LAND USE ELEMENT

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VOLUME 1

LAND USE ELEMENT

Vision

The Auburn community 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, offering sanctuaries where fish and wildlife reside, and providing opportunities for people to observe and learn about the environment. Residents have a strong association with their neighborhoods, and are engaged and involved in the decisions that steer Auburn into the future.

Conditions and Trends

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 paralleling Highway 167, and a surrounding housing stock that was built primarily between 1910 and 1960. In the last 30 years, the land use pattern of Auburn has changed, primarily from incorporation of areas to the south, east, and west. Each newly incorporated area 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, myriad land use policies, regulations, infrastructure standards, and investments have been 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 nonresidential 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 subarea 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 comprise 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 nonmotorized connectivity.

Service: Through outreach and engagement, individual residents and homeowners' 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.

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

General Policies

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. Usable community amenities and spaces.

d. Environmental protection and preservation of natural features.

e. Preservation of areas that can support low-impact development techniques.

f. Promote the use of energy and water conservation measures

g. Efficient and effective delivery of utility service.

h. Innovative design.

i. Crime prevention through environmental design.

j. Long-term maintenance considerations.

LU-2 As the market and availability of utilities enable denser development to occur, standards should be developed to maximize density while preserving open space and critical areas.

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

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

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.

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 create incentives that promote preservation.

Residential Conservancy Designation

Description

This designation should consist primarily of low-density residential uses (one dwelling unit per four acres is allowed) and accessory agricultural uses in areas featuring environmental constraints or requiring special protection such as the Coal Creek Springs watershed area, low-lying areas along the Green River, and areas that are isolated from urban services. This designation will serve to both protect environmental features and hold areas for higher density development until such time public facilities become available.

Designation Criteria

1. Areas with significant environmental constraints, intrinsic value, or that may pose environmental hazards if developed, such as areas tributary to public water sources;

2. Affords greater protections to environmental features than existing designation;

3. Level of service for property consistent with adjacent residential conservancy properties; or

4. Location, size of properties, and character is consistent with a residential conservancy use.

Implementing Zoning Designations

Residential Conservancy

Policies

LU-7 Densities and activities shall be of a very low intensity and shall not compromise environmental and watershed resources.

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 nonresidential activities may operate out of any type of permitted building, subject to intensity and use limitations.

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.

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.

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.

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.

LU-13 Public, institutional, and resource-extractive uses that are low-intensity and preserve the environment may be considered conditional uses.

Single-Family Residential Designation

Description

This designation is the predominant land use category in the City. Maintaining and creating a diverse arrangement of interconnected subdivisions, neighborhoods, and communities that have a mix of densities and housing types; linkages with other residential areas and commercial hubs through nonmotorized modes, such as pedestrian and bicycling, and vehicular modes will be encouraged.

Designation Criteria

1. Previously developed single-family residential areas;
2. Undeveloped areas that do not meet the designation criteria for other Residential, Commercial, Industrial, Institutional or Public/Quasi-Public designations; or
3. Residential Conservancy areas that contain limited critical areas, are served by public utilities (water, sewer, storm services), and meet the development parameters of the single-family designation.

Implementing Zoning Designations

R-1 Residential Zone (One Dwelling Unit Per Acre): All properties located within the Urban Separator Overlay are zoned R-1, as consistent with King County County-wide Planning Policies.

R-5 Residential Zone (Five Dwelling Units Per Acre): All properties not located within the Urban Separator Overlay may be zoned R-5.

R-7 Residential Zone (Seven Dwelling Units Per Acre): All properties not located within the Urban Separator Overlay may be zoned R-7.

Policies

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.

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

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.

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

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

Moderate Density Residential Designation

Description

Moderate Density Residential designated areas are planned to accommodate a variety of residential dwelling types. Varying intensities may be permitted to provide a transition between single-family residential and other more intensive uses or activities (such as arterial streets) based on adjacent density, intensity, and/or character. Appropriate densities in these areas generally range from 7 up to 20 dwelling units per acre. Dwelling types generally range from single-family dwelling to multiple-family dwellings, with larger structures allowed (within the density range) where offsetting community benefits can be identified.

Designation Criteria

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

Implementing Zoning Designations

Residential Transition

R-10 Residential (Ten Dwelling Units Per Acre)

R-16 Residential (Sixteen Dwelling Units Per Acre)

Policies

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

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

LU-21 Accessory dwelling units should play an integral part of promoting infill development and affordable housing and are therefore encouraged within this land use category.

Multiple-family Designation

Description

This category shall be applied to those areas that 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 nonmotorized connections to surrounding amenities and services, or have access to on-site amenities.

Designation Criteria

1. Previously developed high-density residential or manufactured/mobile home parks; or
2. Properties that are connected to single-family and nonresidential designations by the Residential Transition designation and meet the development parameters of the Multifamily designation.

Implementing Zoning Designations

R-20 Residential Zone (Twenty Dwelling Units Per Acre): All Multiple-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 RMHC.

Policies

LU-22 Development regulations should include density bonuses and flexible development

standards that create incentives for innovative site and building design, incorporation of open space and public art, nonmotorized connectivity to parks and commercial areas, proximity to transit services, supplemental natural resource protection, supplemental use of CPTED, and supplemental use of low-impact development techniques.

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

LU-24 Live–work units are encouraged.

LU-25 Improve the quality of low-income neighborhoods and implement programs that encourage rehabilitation of deteriorating structures and facilities the downtown area, areas between lower-density residential uses and more intense nonresidential activities, and areas with high levels of transit service and available high-quality services.

LU-26 Multiple-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 of ground floor spaces and entryways with the streetscape, and connectivity to nearby nonresidential hubs (shopping centers and schools).

LU-27 Provide a variety of housing typologies to suit the needs of various potential residents.

LU-28 Establish intensity limitations such as floor area ratios, density, building height, coverage ratios, setbacks, and other standards.

LU-29 Access to nearby amenities and health and human services should be considered when reviewing senior housing developments.

LU-30 Encourage development of permanent supportive housing to address the homeless population and those with special needs.

LU-31 Encourage adaptive reuse, particularly of historic properties.

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 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 complement of retail, service, and dining options will cater to local needs, attract visitors, and encourage 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.

Sustainability: 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

LU-32 The commercial uses permitted must be carefully regulated in regards to performance criteria and design.

LU-33 Permitted uses would consist of local-serving and community-serving retail trade, offices, personal services, and eating establishments.

LU-34 Encourage uses that provide health and human services to the adjacent community.

LU-35 Encourage adaptive reuse, particularly of historic properties.

LU-36 Promote the use of energy and water conservation measures (PSRC 11/12/15)

LU-37 Ensure that legally established existing uses that may not conform with the underlying zone, but that are compatible with their surrounding uses, and are allowed to continue to evolve and operate without being classified as "nonconforming" uses.

Downtown Urban Center Designation

Description

This category should be applied exclusively in downtown Auburn. The area should be developed in a manner 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 Business Improvement Area boundaries.

Implementing Zoning Designations

Downtown Urban Center

Policies

LU-38 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 freestanding commercial spaces may be established as an accessory use to a larger vertical mixed-use development.

LU-39 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.

LU-40 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.

LU-41 Encourage multiple family dwellings, particularly within the upper stories of buildings.

LU-42 Drive-in windows should not be permitted to maintain the area's pedestrian environment.

LU-43 Parking standards within the downtown should reflect the pedestrian orientation of the area, but also consider parking's impact for economic development.

LU-44 Discourage uses that rely on direct access by vehicles or involve heavy truck traffic (other than for merchandise delivery).

LU-45 Unsightly outdoor storage and similar activities should be prohibited.

LU-46 The downtown should capitalize on opportunities for multimodal transportation.

LU-47 Encourage adaptive reuse, particularly of historic properties.

LU-48 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 Designation

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

LU-49 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.

LU-50 Permitted uses would consist of small-scale local-serving and community-serving retail trade, offices, personal services, and non-drive-through eating establishments.

