

Auburn
Downtown Plan/
Draft EIS

APPENDICES

Ordinance 5549
Exhibit A (2)

City of Auburn
December 7, 2000



Appendices



Appendix I

Transportation

Appendix I:Transportation

Introduction

This appendix contains the transportation analyses completed to prepare the Auburn Downtown Plan and the Environmental Analyses. Multiple scenarios were run to aid in the development of the proposed Downtown Plan, and which are documented chronologically in this appendix.

Maps of model runs are available for review at the Community Development Department, City of Auburn City Hall.

The existing Auburn 1996 Transportation Model (TMODEL) was used as a starting point for transportation analysis which was then updated with revised downtown land use. Land use outside the downtown area remained constant. Traffic counts within the downtown core were updated and included in the re-calibration process.

Transportation analyses completed as part of the downtown plan include:

- Re-calibration of the existing City-wide model in and around the downtown core area.
- Iterations of the re-calibrated model with and without the transit/rail station and associated parking structure.
- Iterations of the re-calibrated downtown model with and without the extension of A Street to 15th Street NW.
- Iterations of different configurations of the A Street extension to 15th Street NW.
- Projections of traffic for the preferred Downtown Plan for 6-year and 20-year timeframes.

Because of a need to relate the downtown plan to the areas outside the downtown core, modifications were made to the existing City-wide model (1996 calibration) and analyzed for determination of impacts for areas outside the downtown core.

Technical Memorandum (Task 3.6)

TO: Julia Walton; Arai/Jackson

FROM: Steve Lewis; Bucher, Willis & Ratliff Corporation

CC:

DATE: Tuesday, May 12, 1998

SUBJECT: Recalibrated model. Base year and 20-year projection with and without transit center, with and without A Street Extension

AUTHORS: Bucher, Willis & Ratliff Corporation

Contents

Preface	2
Re-calibrated 1996 Base without Transit Center	5
1996 With Transit Center	6
1996 without the Transit Center but including the "A" Street Extension	6
1996 with Transit Center and "A" Street Extension	7
Re-calibrated 2020 without Transit Center (No-Build)	8
2020 with Transit Center	10
2020 without the Transit Center but including the "A" Street Extension	10
2020 with Transit Center and "A" Street Extension	11
Tables and Figures	13

CITY OF AUBURN DOWNTOWN PLAN

Transportation Model

Table 1 Summary of Changes per Iteration for both 1996 and 2020 re-calibrated model				
YEAR/ MODEL RUN	MODIFIED BASE	WITH TRANSIT CENTER	WITHOUT TRANSIT CENTER, WITH "A" STREET EXTENSION	WITH TRANSIT CENTER AND WITH "A" STREET EXTENSION
1996	<p>MODIFICATIONS:</p> <ul style="list-style-type: none"> Updated and subdivided land use Inclusion of "C" St Interchange 	<p>MODIFICATIONS</p> <ul style="list-style-type: none"> Changes as outlined in Modified Base Inclusion of 613 parking spaces for the transit center. 	<p>MODIFICATIONS</p> <ul style="list-style-type: none"> Changes as outlined in Modified Base Inclusion of "A" St extension to 15th St NE Inclusion of "A" St loop providing access to "A" St from the Division/"C" St interchange ramp access Removal of "A" St 3rd St SW intersection Inclusion of 1st St SW 	<p>MODIFICATIONS</p> <ul style="list-style-type: none"> Changes as outlined in "Without Transit Center but with "A" St Extension" Inclusion of 613 parking spaces for the transit center.
	<p>MAJOR IMPACTS WHEN COMPARED TO CITY MODEL</p> <ul style="list-style-type: none"> Main St more closely represents existing conditions Auburn Ave more closely represents existing conditions Auburn Way more closely represents existing conditions "C" St SW north of Main St produces a larger discrepancy in relation to existing conditions 	<p>MAJOR IMPACTS WHEN COMPARED TO MODIFIED BASE</p> <ul style="list-style-type: none"> A reverse of directional traffic on "A" St south of Main St A reverse of directional traffic on Division St south of Main St An increase in vehicles on 3rd St SW 	<p>MAJOR IMPACTS WHEN COMPARED TO MODIFIED BASE</p> <ul style="list-style-type: none"> Increased traffic (between 100 and 200 vehicles- approximately 25-50%) on Main St between "C" St and Auburn Way Increased traffic on Division St Slight decrease in traffic along both Auburn Ave and Auburn Way Decrease in traffic along 3rd St SW Increased traffic along "A" St 	<p>MAJOR IMPACTS WHEN COMPARED TO MODIFIED BASE</p> <ul style="list-style-type: none"> Impacts as outlined in "Without Transit Center but with "A" St Extension with additional traffic increases along "A" St to accommodate transit center traffic.

