing fiscal impacts and impacts to adjacent areas.

Policy LU-91. Increase visibility of resources through public information campaigns.

Policy LU-92. Appropriate uses include low intensity recreational uses, passive use open areas, protected environmental habitat, stormwater detention facilities, and similar low intensity uses.

Policy LU-93. Promote the use of energy and water conservation measures (PSRC 11/12/15)

<b>Open Space</b>
<b>Description</b> - This category shall be applied to areas which are owned by a public entity and managed in a largely undeveloped character. It includes parks, watersheds, shoreline areas,

significant wildlife habitats, storm drainage ponds, utility corridors with public access, and areas with significant development restrictions.

**Designation Criteria**

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

**Implementing Zoning Designations**

Open Space

**Policies**

- Policy LU-94. Active parks that provide sports field, activity and community centers, cemetery's, and public buildings should not be designated as open space.
- Policy LU-95. Open space lands are primarily designated to provide wildlife and aquatic habitat, flood detention, vegetation and soil preservation, and view shed protection. Land designated as open space may be used for public access to trails, interpretive centers, education opportunities, and other uses and facilities that support the purpose of their designation.
- Policy LU-96. Increase distribution of open space and increase access to open space amenities throughout Auburn.
- Policy LU-97. Enhance restoration, preservation and protection of natural resources and critical areas.
- Policy LU-98. Seek out opportunities to develop recreation and education opportunities on public lands or through public-private partnerships.
- Policy LU-99. Increase visibility of resources through public information campaigns. Continue to work with regional partners to develop and maintain trail systems that connect Auburn with regional destinations.
- Policy LU-100. Build on partnerships with school districts to expand public use of school facilities for recreation and exercise, and to improve public access to facilities for this purpose, as appropriate.

**Institutional**

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

institutions of a residential character are included in the residential designation.

### **Designation Criteria**

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

### **Implementing Zoning Designations**

Institutional

Landing Field

### **Policies**

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

within and surrounding this designation must comply with the requirements of the Federal Aviation Administration (FAA).

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

**Character Sketch:**

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

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

**General Policies**

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

<b>Urban Separator</b>
<b>Description</b> - Urban separators are areas designated for low-density uses in the King County Countywide Planning Policies. They are intended to be “protect Resource Lands, the Rural Area, and environmentally sensitive areas, and create open space and wildlife corridors within and between communities while also providing public health, environmental, visual, and recreational benefits.” There are two primary areas of urban separators, one on Lea Hill and one on West Hill.
<b>Designation Criteria</b> 1. Areas designated through the process of annexation.
<b>Implementing Overlay Designations</b> Lea Hill Overlay West Hill Overlay Urban Separator Overlay
<b>Policies</b> Policy LU- 109. The City is obligated to maintain (and not re-designate) until at least the year 2022, pursuant to the Countywide Planning Policies and an annexation agreement with King County. Policy LU- 110. Urban separators are deemed to be both a regional as well as local concern and

no modifications to development regulations governing their use may be made without King County review and concurrence. Therefore, the areas designated as “urban separator” on the Comprehensive Land Use map, will be zoned for densities not to exceed one dwelling unit per acre, with lot clustering being required if a subdivision of land is proposed.

### Urban Growth Area and Potential Annexation Area

**Description** – Urban Growth Areas (UGA) and Potential Annexation Areas (PAA) are areas located outside of the municipal city limits of Auburn. They are areas that are anticipated to be incorporated into the City within 10 years of their designation.

**Designation Criteria** - Potential Annexation Areas are jointly developed by cities and the County in which they are located. They are based upon countywide growth projections that are divided between all of the urban growth areas within the respective County. UGA’s and PAA’s are distinguished from each other by whether they have been assigned to a City or not. UGA’s have been identified but have not been assigned to a City. PAA’s are UGA’s that have been assigned to a specific City.

### Implementing Designations

Urban Growth Area (UGA)

Potential Annexation Area (PAA)

### Policies

Policy LU- 111. Work with King and Pierce County, as well as nearby cities, to redesignate UGA’s into PAA’s.

Policy LU- 112. Auburn's Potential Annexation Area (PAA) is shown on Map XX. Map XX also depicts Growth Impact Areas. These Growth Impact Areas are generally adjacent cities or unincorporated County lands in which development that occurs potentially impacts the city of Auburn.