LU-51 Special emphasis will be directed at those accessory activities that 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.

LU-52 Encourage adaptive reuse of existing residential buildings and historic properties.

LU-53 Commercial uses will have an orientation that is directed toward adjacent public streets while also providing pedestrian and bike-oriented access.

LU-54 Upzone requests to the next zone should be approved based on the innovations in transportation and stormwater management and public amenities proposed for the development associated with the request.

Light Commercial Designation

Description

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

and attracts pedestrian-oriented activities. Such areas should encourage walkability, leisure shopping, engaging public space, and should provide other amenities conducive to attracting shoppers.

Designation Criteria

1. Previously developed light commercial areas buffered from more intense commercial or industrial designations by landscaping or environmental features; or
2. Located along arterial or collector streets;
3. Properties that are buffered from the single-family designation by landscaping, environmental features, or the Residential Transition designation; and
4. Meets the development parameters of the Light Commercial designation.

Implementing Zoning Designations

Light Commercial

Policies

LU-55 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.

LU-56 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.

LU-57 Development incentives should be established that encourage the creation of electric car charging stations, use of sustainable building and/or operational practices, development of nonmotorized infrastructure, and proximity and connection to public transit.

LU-58 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.

LU-59 Drive in windows should only be allowed accessory to a permitted use, and only when carefully sited under the administrative use process, in order to ensure that an area's pedestrian environment is not compromised.

LU-60 Large-scale regional retail uses and uses that rely on direct access by vehicles or involve heavy truck traffic (other than for merchandise delivery) are not appropriate in this category.

LU-61 Unsightly outdoor storage and similar activities should be prohibited.

LU-62 Encourage adaptive reuse, particularly of historic properties.

LU-63 Upzone requests to the next zone should be approved based on the innovations in transportation and stormwater management and public amenities proposed for the development associated with the request.

Heavy Commercial Designation

Description

This category is intended to accommodate uses that would also accommodate a wide range of heavier commercial uses involving extensive storage or vehicular movement.

Designation Criteria

1. Previously developed heavy commercial areas; or
2. Located along major arterial streets;
3. Properties that are buffered from the single-family designation by landscaping, environmental features, or the Residential Transition designation and buffered from all other Residential designations; and

4. Meets the development parameters of the Heavy Commercial designation.

Implementing Zoning Designations

Heavy Commercial: All Heavy Commercial designated land not located within the Northeast Auburn Special Planning Area or located within the Northeast Auburn Special Planning Area, but incapable of meeting the C-MU zoning requirements.

Policies

LU-69 A wide variety of commercial-oriented services 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.

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.

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 nonmotorized 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 well maintained.

Wellness: Risk to life and property from all hazards will be minimized. Properties and businesses are connected to nonmotorized corridors that 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.

Sustainability: 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

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

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

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 nonmotorized infrastructure, and proximity and connection to public transit.

LU-75 Promote the use of energy and water conservation measures

Light Industrial Designation

Description

This category is intended to accommodate a wide range of industrial and commercial uses. This designation is intended to provide an attractive location for manufacturing, processing and assembling land use activities that contribute to quality surroundings. A wide variety of appropriate commercial uses in this designation benefit from the location, access, physical configuration, and building types of these properties. It is distinguished from heavier industrial uses by means of performance criteria. All significant activities shall take place inside buildings, and the processing or storage of hazardous materials shall be strictly controlled and permitted only as an incidental part of another use.

Designation Criteria

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

Implementing Zoning Designations

Light Industrial

Policies

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.

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.

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 nonmotorized corridor.

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.

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.

LU-81 Uses involving substantial storage or processing of hazardous materials, as well as substantial emissions, should not be permitted in these areas.

LU-82 A wide range of commercial activities may be allowed to provide increased opportunities for sales tax revenue.

LU-83 The Burlington Northern Santa Fe 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.

LU-84 Upzone requests to the next zone should be approved based on the innovations in transportation and stormwater management and public amenities proposed for the development associated with the request.

Heavy Industrial Designation

Description

This designation allows the full range of industrial uses, as well as certain heavy commercial uses that serve the needs of workers in light industries are also appropriate.

Designation Criteria

1. Previously developed heavy industrial areas; or
2. Not located along high-visibility corridors;
3. Buffered by the Light Industrial Designation or otherwise buffered from all other compatible designations; and
4. Meets the development parameters of the Heavy Industrial designation.

Implementing Zoning Designations

Heavy Industrial

Policies

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.

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.

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 nonmotorized corridor.

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.

Sustainability: 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

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

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

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

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

LU-93 Promote the use of energy and water conservation measures

Open Space Designation

Description

This category shall be applied to areas that 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

LU-94 Active parks that provide sports field, activity and community centers, cemetery's, and public buildings should not be designated as open space.

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.

LU-96 Increase distribution of open space and increase access to open space amenities throughout Auburn.

LU-97 Enhance restoration, preservation and protection of natural resources and critical areas.

LU-98 Seek out opportunities to develop recreation and education opportunities on public lands or through public–private partnerships.

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.

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 Designation

Description

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

Designation Criteria

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

Implementing Zoning Designations

Institutional
Landing Field

Policies

LU-101 A responsible management entity and the purpose for the institutional designation should be identified for each property interest within this designation. Management policies and plans are appropriate for all lands in this designation.

LU-102 Appropriate uses for this designation include facilities that serve the needs of the larger community such as public schools, active parks, city operated municipal facilities, large churches, and fire stations.

LU-103 This designation permits a wide array of uses that tend to be located in the midst of other dissimilar uses. For this reason, special emphasis should be directed at the following:

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

b. Site-specific conditions that should be attached to the granting of new requests for this designation that are designed to mitigate impacts on the surrounding community.

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

LU-104 Coordination with other public or institutional entities is essential in the implementation of the institutional land use designation.

LU-105 Industrial and commercial uses that are affiliated with and managed by educational institutions for vocational educational purposes may be classified as an institutional use and permitted on a conditional basis.

LU-106 For the Landing Field designation, an Airport Master Plan should be developed that establishes the vision, policies, and implementation strategies that govern uses, management principles, and future planning efforts. Uses and activities within and surrounding this designation must comply with the requirements of the Federal Aviation Administration.

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

General Policies

LU-107 These land use designations must be consistent with the Growth Management Act, Puget Sound Regional Council, and countywide planning policies.

LU-108 Any proposed changes to these designations must be pursued in coordination with applicable State, Regional and County agencies.

Urban Separator Designation

Description

Urban separators are areas designated for low-density uses in the King County Countywide planning policies. They are intended to "protect Resource Lands, the Rural Area, and environmentally sensitive areas, and create open space and wildlife corridors within and between communities while also providing public health, environmental, visual, and recreational benefits." There are two primary areas of urban separators, one on Lea Hill and one on West Hill.

Designation Criteria

Areas designated through the process of annexation

Implementing Overlay Designations

Lea Hill Overlay
West Hill Overlay
Urban Separator Overlay

Policies

LU-109 The City is obligated to maintain (and not redesignate) until at least the year 2022, pursuant to countywide planning policies and an annexation agreement with King County.

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 Designation

Description

Urban growth areas and potential annexation areas are areas located outside of the municipal city limits of Auburn. They are areas that are anticipated to be incorporated into the City within 10 years of their designation.

Designation Criteria

Potential annexation areas are jointly developed by cities and the County in which they are located. They are based upon countywide growth projections that are divided among all urban growth areas within each respective County. Urban growth areas and potential annexation areas are distinguished from each other by whether they have been assigned to a City or not. Urban growth areas have been identified but have not been assigned to a City. Potential annexation areas are urban growth areas that have been assigned to a specific City.

Implementing Designations

Urban Growth Area
Potential Annexation Area

Policies

LU-111 Work with King and Pierce County, as well as nearby cities, to redesignate urban growth areas into potential annexation areas.