Re-calibrated 1996 Base without Transit Center

Land Use and Zone Changes

The existing City of Auburn transportation model was used as the starting point for this analysis, with only minor revisions. One of these revisions was to the Transportation Analysis Zone (TAZ) structure, or the division of the land into identifiable pieces. The calibrated City model contained seven zones for the downtown area. To allow for a more detailed analysis, these seven zones were subdivided into sixteen zones. These subdivided zones (shown in Table 2 and Figure 1) are located along the Main Street corridor and include two zones for the proposed transit center (one zone located on each side of the existing Burlington Northern & Santa Fe Railway railroad tracks). Existing land use within the TAZ assignments were also subdivided into the new zones, with an emphasis on providing updated land use information for these zones. Therefore, the land use control totals for this model may differ from the calibrated 1996 model (see Land Use Subdivision Tables 3 and 4).

Transportation Infrastructure Changes

In addition to minor changes in the uses of land in the subdivided zones, one infrastructure modification was included to allow for more detailed analysis of the study area. This change was the inclusion of the proposed "C" Street/SR-18 interchange, including the proposed number of lanes, ramps, and design speed as outlined in the *3rd Street SW Grade Separation Design Report* produced by Earthtech.

Projected Traffic

In comparing the calibrated City model with the re-calibrated downtown area model, the major differences are located along Main Street and the major north/south corridors (See Figures 2 and 3). Because of the additional zones and links in the re-calibrated downtown model, a direct comparison cannot be completed. Instead, each model run (the calibrated City model and the re-calibrated downtown model) is presented for user comparison. As a base of comparison, Figure 4 shows the traffic counts used in the calibration of both the City model and the re-calibrated downtown model and Figures 5 and 6 show the difference between the respective model and the traffic count data. Table 5 shows the differences in tabular form.

Conclusions

Overall, the re-calibrated model more closely resembles existing traffic counts within the downtown core. NOTE: this analysis did not consider the model generated traffic on segments of roadway outside the downtown area.

Transportation Model

- Inclusion of the "A" Street loop connecting South Division and the "C" Street/SR-18 interchange loop ramp with "A" Street (2 lanes each direction and a design speed of 25 mph).
- Removal of intersection of "A" Street and 3rd Street SW. This movement will be simulated using the new "C" Street interchange and the "A" Street loop.
- Inclusion of 1st Street SW as a major collector, with 1 lane each direction and a design speed of 25 mph.

Projected Traffic

The addition of the "A" Street extension to the street network will act as a reliever to "C" Street, and to a lesser degree, Auburn Way and Auburn Avenue. "A" Street will be constructed to provide an alternative north/south access link to 15th Street NW and the SR-167 interchange.

Without the Transit Station, the need for the "A" Street extension diminishes. The re-calibrated downtown model predicts sufficient capacity along the "C" Street corridor to accommodate 1996 traffic. With the traffic delays resulting from intersection closures due to increased rail traffic, additional traffic is predicted to shift to Auburn Avenue and Auburn Way. Figure 8 shows the model generated traffic and Table 7 compares roadway links for the affected area with the re-calibrated 1996 downtown model.

Conclusions

With this analysis, large increases in traffic are projected along Main Street between "C" Street and Auburn Way. The traffic movement utilizing "A" Street and Division Street to access Main Street, then travels along Main Street to Auburn Avenue and Auburn Way, and continues north/south. The projected traffic along "A" Street extension is minimal at the present time.

1996 with Transit Center and "A" Street Extension

Land Use and Transportation Infrastructure Changes

No land use changes other than those presented above were made for this iteration. Transportation infrastructure changes included in this scenario consisted of:

- Inclusion of the "C" Street interchange.
- Inclusion of "A" Street extension to 15th Street NE with 1 lane each direction and a design speed of 35 mph.
- Inclusion of the "A" Street loop connecting South Division and the "C" Street/SR-18 interchange loop ramp with "A" Street (2 lanes each direction and a design speed of 25 mph).
- Removal of intersection of "A" Street and 3rd Street SW. This movement will be simulated using the new "C" Street interchange and the "A" Street loop.
- Inclusion of 1st Street SW as a major collector, with 1 lane each direction and a design speed of 25 mph.
- Inclusion of parking stall configuration for the transit center (431 east/182 west of tracks).

Transportation Model

Projected Traffic

Along with the 1996 re-calibration, the downtown model produced a 2020 year forecast of traffic (See Figure 10). When the projected 2020 City model (See Figure 11. Note in the 2020 City calibrated model, the parking spaces were included in analysis as presented here) is compared to the re-calibrated downtown model the differences in the projected traffic on certain links due to the additional detail in the downtown area can be seen. The major discrepancies between the calibrated City model and the re-calibrated downtown model are shown in Table 11 and include all major north/south corridors ("C" Street (decreases in relation to the calibrated City projected traffic volumes), Division Street (overall decrease southbound and overall increase northbound in relation to the calibrated City projected traffic volumes), Auburn Way (overall increase northbound and southbound in relation to the calibrated City projected traffic volumes), and Auburn Avenue (overall increase northbound and overall decrease southbound in relation to the calibrated City projected traffic volumes)), as well as 1st Street NW (overall decrease northbound and southbound in relation to the calibrated City projected traffic volumes) and 3rd Street NE (overall increase northbound and southbound in relation to the calibrated City projected traffic volumes).