Policy LU- 113. The Auburn City Council may revise the boundaries of the Potential Annexation Area in the future, in response to:

- a. Amendments to the King or Pierce County Urban Growth Area as specified in the King or Pierce County Countywide Policies
- b. Discussions between Auburn and adjacent jurisdictions regarding PAA boundaries
- c. Discussions with Pierce County concerning the designation of PAA boundaries
- d. Changed circumstances relating to population and employment growth and projections, urban service feasibility, or similar factors.

Policy LU- 114. Develop strategies and agreements for the review of development and provision

of utilities within PAA's that have yet to be annexed.

Policy LU- 115. Prior to annexation, develop strategies and agreements that address the orderly transition of areas into the City such as transfer of permit authority, infrastructure financing, financing of fire and police services, and interim development regulations.

**Transition Overlay**

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

**Designation Criteria** – Areas shows on the Comprehensive Plan land use map that are located between single family and multi family designations; between multi-family and non-residential designations; and between single family and non-residential designations.

**Implementing Designations**

Transition Overlay

**Policies**

Policy LU- 116. Between single family and multi-family:

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

Policy LU- 117. Between multi-family and non-residential

- a. Where a non-residential use is proposed to be located adjacent to a multi-family zone, the non-residential use will bear the burden of providing an adequate transition of land use. Mitigating measures that control light, noise, and dust should be incorporated into non-residential development proposals.
- b. Provide non-motorized access through the Transition Overlay in order to connect the adjacent land uses.
- c. Provide a mix of townhomes, duplexes, cottage housing and small scale

multi-family housing.

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

Policy LU- 118. Between single family and non-residential

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

### Critical Area Overlays

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

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

### Implementing Designations

Wetlands

Critical Aquifer Recharge Areas

Fish and Wildlife Habitat Conservation Areas

Frequently Flooded Areas

Geologically Hazardous Areas

### Policies

Policy LU- 119. Best available science will be utilized for the specific designation criteria and the associated adopted protection standards and development regulations.

Policy LU- 120. Reasonable use provisions will be included within the critical area regulations that ensure a property owner is not denied use of a pre-existing parcel, lot or

tract.

Policy LU- 121. Exemptions to the critical areas ordinance should be provided for very limited and justified circumstances such as maintenance of existing land uses, work within some types of man made features, limited types of site investigation work, emergency activities, and certain types of invasive vegetation control.

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

## Special Planning Areas

**Description** - “Special Planning Areas” are Districts, Sub-Areas, Impression Corridors, and Gateways within Auburn that warrant additional emphasis in planning, investments, and policy development. There are a variety of reasons for designating a Special Planning Area, and once designated there are a number of different potential outcomes. Reasons for designating a Special Planning Area include:

- Areas of high visibility and traffic. These areas create an impression or image of Auburn. It is therefore particularly important to ensure that they are attractive and well maintained. Examples include Auburn Way South and major highway on- and off-ramps.
- Land use activities that warrants joint planning. In addition to developing approaches and strategies for the core land use activity, there may be additional emphasis on ensuring compatibility with surrounding land uses. Examples include, Green River College, the Auburn Municipal Airport, and Emerald Downs Thoroughbred Racetrack.
- Neighborhoods in which a resident and merchant live and conduct daily business and leisure. Examples include Downtown, Lea Hill and Lakeland.
- Areas where there is a focused desire to create greater physical and economic cohesiveness. These may be large planned developments or clusters. Examples include Auburn North Business Area and Mt. Rainier Vista.
- Areas with an existing *built environment* or an existing regulatory framework that does not, in itself, meet the expectations of the 7 values that underscore the Comprehensive Plan. Examples include the need for multi-modal connections between West Hill and Lea Hill into North and Downtown Auburn.

## Designation Criteria

1. **Districts:** The geographic limit of districts and areas that make up the Special Planning Areas extends beyond an alignment with any particular street, trail, river, stream, or other linear corridor. Districts may contain other smaller Special Planning Areas, such as sub-areas. Additionally, districts are generally consistent with the geography of one of the eight “neighborhoods”<sup>1</sup> identified in the 2014 *City of Auburn Community Vision Report*. Generally speaking, districts are identified for the purpose of creating identity. This means that the land

---

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

use designations and overarching policies and implementing regulations are not going to change from one District to the next. Instead, Districts are important for event planning, establishing park and open space level of service standards, and promoting community identity.