LU-112 Auburn's Potential Annexation Area is shown on the Comprehensive Plan Land Use Map (Map 1.1). Map 1.1 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.

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

a. Amendments to King and Pierce County Urban Growth Areas as specified in the King and Pierce County countywide policies
b. Discussions between Auburn and adjacent jurisdictions regarding POTENTIAL ANNEXATION AREA boundaries
c. Discussions with Pierce County concerning the designation of POTENTIAL ANNEXATION AREA boundaries
d. Changed circumstances relating to population and employment growth and projections, urban service feasibility, or similar factors.

LU-114 Develop strategies and agreements for the review of development and provision of utilities within potential annexation areas that have yet to be annexed.

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 Designation

Description

The Transition Designation following establishes policies and guidance are intended to provide a basis for future development of zoning and other regulatory tools to manage and reduce impacts from proximity of boundaries between sharper differences of intensity in land uses and is meant to apply city-wide.

Designation Criteria

The Designation should apply to areas that are located between single-family and multifamily land use designations; between multifamily and nonresidential land use designations; and between single-family and nonresidential land use designations.

Implementing Designations

The Designation and implementing zoning and other regulatory tools shall generally apply to the more intense land use designation.

Policies

LU-116 Between single-family and multifamily:

a. Where a multifamily use is proposed to be located adjacent to a single-family zone, the multifamily 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 multifamily development proposals.
b. Provide non-motorized access through the site 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 multifamily housing.

LU-117 Between multifamily and nonresidential

a. Where a non-residential use is proposed to be located adjacent to a multifamily 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 nonresidential development proposals.
b. Provide non-motorized access through the site in order to connect the adjacent land uses.
c. Provide a mix of townhomes, duplexes, cottage housing and small-scale multifamily housing.

LU-118 Between single-family and nonresidential:

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 measure that control light, noise, and dust should be incorporated into nonresidential development proposals.
b. Provide non-motorized access through the site in order to connect the adjacent land uses.

Critical Area Overlay Land Use

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 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

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

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

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 human-made features, limited types of site investigation

work, emergency activities, and certain types of invasive vegetation control.

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 Area Designation

Description

"Special Planning Areas" consist of Districts, subareas, Impression Corridors, and Gateways within Auburn that warrant additional emphasis in planning, investments, and policy development. Each may be recognized separately within the Comprehensive Plan, as an Element of the Comprehensive Plan, or as an subarea plan (discussed below). There are a variety of reasons for designating and distinguishing a special planning area, and once designated, a variety of potential outcomes. Reasons for designating a special planning area include:

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

Designation Criteria

1. **Districts**: The geographic limit of districts and areas that make up this category of 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 subareas. Additionally, districts are generally consistent with the geography of one of the eight "neighborhoods"[1] identified in the 2014 City of Auburn Community Vision Report. Generally speaking, districts are identified for the purpose of creating identity. This means that the land use designations and overarching policies and implementing regulations are not going to change from one district to the next. Instead, Districts are important for event planning, establishing park and open space level-of-service standards, and promoting community identity.

Districts (see Map 1.2)

- West Hill
- North Auburn
- Lea Hill
- Downtown
- South Auburn
- Plateau
- Lakeland
- Southeast Auburn

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

1. The eight "neighborhoods" are identified for comprehensive planning purposes only, as neither the City nor its neighborhoods have elected to officially designate the boundaries of City neighborhoods.

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.

Twenty-eight (28) subareas currently exist. These subareas are categorized into five different types of subareas:

- Identified Areas;
- Designatged Areas;
  - Economic Development Strategy Areas (a Designated Areas sub-category);
  - Areas of Concern (another Designated Areas sub-category; and
- Adopted Areas.

Uses, intensities, and infrastructure development determined for each subarea or planned area through individual planning processes. Connectivity throughout the planned area, and connections to multimodal transportation opportunities outside of the planned area are also emphasized through the individual planning process. The result of each individual planning process is the adoption of Comprehensive Plan element or subarea plan for the particular subarea by City Council. Each Plan element must be consistent with the general goals, objectives, and policies of the Comprehensive Plan, and once adopted, subarea plans are intended to guide the future development of each respectively adopted subarea.

2a. Identified Areas: Identified areas are identified as a subarea within the Comprehensive Plan, but have not been established on the Comprehensive Plan Map. Therefore, the specific and detailed boundaries of an identified subarea have not been defined. Identification of a subarea within the Comprehensive Plan occurs by official action of the City Council.

Identified Areas

- Auburn Golf Course
- GSA/Boeing
- Green River College
- Mary Olsen Farm
- Les Gove Campus
- Emerald Downs
- Auburn High School

2b. Desginated Areas: Designated Areas have been designated on the Comprehensive Plan Map, which defines the specific and detailed boundaries of the area. Designation of an area on the Comprehensive Plan Map occurs by official action of the Auburn City Council. It is intended that future development of these areas will be guided by individual Plan element or subarea plan of the Comprehensive Plan. The future subarea plan will either supplement existing goals, policies, and implement strategies, or replace existing Comprehensive Plan designations and policies for the area within the specific and detailed boundary.

Designated Areas (see Map 1.3)

- Auburn Municipal Airport
- BNSF Rail Yard
- Stuck River Road
- Lakeview
- Mt. Rainier

2b(1). Designated Areas - Areas of Concern: Areas of Concern are a specific type (or subcategory) of designated area. Areas of Concern are established because they represent an area that features a lack in the infrastructure and services (e.g. municipal water and sewer service, urban roads, traffic demand, and storm water management) necessary to support increase in density or other development. These areas require a close assessment of and an emphasis on infrastructure development and planning to support further development. While this Plan may not fully represent the intensity of uses that could ultimately be supported in these areas (in part due to the current weakness of the City's infrastructure to support future growth). Development intensification within the Area of Concern needs to be coordinated with the necessary infrastructure and services to support growth.

Designated Areas - Areas of Concern (see Map 1.3):

- AWS/Auburn Black Diamond Rd.
- Pike Street NE
- 8th Street NE

2b(2). Designated Areas - Economic Development Strategy Areas: The Economic Development Strategy Areas are a specific type (or subcategory) of designated area. 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). By 2012, the City Council added three additional economic development strategy areas , bringing the total to nine (9) strategy areas.

During the City's 2015 update of the Comprehensive Plan the list of economic development strategy areas to reflect current conditions and status of these areas. As such, two of the original six economic development strategy areas was removed from the list. The Urban Center, one of the original six development strategy areas, was removed as it is no longer a designated area. The Urban Center, also known as "Downtown Auburn" or the "Downtown Urban Center" is an adopted area (since 2001) and features its own subarea plan. The Auburn Environmental Park (AEP)/Green Zone has also been removed as an economic development strategy area. The AEP/Green Zone economic development strategy area was previously zoned EP, Environmental Park Zone. The intent of this zone was to encourage economic development in the form of medical, biotech and "green" technologies including energy conservation, engineering, water quality and similar uses. Through Ordinance No. 6660 City Council rezoned the AEP/Green Zone from EP, Environmental Park Zone to M-1, Light Industrial, hereby effectively removing the need to designate the AEP/Green Zone as an specific economic development strategy area.

The current economic development strategy areas are included below. The boundaries of the economic development strategy areas are incorporated as designated subareas "Designated Areas – Special Planning Areas" map of the Land Use Element.

Designated Areas -Economic Development Strategy Areas (see Map 1.3)

- A St SE (corridor)
- Auburn Way South (AWS) Corridor
- Auburn Way North (AWN) Corridor
- M St SE (between AWN and AWS)
- SE 312th/124th Ave
- NW Manufacturing Village
- 15th St SW/West Valley Hwy N

2c. Adopted Areas: Adopted Areas include an Adopted Subarea Plan incorporated into the Comprehensive Plan that establishes the purpose of its designation, goals and policies, and implementation strategies. Adoption of a subarea plan occurs by official action of the City Council. As an adopted document of the Comprehensive Plan, the subarea Plans are subject to a review, and if necessary, revision to address changes in conditions, issues, or even characteristics of the planned areas. The review and revision a subarea Plan will also include the review and, if necessary, a revision of zoning regulations and architectural design standards.