2020 Capacity of Roadways

The usual measure of capacity (v/c = volume to capacity ratio) provides an easy way to determine the level of service of roadway segments. The acceptable LOS for the City of Auburn is LOS "C" or a v/c ratio of less than 0.80. Looking at the projection of the calibrated City model and the re-calibrated downtown model, 4 locations are projected to exceed that level. For each location, the re-calibrated downtown model has a lower v/c ratio but still exceeds the acceptable level. Mitigation measures will have to be instituted to relieve congestion at these locations and/or the acceptable LOS within the downtown area must be adjusted. These locations include:

- Main Street east and west of "C" Street
- SR-18 both directions through the downtown area
- Auburn Avenue between 5th Street NE and Main Street
- Auburn Way south of 15th Street SW

Conclusions

With the projection of the re-calibrated model, and the slight adjustments to both the land use and the transportation infrastructure to the year 2020, the model generated traffic volumes increase at a similar rate making any discrepancy within the 1996 analysis larger in the 2020 analysis. With this in mind, and the supposition that the re-calibrated 1996 downtown model was a more realistic look at the traffic within the downtown core, it can be postulated that the 2020 projected re-calibrated model as presented above will more accurately project the traffic conditions seen in 2020.

Transportation Model

- Inclusion of "A" Street extension to 15th Street NE with 1 lane each direction and a design speed of 35 mph.
- Inclusion of the "A" Street loop connecting South Division and the "C" Street/SR-18 interchange loop ramp with "A" Street (2 lanes each direction and a design speed of 25 mph).
- Removal of intersection of "A" Street and 3rd Street SW. This movement will be simulated using the new "C" Street interchange and the "A" Street loop.
- Inclusion of 1st Street SW as a major collector, with 1 lane each direction and a design speed of 25 mph.

Projected Traffic

With or without the transit center, the "A" Street corridor becomes a major north/south access in the year 2020. Figure 13 shows the model generated traffic and Table 13 compares roadway links for the affected area with the re-calibrated 2020 downtown model. It is projected that in the year 2020, "A" Street will carry more automobiles than "C" Street, approximately the same amount as Auburn Way, and ½ the traffic of Auburn Avenue within the downtown area.

Conclusions

With the additional land use expected in 2020, the "A" Street extension becomes a major north/south corridor with projected model generated traffic volumes exceeding those on "C" Street. This condition is largely the result of the inclusion of the "A" Street loop and the delays associated with the railroad crossings and alternative intersections along "C" Street. Additionally, approximately 100 vehicles southbound from both Auburn Avenue and Auburn Way are re-routed along "A" Street.

2020 with Transit Center and "A" Street Extension

Land Use and Transportation Infrastructure Changes

No land use or transportation infrastructure changes other than those outlined below were included.

- Inclusion of the "C" Street interchange.
- "A" Street SW south of Main Street was coded as 2 lanes each direction, 30 mph, and 1,800 peak hour vehicle capacity.
- "A" Street SW north of Main Street was coded as 2 lanes each direction, 35 mph, and 1,800 peak hour vehicle capacity.
- Inclusion of "A" Street extension to 15th Street NE with 1 lane each direction and a design speed of 35 mph.
- Inclusion of the "A" Street loop connecting South Division and the "C" Street/SR-18 interchange loop ramp with "A" Street (2 lanes each direction and a design speed of 25 mph).

CITY OF AUBURN DOWNTOWN PLAN

Transportation Model

Tables and Figures

Table 2 List of Original and Subdivided Zones

Original Zone Number	Subdivided Zone Number(s)
35	35,203
37	37,204
39	39,205
40	40,206
48	48,207
49	49,208
50	50,209
Transit Center	210,211

Table 3 Existing Land Use by Subdivided Zones for 1996 Including the Transit Center

Zone #	Dwelling Units		Space		Special Generators					
	SFDU	MFDU	Retail	Office	Educ	Indust	Univ	Mfg.	Hotel/Motel	P&R
35	4	90	255	182	0	24	0	13	0	0
37	37	8	56	222	9	177	0	382	0	0
39	9	15	32	273	0	32	0	0	0	0
40	4	0	82	168	0	0	0	0	0	0
48	79	27	30	140	0	0	0	128	0	0
49	20	25	77	145	0	7	0	0	0	0
50	5	0	183	81	2	0	0	0	0	0

Table 4 Revised Land Use by Subdivided Zones for 1996 Including the Transit Center

Zone #	Dwelling Units		Space		Special Generators					
	SFDU	MFDU	Retail	Office	Educ	Indust	Univ	Mfg.	Hotel/Motel	P&R
35			196	182		24		35		
203	5	90	59	0						
37	18		41	222		175		360		
204	34	10	15	0	9	2		22		
39	7	15	67	294		32				
205	9		15	79						
40	0		22	144						
206	4	15	60	24						
207	20		31	70				42		
48	59	27	13	42				41		
208		0	65	74						
49	20	25	22	56		7				
209		15	42	81	2					
50	7	15	141	0						
210										182
211			2	0						431