Districts (See Map 1.1)		
West Hill	North Auburn	Lea Hill
Downtown	South Auburn	Plateau
Lakeland	Southeast Auburn	

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

Thirty-two Sub-Areas currently exist (including the nine economic development strategy areas discussed below). These Sub-Areas are categorized as Identified Areas, Designated Areas, and Adopted Areas. Identified areas have been identified as a Sub-Area within the Comprehensive Plan. Designated Areas have been designated on the Comprehensive Plan Map, which defines detailed boundaries of the area. Adopted Areas include an Adopted Sub-Area Plan that is incorporated into the Comprehensive Plan and establishes the purpose of its designation, goals and policies, and implementation strategies. Sub-Areas can move through the process of Identification, Designation, and Adoption by official action of the Auburn City Council in (three) stages or by a single action.

Once adopted, sub-area plans are intended to guide the future development of each respectively adopted sub-area on a planned basis. Uses and intensities within Special Planning Areas are determined for each area through individual planning processes. Each Sub-Area Plan must be consistent with the general goals, objectives and policies of the Comprehensive Plan. Key policies of the six Sub-Area Plans are listed below.

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

In 2005, City Council adopted six Economic Development Strategy Areas under Resolution No. 3944. These areas, initially identified by a focus group of diverse business and community interests, are targeted for population and employment growth within the planning horizon of the City's 20 year growth target (2031). Two additional economic development strategy areas were identified in 2010. In 2012, the City Council added another economic

development strategy area, revised the planning horizon to 50 years, and modified the boundaries of the economic development strategy areas to correlate the areas with areas with priority business sectors. The boundaries of the economic development strategy areas are incorporated as sub-area plans of the Comprehensive Plan.

<b>Sub-Areas (See Map 1.2)</b>		
<b>Identified Areas</b>		
Auburn Golf Course	GSA/Boeing	Green River College
Mary Olsen Farm	Les Gove Campus	Emerald Downs
Auburn High School		
<b>Designated Areas</b>		
Auburn Environmental Park	Auburn Municipal Airport	15 <sup>th</sup> St. SW/C St. SW/West Valley Hwy. N
BNSF Rail Yard	A St. SE	Stuck River Road
M St. SE	SE 312 <sup>th</sup> /124 <sup>th</sup> Ave	Pike Street
Auburn Way South Corridor	Auburn Way North Corridor	8 <sup>th</sup> Street NE
AWS/Auburn Black Diamond Rd.	NW Auburn Manufacturing Village	Lakeview
	Mt. Rainier	
<b>Adopted Areas</b>		
Downtown (Ordinance 5549)	Auburn Adventist Academy (Resolution 2254)	Auburn North Business Area (Resolution 2283)
Lakeland Hills (Resolution 1851)	Lakeland Hills South (County H.E. Case Z15/UP70)	Northeast Auburn (Ordinance 6183)

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

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

Impression Corridors (See Map 1.2)		
Auburn Way North	Auburn Way South	A Street SE/Auburn Avenue
C Street SW	15 <sup>th</sup> Street SW	15 <sup>th</sup> Street NW/NE
8 <sup>th</sup> Street NE	Main Street	Division Street
132 <sup>nd</sup> Street SE	SE 320 <sup>th</sup> Street	SE 312 <sup>th</sup> Street
SE 304 <sup>th</sup> Street	M Street/Harvey Road	R Street
Lake Tapps Corridor	West Valley Highway	Auburn Black Diamond Road
Green River Road	37 <sup>th</sup> Street NW	S 277 <sup>th</sup> Street
Interurban Trail	Green River	White River
Mill Creek		

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

Gateways (See Map 1.2)		
Auburn Way North and Auburn Avenue	East Main Street and M Street NE/SE	All roads with an entry into the city
Auburn Way South between 4 <sup>th</sup> Street SE and 6 <sup>th</sup> Street SE	West Main Street between C Street NW and B Street NW	Hwy 167 Off Ramps
SR 18 Off Ramps		

**Implementing Designations**

Planned Unit Development

Master Plans

**Policies**

**District Policies.**

Policy LU- 123. Through regulation, capital investment, and community planning, identify,

promote and market district identity.

**Sub Area Policies.**

Policy LU- 124. Each sub area will contain its own vision, goals, policies and strategies.

**Sub Area Plan Policies.**

Policy LU- 125. Sub area plans are components of the Comprehensive Plan. Adoption or revision of a sub area plan will be treated as a comprehensive plan amendment and will comply with the Growth Management Act, Countywide Planning Policies, Vision 2040 and the Core Comprehensive Plan.

**Impression Corridor Policies.**

Policy LU- 126. Create specific plans for each of the identified corridors that outlines development policies and regulations, necessary capital improvements, and implementation strategies. In the absence of any specific corridor plans, this section contains general policies that are to be applied within designated impression corridors.