Adopted Areas (see Map 1.4)

- Downtown (Ordinance No. 5549)
- Auburn Adventist Academy (Resolution No. 2254)
- Auburn North Business Area (Resolution No. 2283)
- Lakeland Hills (Resolution No. 1851)
- Lakeland Hills South (County H.E. Case Z15/UP70)
- Northeast Auburn (Ordinance No. 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 subarea, in which case the Impression Corridor policies are

additive to a subarea 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 consist of 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. Priority is given to the impression corridors that are a part of a subarea. Priority impression corridors are the thoroughfares in which residents, businesses, visitors move throughout a specific subarea. The priority impression corridors are italicized below.

Impression Corridors (see Map 1.5)

- *Auburn Way North*
- *Auburn Way South*
- *Auburn Black Diamond Road*
- *A Street SE/Auburn Avenue*
- *C Street SW*
- *Division Street*
- *M Street/Harvey Road*
- *Main Street*
- *8th Street NE*
- *15th Street SW*
- *West Valley Highway*
- *15th Street NW/NE*
- 132nd Ave SE
- SE 320th Street
- SE 312th Street
- SE 304th Street
- R Street
- Lake Tapps Pkwy SE
- Green River Road
- 37th Street NW
- S 277th Street
- Interurban Trail
- Green River
- White River
- Mill Creek

4. **Gateways**: Gateways are specific places, intersections, or blocks within the City. These essential locations are established because they constitute the first impression into of Auburn. 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. Priority is given to those gateways that are along an priority impression corridor. Priority gateways function as a entrance to an impression corridor. The priority gateways are italicized below.

Gateways (see Map 1.6)

- *Auburn Way North and Auburn Avenue (where the roads converge)*
- *East Main Street and M Street NE/ SE (at the intersection)*
- *Auburn Way South and 4th Street SE*
- *Auburn Way S and 6th Street SE*
- *West Main Street between C Street NW and B Street NW*
- All roads with an entry into the city
- Hwy 167 Off Ramps
- SR 18 Off Ramps

Implementing Designations

Planned Unit Development (PUD)

Master Plans

Policies

District Policies.

LU-123 Through regulation, capital investment, and community planning, identify, promote and market district identity.

Subarea Policies.

LU-124 Each subarea will contain its own vision, goals, policies and strategies.

LU-125 BNSF Rail Yard - This approximately 150 acre Special Planning Area is located

in the south-central portion of the City and surrounded by SR-18 to the North, Ellingson Road to the South, C Street SW to the west and A Street SE to the East. The Special Planning Area should consider both sides of C Street and A Street. Consideration should be given to:

- The needs of Burlington Northern.
- Providing pedestrian, bicycle and vehicular access across the site to connect the southeast and southwest sides of the city.
- Providing a more visually appealing "entry corridor" into the City from the south along A and C Streets.
- Allowing for a mix of uses including single and multifamily development and commercial and industrial uses where appropriate.

LU-126 Stuck River Road - A portion of the Stuck River Road Special Planning Area is currently the site of a large sand and gravel mining operation. This area and other adjacent land comprising a total of approximately 664 acres has been designated as a long term resource area (mineral resource area), so development of the Special Area Plan for this area should be a low priority as mining is expected to continue on this site for as long as 30 years. The land uses for the Stuck River Road Special Planning Area will be determined through the subarea planning process and the City Council's adoption of the subarea plan. Potential land uses applied through the subarea planning process could include single-family residential, multi-family residential, commercial, institutional, and recreational. Some light industrial uses may be appropriate for consideration and designation through the subarea planning process if the uses are "industrial or business park" in character, conducted entirely within an enclosed building, and exhibit a high degree of performance standards and are non-nuisance in nature and if appropriately limited in extent and location. A mix of housing types ranging from single family residential to multi-family residential is appropriate for this planning area. The subarea plan should be adopted taking into consideration the period during which mining is expected and the intent of the ultimate development of the area. An active permit has been processed by the City with respect to the mining activity on a portion (approximately 664 acres) of the mineral extraction operation. The permit process should continue, however, any permit for mining in the mineral resource area should be granted for the life of the resource, with reviews conducted periodically (every five years) to determine whether changes in the originally proposed mineral extraction operation have arisen and give rise to the need for additional or revised permit conditions to address the new impacts (if any) of any such changes. Any permit applications for additional acreage within the mineral resource area shall be processed by the City.

Development of this area should not occur until adequate public facilities are available to support the development consistent with City concurrency policy.

The City recognizes the potential for expanding the Stuck River Road Special Planning Area to include additional land east of Kersey Way and north of the Covington-Chehalis power line easement, and will consider a proposal by all affected property owners. If the area is expanded, the number of non-multiple family, non-manufactured home park dwellings units may be increased proportionate to the increase in acreage. Any such proposal shall specifically apportion the types and quantities of development to occur within each separate ownership.

LU-127 Lakeview - The Lakeview subarea is currently the site of two independent sand and gravel mining operations. While mining activity continues in the eastern operation, indications in 1995 are that the western operation has ceased. Activity

in the western portion is now limited to a concrete batch plant and future site reclamation. Following reclamation, the area should be developed as a primarily single family residential neighborhood of low to moderate urban density. A planned development would be particularly appropriate for this approximately 235 acre site. The permitted development density of the site will depend heavily upon the ability of the transportation system near the site to handle the new uses. Consideration shall be given to the environmental, recreational and amenity value of White Lake, the historical and cultural significance, as well as tribal ownership and jurisdiction of the Muckleshoot Tribe in the development of the Lakeview Plan element. Permit applications have been accepted and are currently being processed by the City with respect to the mining activity on the eastern portion of the area. The permit process should continue, however, any permit for continued mining in this portion of the area should be limited to 10 years to encourage completion of the mining, and subsequent reclamation by the property owner in preparation for development. The Lakeview Plan element should be adopted prior to the City's acceptance or processing of any other permit applications for the mining operation in the Lakeview Special Planning Area. The environmental information and analysis included in the Final Environmental Impact Statement for Lakeview (November 1980), shall be considered in the development of the Lakeview Plan element. While heavy commercial or industrial uses would not be appropriate as permanent uses of this area, conversion of the area now zoned for heavy industry to office commercial (or similar) uses would be appropriate.

LU-128 Mt. Rainier Vista - This 145 acre subarea is located south of Coal Creek Springs Watershed. Overall development of the Mt. Rainier Vista subarea plan shall be consistent with the following conditions:

1. Primary consideration in use and development of the property shall be given to protection of Coal Creek Springs' water quality. Development types, patterns and standards determined to pose a substantial risk to the public water source shall not be allowed.

2. The maximum number of dwelling units will be determined as part of any sub-area plan process. Dwelling units shall be located within portions of the property where development poses the least risk of contamination for Coal Creek Springs. Lands upon which any level of development would have a high risk for contaminating the water supply shall not be developed, but would be retained as open space. The development pattern shall provide for a logical transition between areas designated for rural uses and those designated for single family residential use. All dwelling units shall be served by municipal water and sanitary sewer service, and urban roads. If 53rd Street S.E. is the major access to serve the Special Planning Area, the developer will be responsible for developing the street to urban standards, from the property owners' eastern property line that abuts 53rd Street, west to the intersection of 53rd and Kersey Way.

3. Percolation type storm sewer disposal systems shall not be permitted. All surface water drainage shall be conveyed consistent with the City's current storm drainage standards. Treatment of stormwater shall occur prior to its discharge to any surface water body, consistent with standard public works or other requirements in general effect at the time of development.

4. The site shall be zoned temporarily, at one unit per four acres, until the sub-area plan is completed and the long-term urban zoning determined.