CITY OF AUBURN DOWNTOWN PLAN

Transportation Model

Table 6 Comparison of 1996 Base with inclusion of Transit Center

Roadway	Location	1996 Downtown Model		1996 with Transit Center		Percent Difference	
		nb/eb	sb/wb	nb/eb	sb/wb	nb/eb	sb/wb
Main St	West of "C" St SW	361	289	370	303	2.49%	4.84%
	East of "C" St SW	387	247	399	267	3.10%	8.10%
	West of Auburn Ave	201	187	208	193	3.48%	3.21%
	East of Auburn Ave	246	119	253	119	2.85%	0.00%
"C" St SW	North of "C" St Interchange	111	575	111	640	0.00%	11.30%
	South of Main St	182	472	194	471	6.59%	-0.21%
	North of Main St	61	419	76	410	24.59%	-2.15%
	North of 3rd St NE	160	351	173	350	8.13%	-0.28%
"A" St SW	North of 3rd St SW	140	87	158	171	12.86%	96.55%
	South of Main St	47	160	177	7	276.6%	-95.63%
	South of 3rd St NW	197	135	222	135	12.69%	0.00%
	North of 3rd St NW	--	--	38	3	--	--
S. Division	North of 3rd St SW	39	2	29	101	-25.64%	4950.00%
	South of Main St	29	100	101	29	248.3%	-71.00%
	North of Main St	78	162	77	167	-1.28%	3.09%
Auburn Ave	South of 3rd St SW/Cross St	690	948	698	973	1.16%	2.64%
	North of 3rd St SW/Cross St	357	570	356	583	-0.28%	2.28%
	South of Main St	321	441	321	437	0.00%	-0.91%
	North of Main St	324	525	323	526	-0.31%	0.19%
	North of 1st St NW	299	524	299	526	0.00%	0.38%
	South of 5th St NW	5	541	5	544	0.00%	0.55%
Auburn Way	South of Cross St/ 4th St SE	710	1163	712	1197	0.28%	2.92%
	North of Cross St/ 4th St SE	579	938	575	931	-0.69%	-0.75%
	South of Main St	559	789	556	782	-0.54%	-0.89%
	North of Main St	474	758	472	753	-0.42%	-0.66%
	South of 2nd St NE	557	747	585	742	5.03%	-0.67%
	North of 2nd St NE	488	758	487	752	-0.20%	-0.79%
	South of 5th St NE	837	690	580	688	-30.70%	-0.29%
	North of 5th St NE	856	1234	881	1231	2.92%	-0.24%
3rd St SW	East of "C" St SW	712	458	726	503	1.97%	9.83%
	West of Auburn Ave	571	511	625	526	9.46%	2.94%
	East of Auburn Ave	269	250	312	260	15.99%	4.00%
1st St NW	East of "A" St SW	60	11	60	11	0.00%	0.00%
	West of Auburn Ave	60	38	60	38	0.00%	0.00%
3rd St NE	East of "A" St SW	291	272	294	273	1.03%	0.37%
	West of Auburn Ave	372	187	385	186	3.49%	-0.53%

-- This roadway segment was not coded into the 1996 calibrated model but was included in the 1996 transit center analysis

CITY OF AUBURN DOWNTOWN PLAN

Transportation Model

Table 8 Comparison of Projected Traffic for 1996 with Transit Station and without "A" Street Extension

Roadway	Location	1996 Downtown Model		1996 with Transit Center and A Street		Percent Difference	
		nb/eb	sb/wb	nb/eb	sb/wb	nb/eb	sb/wb
Main St	West of "C" St SW	361	289	521	313	44.32%	8.30%
	East of "C" St SW	387	247	535	265	38.24%	7.29%
	West of Auburn Ave	201	187	331	178	64.68%	-4.81%
	East of Auburn Ave	246	119	308	151	25.20%	26.89%
"C" St SW	North of "C" St Interchange	111	575	122	608	9.91%	5.74%
	South of Main St	182	472	194	431	6.59%	-8.69%
	North of Main St	61	419	41	340	-32.79%	-18.85%
	North of 3rd St NE	160	351	163	294	1.88%	-16.24%
"A" St SW	North of 3rd St SW	140	87	122	102	-12.86%	17.24%
	South of Main St	47	160	113	111	140.4%	-30.63%
	South of 3rd St NW	197	135	272	175	38.07%	29.63%
	North of 3rd St NW	--	--	37	69	--	--
S. Division	North of 3rd St SW	39	2	39	178	0.00%	8800.00%
	South of Main St	29	100	32	193	10.34%	93.00%
	North of Main St	78	162	78	182	0.00%	12.35%
Auburn Ave	South of 3rd St SW/Cross St	690	948	699	991	1.30%	4.54%
	North of 3rd St SW/Cross St	357	570	410	670	14.85%	17.54%
	South of Main St	321	441	332	807	3.43%	82.99%
	North of Main St	324	525	329	508	1.54%	-3.24%
	North of 1st St NW	299	524	305	506	2.01%	-3.44%
	South of 5th St NW	5	541	5	518	0.00%	-4.25%
Auburn Way	South of Cross St/ 4th St SE	710	1163	691	1164	-2.68%	0.09%
	North of Cross St/ 4th St SE	579	938	570	984	-1.55%	4.90%
	South of Main St	559	789	547	831	-2.15%	5.32%
	North of Main St	474	758	465	747	-1.90%	-1.45%
	South of 2nd St NE	557	747	550	736	-1.26%	-1.47%
	North of 2nd St NE	488	758	482	724	-1.23%	-4.49%
	South of 5th St NE	837	690	547	685	-34.65%	-0.72%
	North of 5th St NE	856	1234	875	1206	2.22%	-2.27%
3rd St SW	East of "C" St SW	712	458	533	422	-25.14%	-7.86%
	West of Auburn Ave	571	511	472	450	-17.34%	-11.94%
	East of Auburn Ave	269	250	218	230	-18.96%	-8.00%
1st St NW	East of "A" St SW	60	11	73	8	21.67%	-27.27%
	West of Auburn Ave	60	38	62	10	3.33%	-73.68%
3rd St NE	East of "A" St SW	291	272	277	297	-4.81%	9.19%
	West of Auburn Ave	372	187	375	181	0.81%	-3.21%