Policy LU- 127. Coordinate corridor planning, design, construction, and maintenance with other agencies, such as BNSF, the Muckleshoot Indian Reservation (MIT), and the Washington State Department of Transportation (WSDOT). Where one agency may more effectively manage the corridor, management or ownership consolidation is appropriate.

Policy LU- 128. Promote the elimination or renovation of existing derelict or unmaintained structures, signs, fences, and properties along impression corridors through regulatory or enforcement mechanisms

Policy LU- 129. Work with private and public property owners to educate, incentivize, and enforce regulations that are intended to improve the overall appearance of identified corridors.

Policy LU- 130. Emphasize the design, orientation, construction materials, landscaping, and site layout for development proposals of new and existing buildings along impression corridors. New construction and the renovation of existing buildings create important opportunities for enhancing the appearance of impression corridors.

Policy LU- 131. Establish regulations that ensure coordinated, attractive commercial signage is of an appropriate size and quantity. Signage regulations along these corridors may be different than those in other areas.

Policy LU- 132. Take advantage of opportunities to provide informational signs, wayfinding signs, and traffic control signs that are attractive, useful, and integrated into a larger city-wide signage plan or policy.

Policy LU- 133. Outdoor storage of materials, inventory, and other goods and off-street surface parking should be located at the rear of the property. If outdoor storage cannot be located in the rear of the property, then it should be screened from view from adjacent rights-of-way.

Policy LU- 134. Design, construct, and enhance impression corridors to accommodate multi-modal uses.

Policy LU- 135. Design and construct vehicular access points in a manner that consolidates access points serving multiple uses.

Policy LU- 136. Signage, landscaping, and monument features should be used to establish prominent access points.

Policy LU- 137. Discourage aerial utilities.

Policy LU- 138. Invest in impression corridors by acquiring right of way, constructing and widening sidewalks, installing landscaping, building center medians, constructing parklets, providing street furniture, and other construction improvements.

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

Policy LU- 139. Prioritize by rank all gateways and develop potential opportunities and designs for each location.

Policy LU- 140. Develop land use regulations that incorporate gateway priorities and concepts into private development proposals that are located at identified gateways.

Policy LU- 141. Coordinate with the Washington State Department of Transportation (WSDOT) to understand options and implement actions at gateway location. Many of the gateway locations are within the WSDOT right of way.

Policy LU- 142. Develop design layouts for gateway locations. Designs will identify key areas that greet residents and visitors as they enter the City or downtown center, opportunities for signage and monument features, and landscaping.

Policy LU- 143. Maintain the established gateways.

**INSERT MAP 1.1 – DISTRICTS MAP**

**INSERT MAP 1.2 – SPECIAL PLANNING AREAS, IMPRESSION CORRIDORS, AND GATEWAYS MAP**

## **APPENDIX A**

### **Auburn Adventist Academy** - Adopted under Resolution 2254 on November 14, 1991

The Auburn Adventist Academy is primarily a secondary school operated by the Washington Conference of Seventh-Day Adventists. Since the school is sited on a larger complex that formerly housed a mill, the Academy has also sought to include industrial uses that support the mission of the school. The industrial uses provide employment opportunities, learning experiences, and vocational education for students of the Academy. The re-use of existing buildings and redevelopment of buildings lost to a fire in 1989 are the focal points of the industrial development. In addition to institutional and industrial uses, the Academy is also interested in agricultural uses for commercial and vocational purposes and currently operates a landing strip for aviation training. The plan focuses on providing predictability to planning, zoning, subdivision, and development decisions made by the City.

#### Academy SPA Policies

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

### **Auburn North Business Area** - Adopted under Resolution 2283 on March 2, 1992

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

#### Auburn North Business Area SPA Policies

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

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

#### **Lakeland Hills** - Adopted under Resolution 1851 on April 18, 1988

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

##### Lakeland Hills SPA Policies

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

#### **Lakeland Hills South** - Approved under Pierce County Hearing Examiner Case Z15/UP70

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

##### Lakeland Hills South SPA Policies

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

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

### **Auburn Downtown Plan** - Adopted under Ordinance 5549 on May 21, 2001

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

- Update of the existing plan in order to continue Downtown revitalization
- Concern over the reopening of Stampede Pass
- Multiple large projects proposed for Downtown
- Scarce private investment

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

#### Downtown (DUC) Policies

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

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