5. The Mt. Rainier Vista special planning area boundary may be

modified through the development of the subarea plan.

6. The Mt. Rainier Vista and Stuck River Road Special Planning Areas shall be coordinated subarea plans.

LU-129 Auburn Municipal Airport Area - The area east of Auburn's Municipal Airport is an features industrial land use designations. While industrial type uses are now located here, the area is highly suited for air related activities. The City will encourage use in this area to take advantage of its proximity to the Airport and control adverse effects to airport operations.

Designated Areas - Areas of Concern Policies.

LU-130 AWS/Auburn Black Diamond Rd – The area between Auburn-Black Diamond Road and the Burlington Northern Railroad currently lacks urban facilities necessary to support urban development. Major development proposals shall be carefully assessed under SEPA to ensure that the development can be supported by the available facilities. Once property owners are able to demonstrate to the City that they can provide urban services (municipal water and sewer service, urban roads and storm water management) necessary to support the intensity of development proposed within the entire area, the Plan designation and zoning for this area should be changed to an urban residential or commercial classification. The appropriate classification(s) shall be determined after a review of the development proposal and the pertinent Comprehensive Plan policies.

LU-131 Pike Street NE – The area located north of 8th NE, east of Harvey Road, and south of 22nd NE is inadequately served by residential arterials. No increase in density or other development which would increase traffic demand in this area should be approved.

LU-132 8th Street NE – The areas paralleling 8th Street NE located between Auburn Way and M Street are designated for multiple family residential while 8th Street NE is designated as a minor arterial. However, the road is not currently constructed to this standard and is not able to support current traffic demand adequately. The Plan designation would greatly increase traffic volumes. Implementation of the Plan designations should not occur until 8th Street NE is constructed to the adequate arterial standard and water service is upgraded. Up zones should not be granted from current zoning until these stems are upgraded or guaranteed.

Designated Areas - Economic Development Strategy Ares Policies.

LU-133 The City should adopt a formal subarea plan for each of the seven economic development strategy areas (listed below) as an element of the Comprehensive Plan. Each economic development strategy area subarea plan should identify the uses, intensities, and infrastructure development necessary to support the types of business and activities that are most consistent with community aspirations. Each subarea plan should address and include policies regarding the expected level of housing density (or residential growth targets) and employment growth targets.

- Auburn Way South Corridor
- Auburn Way North Corridor
- NW Auburn Manufacturing Village
- 15th St. SW/C St. SW/W Valley Hwy. N
- A St. SE
- SE 312th St. /124th Ave SE
- M St. SE between Auburn Way N and Auburn Way S

Adopted Areas Policies.

LU-134 Adoption or revision of a subarea 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.

LU-135 Auburn Adventist Academy - Adopted under Resolution No. 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.

LU-136 Auburn North Business Area - Adopted under Resolution No. 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.

LU-137 Lakeland Hills - Adopted under Resolution No. 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.

LU-138 Lakeland Hills South - Approved under Pierce County Hearing Examiner Case Z15/UP70.Lakeland Hills South lies south of the Lakeland Hills special plan area and is the most southwestern part of the City. The area is predominately residential, allowing for a range of housing types, with commercial uses, including Lakeland Town Center, in the center. Nonresidential uses, including civic, religious, and municipal services are allowed throughout the area through an Administrative Use Permit. Unlike Lakeland Hills, Lakeland Hills South was accepted into Auburn was a Planned Unit Development (PUD). The Lakeland Hills PUD, originally the Lakeland Hills South Planned Development District (PDD), was approved under Pierce County Hearing Examiner Case no Z15-UP70 in 1990. Lakeland Hills South PUD is intended to provide enhanced flexibility to develop a site through innovative and alternative development standards. As a PUD, specific development and design standards are prescribed.

LU-139 Auburn Downtown Plan (Urban Center) - Adopted under Ordinance No. 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.

LU-140 Northeast Auburn Special Plan Area – Adopted under Ordinance No. 6183 on June 5, 2008. The Plan was prepared in fulfillment of the policies included in the Comprehensive Plan for the area between Auburn Way North and the Green River, south of 277th Street (52nd Street NE) and north of approximately 37th Street NE in the City of Auburn (Map No. 14.2). The planning area was narrowed to an area covering approximately 120 acres, north of 45th Street NW and between Auburn Way North and the existing I Street NE right-of-way. The Northeast Auburn/Robertson Properties Special Area Plan focuses on proposed develop of the Auburn Gateway project area, a 60-acre group of properties owned or under consideration for purchase by Robertson Properties Group, owners of the Valley 6 Drive-In Theater. The plan calls for a mix of office, retail, and multifamily development under a new zoning designation (C-4, Mixed Use Commercial) for the central portion of this planning area, created to accommodate mixed use development. The plan calls for phased development in coordination with the provision of new roads, stormwater and other utilities, and flood management measures.

Impression Corridor Policies.

LU-141 Create specific plans for each identified corridor, outlining 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.

LU-142 Coordinate corridor planning, design, construction, and maintenance with other agencies, such as BNSF, the Muckleshoot Indian Reservation, and the Washington State Department of Transportation. Where one agency may more effectively manage the corridor, management or ownership consolidation is appropriate.

LU-143 Promote the elimination or renovation of existing derelict or unmaintained structures, signs, fences, and properties along impression corridors through regulatory or enforcement mechanisms

LU-144 Work with private and public property owners to educate, create incentives, and enforce regulations that are intended to improve the overall appearance of identified corridors.

LU-145 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.

LU-146 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.

LU-147 Take advantage of opportunities to provide informational signs, wayfinding signs, and traffic control signs that are attractive, useful, and integrated into a larger citywide signage plan or policy.

LU-148 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.

LU-149 Design, construct, and enhance impression corridors to accommodate multimodal uses.

LU-150 Design and construct vehicular access points in a manner that consolidates access points serving multiple uses.

LU-151 Signage, landscaping, and monument features should be used to establish prominent access points.

LU-152 Discourage aerial utilities.

LU-153 Invest in impression corridors by acquiring rights-of-way, constructing and widening sidewalks, installing landscaping, building center medians, constructing parklets, providing street furniture, and constructing other improvements.

Gateway Policies.

LU-154 Prioritize by rank all gateways and develop potential opportunities and designs for each location.