-- This roadway segment was not coded into the 1996 calibrated model but was included in the 1996 transit center analysis

CITY OF AUBURN DOWNTOWN PLAN

Transportation Model

Table 11 Comparison of Projected Traffic for 2020 for Calibrated City model and Re-calibrated Downtown Model

Roadway	Location	2020 Calibrated City Model		2020 Re-calibrated Downtown Model		Percent Difference	
		nb/eb	sb/wb	nb/eb	sb/wb	nb/eb	sb/wb
Main St	West of "C" St SW	1380	683	1017	700	-26.30%	2.49%
	East of "C" St SW	706	455	870	561	23.23%	23.30%
	West of Auburn Ave	546	357	516	370	-5.49%	3.64%
	East of Auburn Ave	361	309	461	348	27.70%	12.62%
"C" St SW	North of "C" St Interchange	664	1271	237	1336	-63.31%	5.11%
	South of Main St	451	1421	282	1047	-37.47%	-26.32%
	North of Main St	346	872	93	851	-73.12%	-2.41%
	North of 3rd St NE	274	698	252	839	-8.03%	20.20%
"A" St SW	North of 3rd St SW	109	119	261	86	139.4%	-27.73%
	South of Main St	92	192	168	354	82.61%	84.38%
	South of 3rd St NW	39	60	356	325	812.8%	441.67%
	North of 3rd St NW	--	--	--	--	--	--
S. Division	North of 3rd St SW	144	7	67	322	-53.47%	4500.00%
	South of Main St	95	92	43	225	-54.74%	144.57%
	North of Main St	106	189	105	308	-0.94%	62.96%
Auburn Ave	South of 3rd St SW/Cross St	890	2486	1101	2338	23.71%	-5.95%
	North of 3rd St SW/Cross St	338	1520	557	1136	64.79%	-25.26%
	South of Main St	300	1041	377	754	25.67%	-27.57%
	North of Main St	364	969	358	701	-1.65%	-27.66%
	North of 1st St NW	359	945	350	703	-2.51%	-25.61%
	South of 5th St NW	4	898	3	686	-25.00%	-23.61%
Auburn Way	South of Cross St/ 4th St SE	532	1517	703	1526	32.14%	0.59%
	North of Cross St/ 4th St SE	563	1223	557	1136	-1.07%	-7.11%
	South of Main St	628	1354	544	1415	-13.38%	4.51%
	North of Main St	527	1351	497	1544	-5.69%	14.29%
	South of 2nd St NE	572	1290	593	1569	3.67%	23.63%
	North of 2nd St NE	642	1265	611	1581	-4.82%	24.98%
	South of 5th St NE	1012	1133	1063	1538	5.04%	35.75%
	North of 5th St NE	1115	2100	1187	2437	6.46%	16.05%
3rd St SW	East of "C" St SW	1218	750	1097	1079	-9.93%	43.87%
	West of Auburn Ave	1147	805	950	941	-17.18%	16.89%
	East of Auburn Ave	457	405	265	435	-42.01%	7.41%
1st St NW	East of "A" St SW	139	51	61	11	-56.12%	-78.43%
	West of Auburn Ave	99	30	29	19	-70.71%	-36.67%
3rd St NE	East of "A" St SW	280	237	412	364	47.14%	53.59%
	West of Auburn Ave	215	53	404	166	87.91%	213.21%

- This roadway segment was not coded into the projected 2020 City model but was included in the projected 2020 downtown analysis

CITY OF AUBURN DOWNTOWN PLAN

Transportation Model

Table 13 Comparison of Projected Traffic for 2020 with "A" Street but not Transit Station