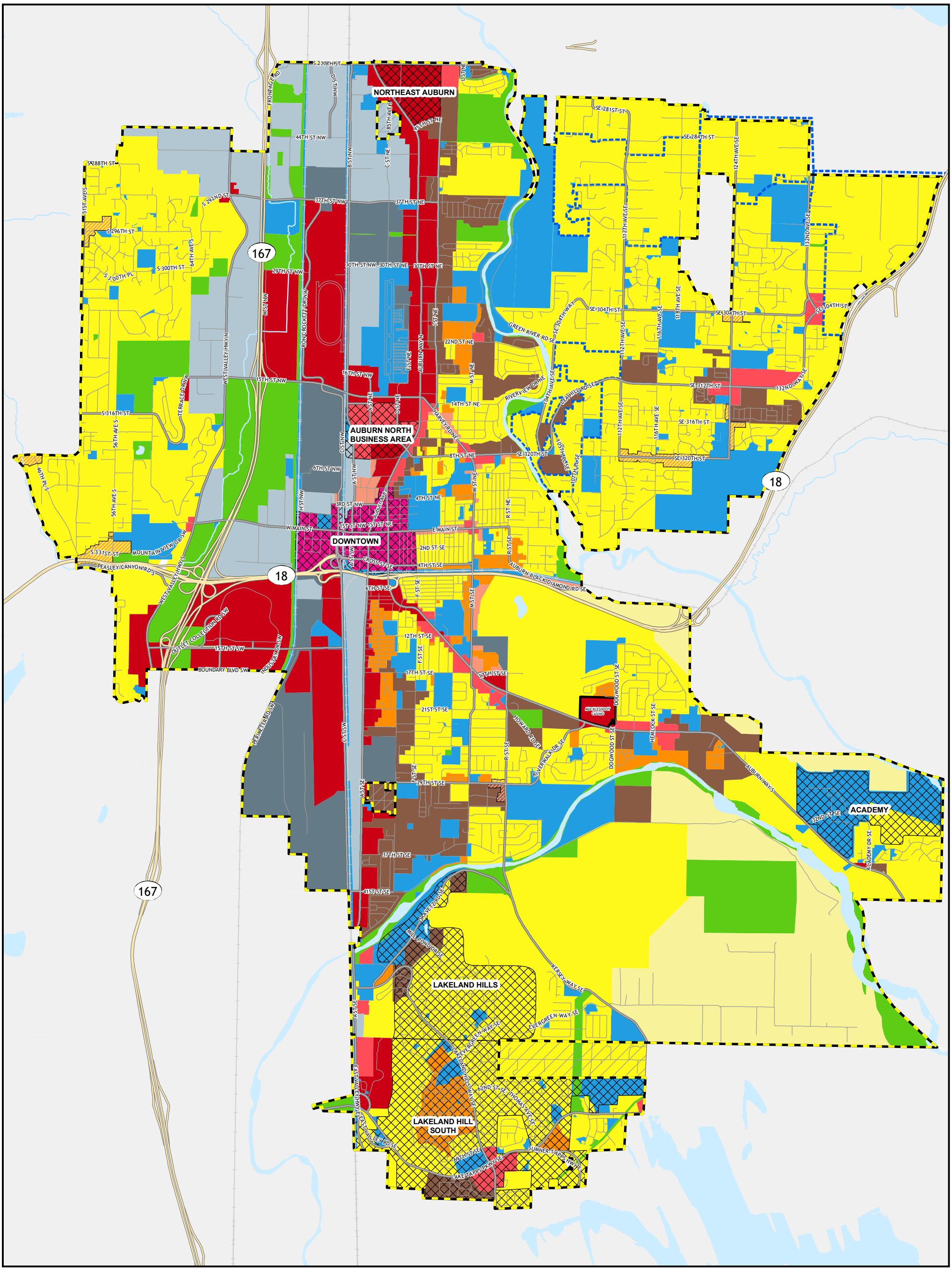
LU-155 Develop land use regulations that incorporate gateway priorities and concepts into private development proposals that are located at identified gateways.

LU-156 Coordinate with the Washington State Department of Transportation to understand options and implement actions at gateway location. Many of the gateway locations are within the WSDOT right-of-way.

LU-157 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.

LU-158 Maintain established gateways.

City of Auburn Comprehensive Land Use



Adopted Areas
Downtown Urban Center
Heavy Commercial
Heavy Industrial
Institutional
Light Commercial
Light Industrial
Moderate Density Residential
Multiple-Family
Neighborhood Commercial
Neighborhood Commercial Overlay
Open Space
Residential Conservancy
Residential Transition Overlay
Single Family
Auburn City Limits
Potential Annexation Areas
Water Features
Urban Separators Overlay

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FEET

Printed On: 1/4/2019
Updated On : 1/2/2019
Map ID: 1142

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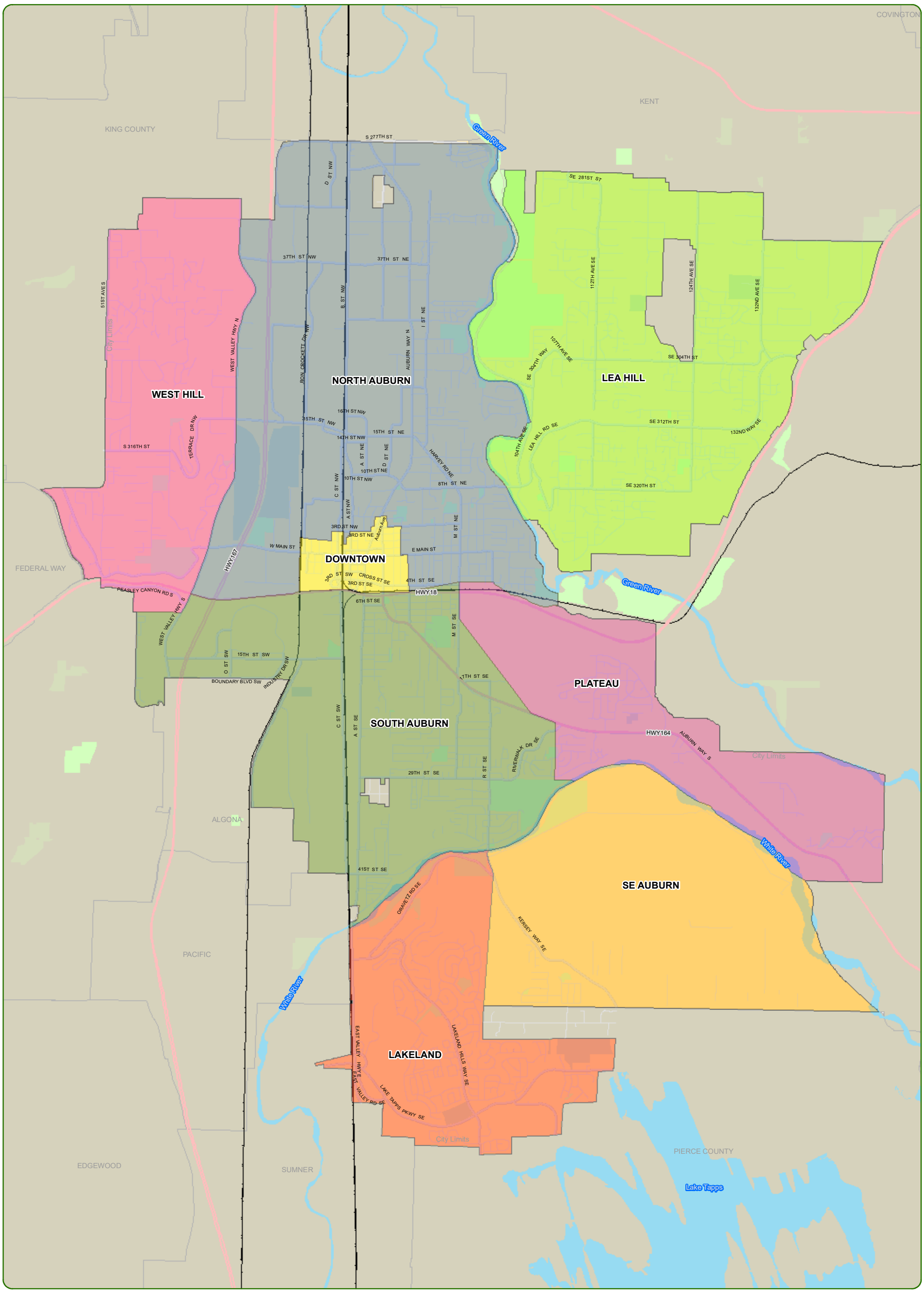
Zoning map is current through Ordinance No. 6698, December 17, 2018



Districts

Special Planning Areas

(Map 1.2)

0 ¼ ½ ¾ 1 Mi

N W E S

Printed Date: 1/9/2019
Map ID: 6094

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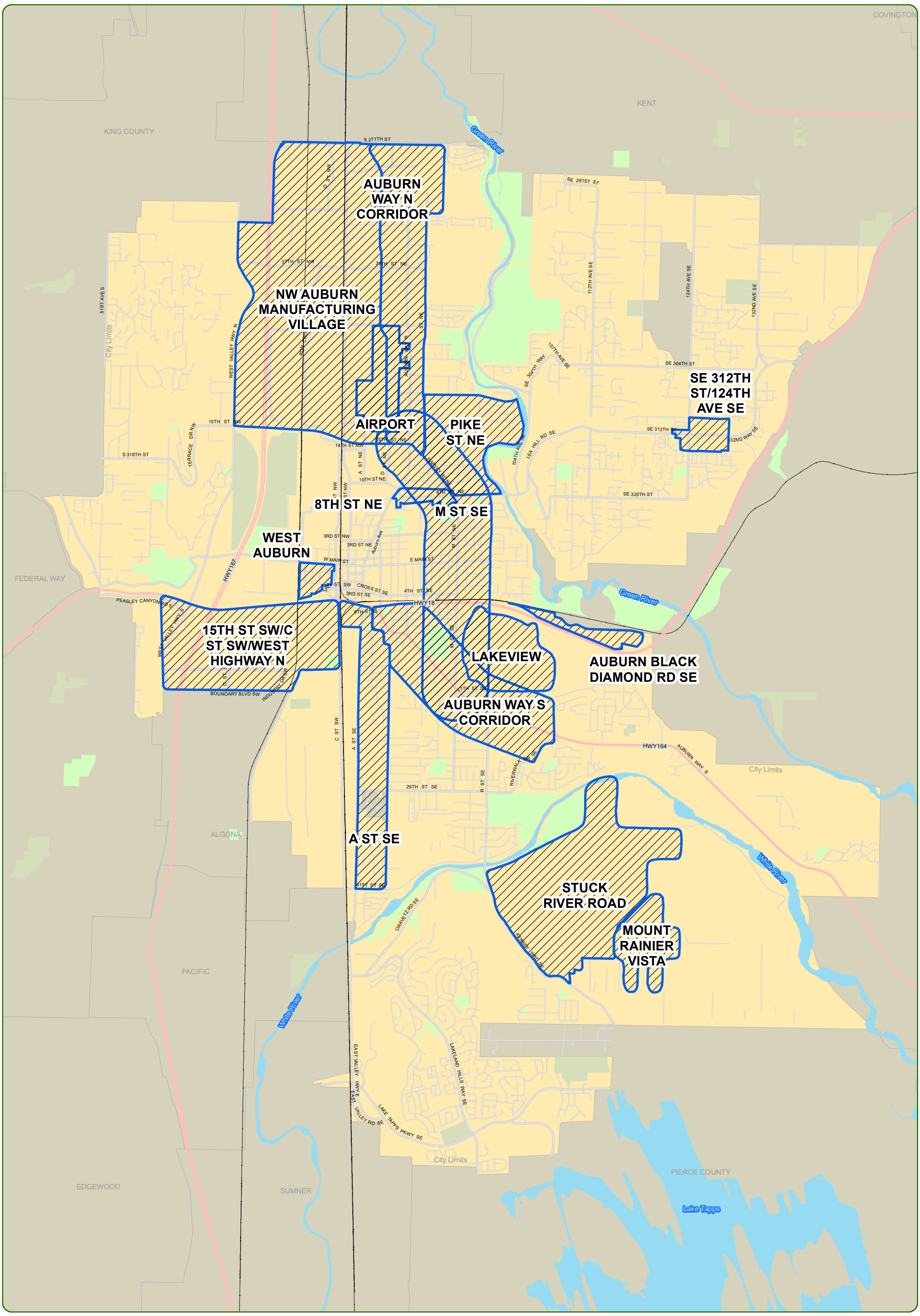
Map is current through Ordinance No. 6584 & 6698, December 17, 2018



Designated Areas

Designated Areas

Proposed Special Planning Areas

(Map 1.3)

0 ¼ ½ ¾ 1 Mi

N W E S

Printed Date: 1/15/2019
Map ID: 6061

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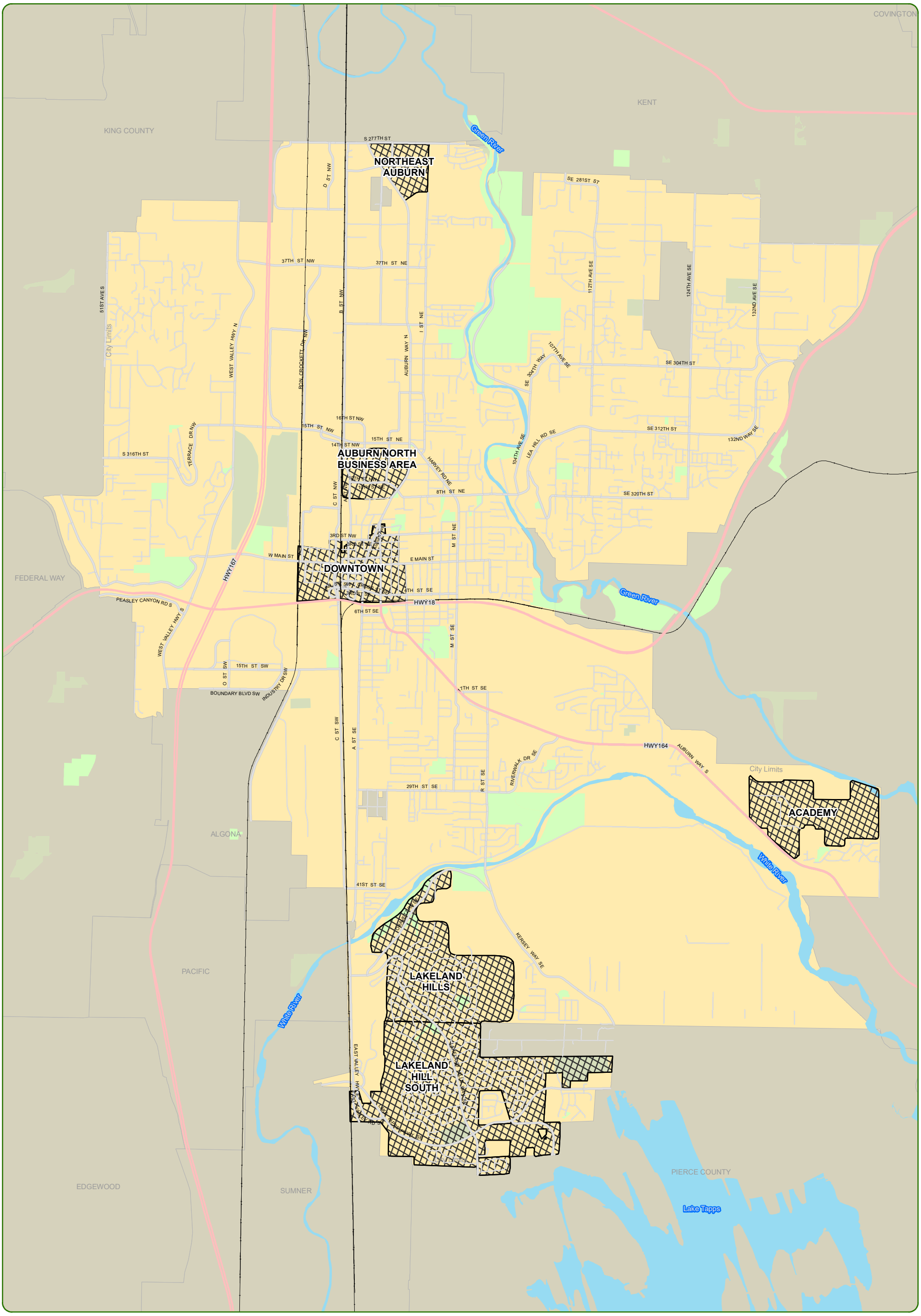

Adopted Areas

Adopted Areas

Special Planning Areas

(Map 1.4)