Roadway	Location	2020 Downtown Model		2020 with "A" Street		Percent Difference	
		nb/eb	sb/wb	nb/eb	sb/wb	nb/eb	sb/wb
Main St	West of "C" St SW	1017	700	1028	711	1.08%	1.57%
	East of "C" St SW	870	561	866	530	-0.46%	-5.53%
	West of Auburn Ave	516	370	545	316	5.62%	-14.59%
	East of Auburn Ave	461	348	504	320	9.33%	-8.05%
"C" St SW	North of "C" St Interchange	237	1336	241	1482	1.69%	10.93%
	South of Main St	282	1047	365	926	29.43%	-11.56%
	North of Main St	93	851	62	644	-33.33%	-24.32%
	North of 3rd St NE	252	839	225	585	-10.71%	-30.27%
"A" St SW	North of 3rd St SW	261	86	113	546	-56.70%	534.88%
	South of Main St	168	354	169	710	0.60%	100.56%
	South of 3rd St NW	356	325	473	919	32.87%	182.77%
	North of 3rd St NW	--	--	230	799	--	--
S. Division	North of 3rd St SW	67	322	49	370	-26.87%	14.91%
	South of Main St	43	225	49	243	13.95%	8.00%
	North of Main St	105	308	104	256	-0.95%	-16.88%
Auburn Ave	South of 3rd St SW/Cross St	1101	2338	1142	2342	3.72%	0.17%
	North of 3rd St SW/Cross St	557	1136	504	1045	-9.52%	-8.01%
	South of Main St	377	754	378	806	0.27%	6.90%
	North of Main St	358	701	353	736	-1.40%	4.99%
	North of 1st St NW	350	703	346	738	-1.14%	4.98%
	South of 5th St NW	3	686	4	722	33.33%	5.25%
Auburn Way	South of Cross St/ 4th St SE	703	1526	706	1445	0.43%	-5.31%
	North of Cross St/ 4th St SE	557	1136	567	1327	1.80%	16.81%
	South of Main St	544	1415	540	1317	-0.74%	-6.93%
	North of Main St	497	1544	499	1373	0.40%	-11.08%
	South of 2nd St NE	593	1569	598	1415	0.84%	-9.82%
	North of 2nd St NE	611	1581	605	1422	-0.98%	-10.06%
	South of 5th St NE	1063	1538	985	1358	-7.34%	-11.70%
	North of 5th St NE	1187	2437	1183	2218	-0.34%	-8.99%
3rd St SW	East of "C" St SW	1097	1079	1053	1386	-4.01%	28.45%
	West of Auburn Ave	950	941	1236	917	30.11%	-2.55%
	East of Auburn Ave	265	435	182	520	-31.32%	19.54%
1st St NW	East of "A" St SW	61	11	61	10	0.00%	-9.09%
	West of Auburn Ave	29	19	29	20	0.00%	5.26%
3rd St NE	East of "A" St SW	412	364	316	369	-23.30%	1.37%
	West of Auburn Ave	404	166	322	164	-20.30%	-1.20%

-- This roadway segment was not coded into the projected 2020 City model but was included in the projected 2020 downtown analysis

Insert figures for report. See coreldraw files r96.cdr and maps_20.cdr

996 Existing Land Use

[illegible]

Filename: A973

Filename: r197342aub\model\2020\city_md\20exist.lu2

2005 Land Use--Build Out 2020 Land Use to Put in City Model - Existing Plans

(from zones below)

(from zones below added together)

Zone #	Dwelling Units		Motor Vehicle Space	
	LU1 SFDU max/min	LU9 Hotel/ Motel rooms	LU10 Park & Ride spaces	LU10 Park & Ride spaces
35	5	0	0	0
37	52	0	0	0
39	16	0	0	0
40	4	0	0	0
41	46	0	0	0
42	50	0	0	0
48	79	0	0	0
49	20	0	0	613
50	7	150	0	0
51	86	0	0	0

Zone #	Dwelling Units		Space				Special Generators			
	LU1	LU2	LU3	LU4 Office	LU5	LU6 Industrial	LU7	LU8	LU9 Hotel/ Motel	LU10 Park & Ride
	SFDU units/acre	MFDU units/acre	Retail employees	FIREG employees	Educ employees	WCTUM employees	University students	Manufact employees	employees	employees
35	5	96	433	266	0	37	0	43	0	0
37	52	10	115	250	9	177	0	432	0	0
39	16	15	128	433	0	32	0	0	0	0
40	4	15	82	168	0	0	0	0	0	0
41	56	209	68	58	7	0	0	0	0	0
42	50	39	150	180	0	0	0	0	0	0
48	80	84	96	128	0	16	0	93	0	0
49	20	25	175	180	0	7	0	0	0	613
50	7	30	183	81	2	0	0	0	0	0
51	86	73	101	187	0	1	0	0	0	0

996 Revised Land Use-per City of Auburn Planning Dept

Location	Downtown UMS			Space			Special Generation			
	LU1	LU2	LU3	LU4 Office	LU5	LU6 Industrial	LU7	LU8	LU9 Hotel/ Motel	LU10 Park & Ride
	SFDD sqfeet/acre	MFDD sqfeet/acre	Retail employees	FIRESG employees	Educ employees	WCTUM employees	University students	Manufact employees	rooms	spaces
35A			196	182		24		35		
35B	5	90	39	0						
36A	18		41	222		175		360		
36B	34	10	15	0	9	2		22		
39A	7	15	67	294		32				
39B	9		15	79						
40A	0		22	144						
40B	4	15	60	24						
42A	20		31	70				42		
48B	50	27	13	42				41		
49A		0	65	74						
49B	20	25	22	56		7				
50A		15	42	81	2					
50B	7	15	141	0						
41	46	169	40	58	7	0				
42	50	27	32	90	0	0				
41	86	73	41	134	0	1				
Total										182
Capital			2	0						431

Filename: r1973a

Filename: r\97342aub\mode\2020\dt_md\20exist.lu2

2005 Revised Sept and Mar 2020 Revised Land Use-per Auburn Planning Dept - Existing

Zone #	Drilling Locations			
	LU1	LU9	LU10	
	SFDU	Hotel/Motel	Park & Ride	
35	0	0	0	
37	5	0	0	
203	18	0	0	
204	34	0	0	
39	7	0	0	
205	9	0	0	
40	0	0	0	
206	4	0	0	
207	20	0	0	
48	59	0	0	
208	0	0	0	
49	20	0	0	
209	0	0	0	
50	7	150	0	
41	46	0	0	
42	50	0	0	
51	86	0	0	
210	0	0	182	
211	0	0	431	

Zone #	Detailed Data						Special Categories			
	LU1	LU2	LU3	LU4	LU5	LU6	LU7	LU8	LU9	LU10
	Office	Office	Retail	Office	Edac	Industrial	University	Manufact	Hotel/ Motel	Ride
	SFDU uniflucose	MFDU uniflucose	Retail employees	FIRESG employees	Edac employees	WCTUM employees	University students	Manufact employees	Hotel/ Motel rooms	Ride spaces
35	0	0	356	258	0	24	0	35	0	0
203	5	96	77	8	0	13	0	8	0	0
37	18	0	65	232	0	175	0	410	0	0
204	34	10	50	18	9	2	0	22	0	0
39	7	15	97	354	0	32	0	0	0	0
205	9	0	31	79	0	0	0	0	0	0
40	0	0	22	144	0	0	0	0	0	0
206	4	15	60	24	0	0	0	0	0	0
207	20	0	57	78	0	0	0	42	0	0
48	60	84	39	50	0	16	0	51	0	0
208	0	0	71	79	0	0	0	0	0	0
49	20	25	102	101	0	7	0	0	0	0
209	0	15	42	81	2	0	0	0	0	0
50	7	15	141	0	0	0	0	0	0	0
41	56	209	68	58	7	0	0	0	0	0
42	50	39	150	180	0	0	0	0	0	0
51	86	73	101	187	0	1	0	0	0	0
210	0	0	0	0	0	0	0	0	0	182
211	0	0	2	0	0	0	0	0	0	431

FIREED - Fire, Insurance, Real Estate, Services, and Government
WCTUM - Wholesale, Communications, Tsp. and Utilities
Education - Number of teachers, employees

Model Land Use

[illegible]

2005 Model La

35	4	0	0
37	37	0	0
39	9	0	0
40	4	0	0
41	56	0	0
42	50	0	0
48	79	0	500
49	20	0	0
50	5	0	0
51	86	0	0

Model Land Use

35	4	96	433	266	0	37	0	21	0	0
37	37	8	115	250	9	177	0	432	0	0
39	9	15	128	433	0	32	0	0	0	0
40	4	0	82	168	0	0	0	0	0	0
41	56	209	68	58	7	0	0	0	0	0
42	30	39	150	180	0	0	0	0	0	0
48	80	84	82	156	0	16	0	138	0	300
49	20	25	163	195	0	7	0	0	0	0
50	5	0	183	81	2	0	0	0	0	0
51	86	73	101	187	0	1	0	0	0	0

Difference (positive if revised > model)

[illegible]

2005 Differenc

35	1		0	0
37	15		0	0
39	7		0	0
40	0		0	0
41	-10		0	0
42	0		0	0
48	0			-500
49	0		0	613
50	2		0	0
51	0		0	0