0 ¼ ½ ¾ 1 Mi

N W E S

Printed Date: 1/9/2019
Map ID: 6093

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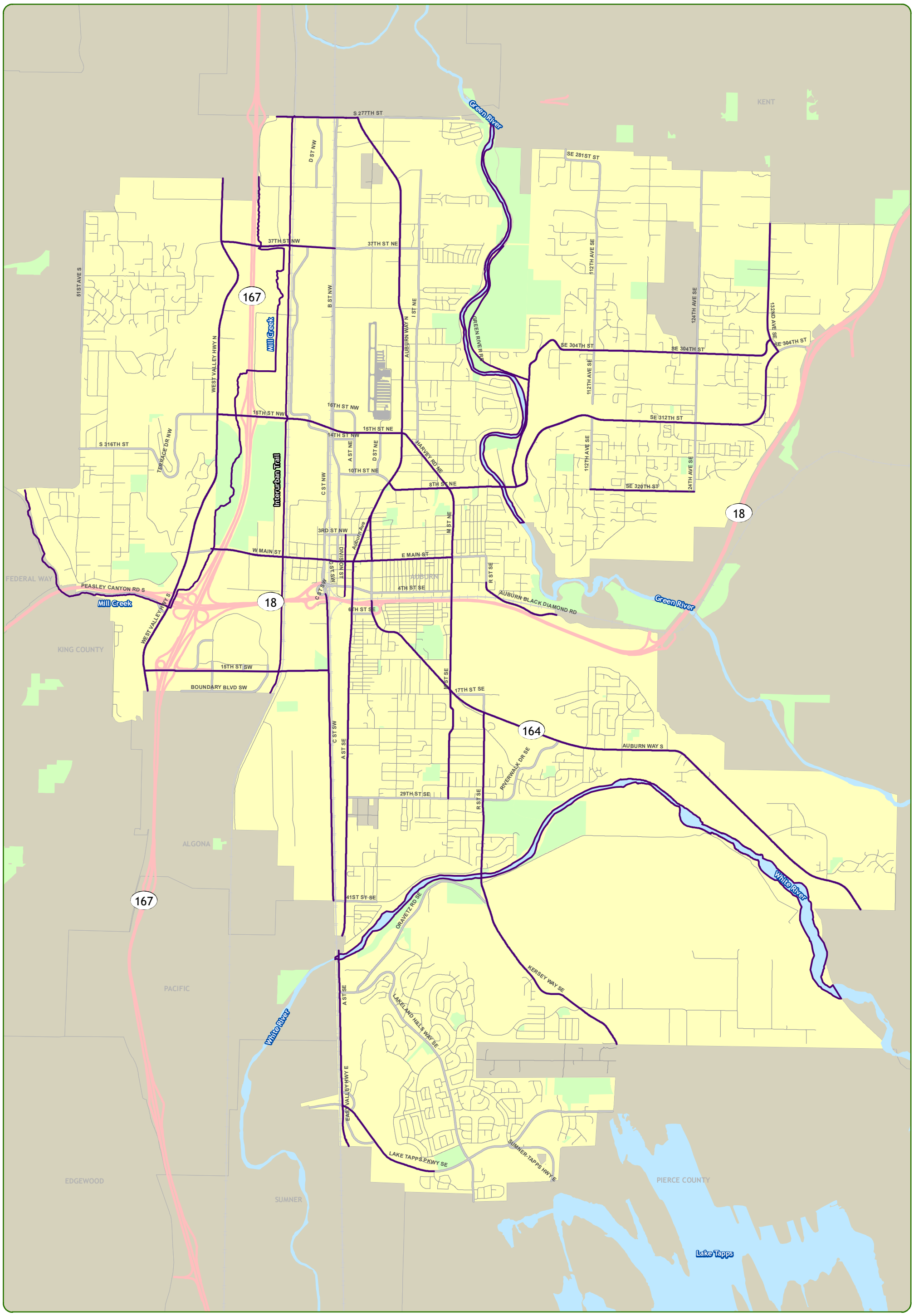
Map is current through Ordinance No. 6584 & 6698, December 17, 2018



Impression Corridors

Special Planning Areas

(Map 1.5)

Impression Corridors

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0 ¼ ½ ¾ 1 Mi

Printed Date: 1/9/2019
Map ID: 6070

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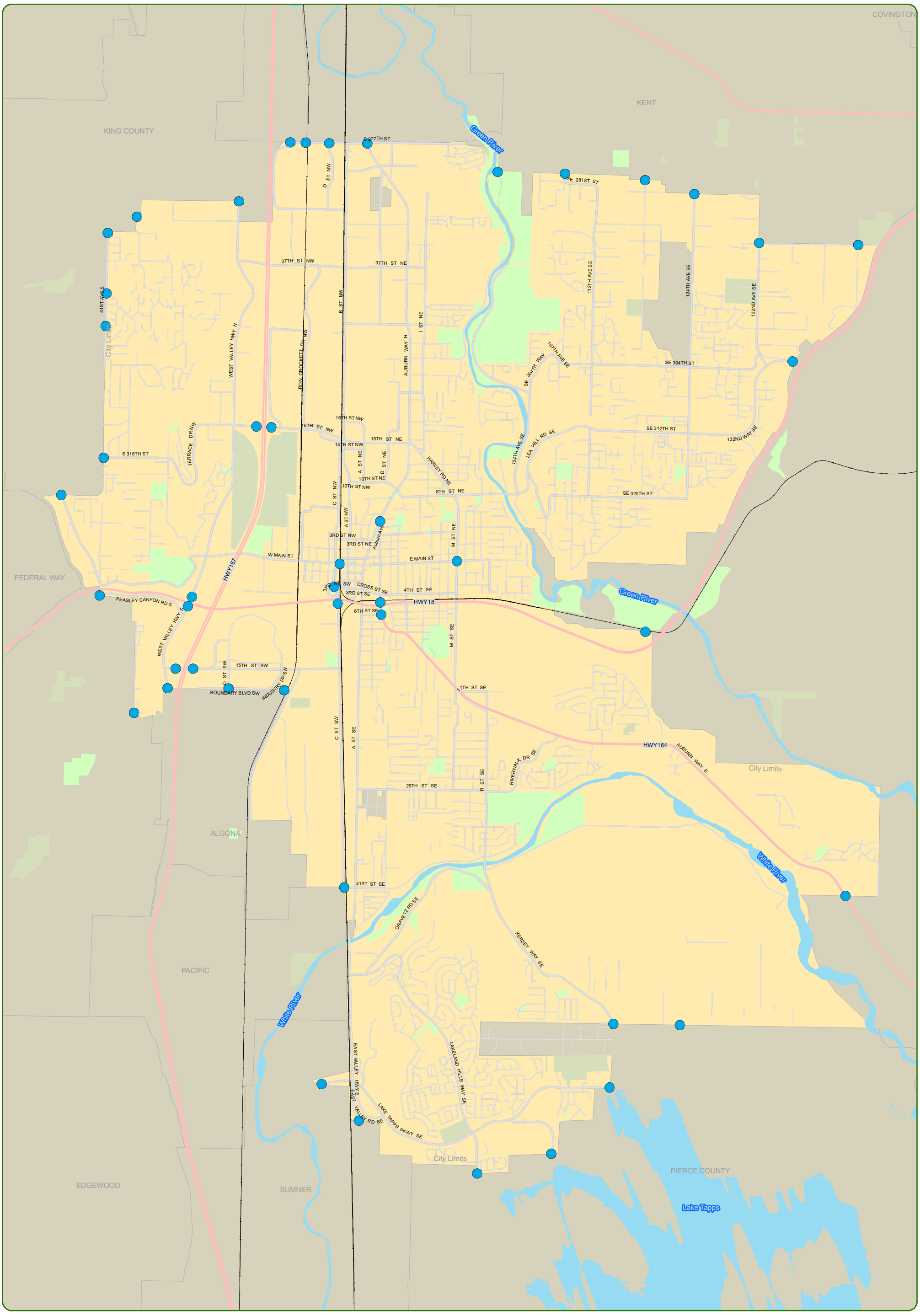
Map is current through Ordinance No. 6698, December 17, 2018



Gateways

Gateways

Special Planning Areas

(Map 1.6)

0 ¼ ½ ¾ 1 Mi

N W E S

Printed Date: 1/9/2019
Map ID: 6092

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Map is Current through Ordinance No. 6584 & 6698, December 17, 2018