2020 Difference (positive if revised > model)

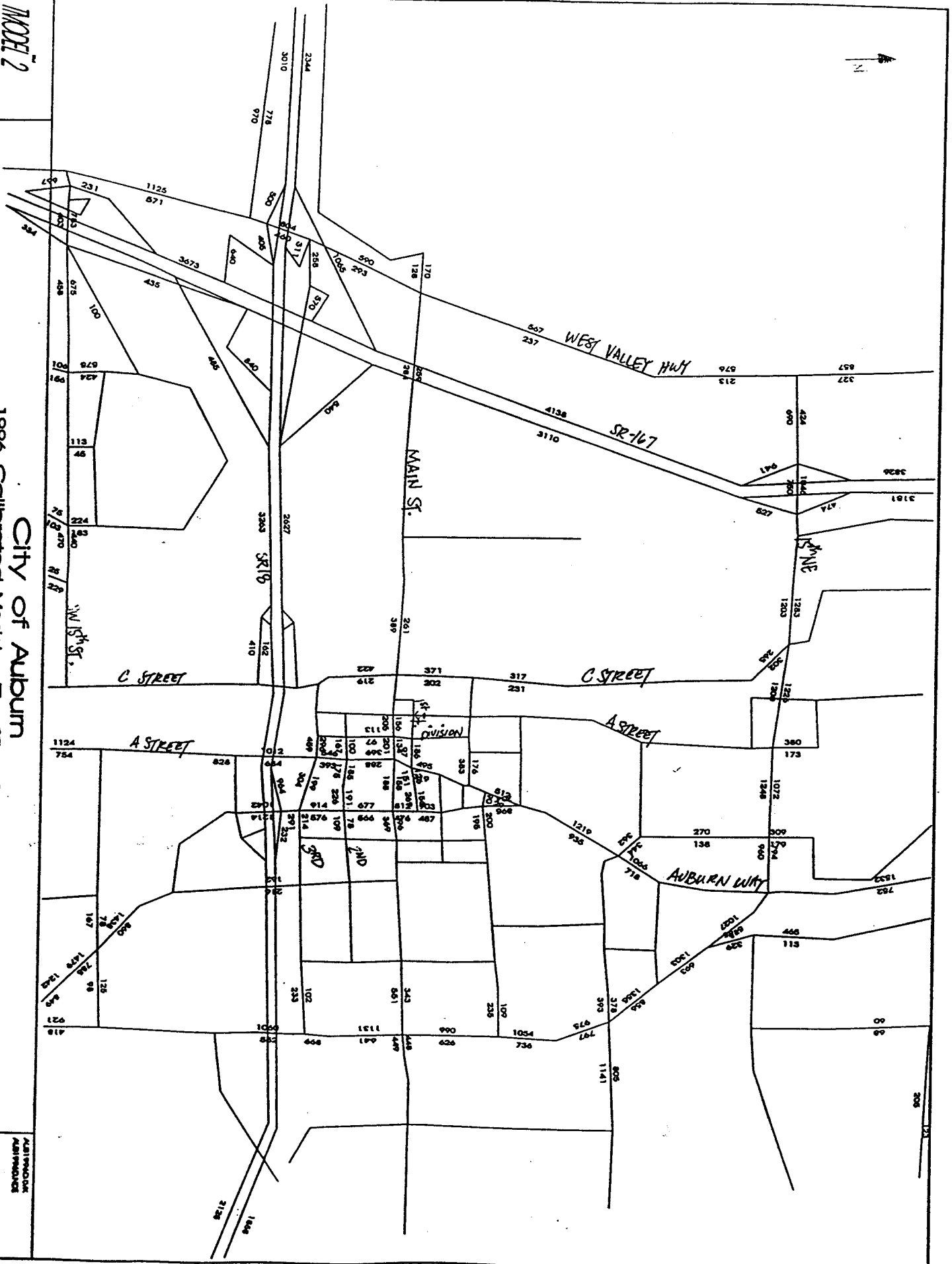
[illegible]

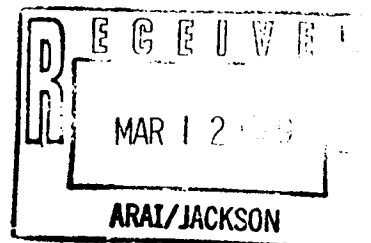


MODEL 2

City of Auburn
1996 Calibrated Model - Traffic Counts

ROAD VALUES & RATIONALE, WA





MEMORANDUM

TO: Steve Mullen, Jack Locke, Bob Sokol, Paul Krauss (City of Auburn)
cc: Julia Walton (Arai/Jackson), Janet Shull (BWR)
FROM: Susan Gygi
SUBJECT: A Street Alternative Configuration Analysis
DATE: Friday, March 05, 1999 PROJECT: 97342.02

Step 1 of Task 7.1 of the revised Scope of Services (dated Thursday February 4, 1999) has been completed. This memorandum will provide analysis of the four configurations as well as results. Outlined below are descriptions of each of the four iterations. All the alternatives were run using the downtown revised land use and calibration including: the parking associated with the transit center with a trip generation rate of 0.70 instead of the 0.41 as used with all other parking stalls in the City, the A Street loop with the roadway configuration matching that of A Street between Main Street and 3rd Street SW, and the Auburn Way changes as listed in the revised Scope of Services.

Iteration #1:

- A Street south of Main – 2 travel lanes and on street parking on both sides of the street
- A Street north of 3rd NW – 2 travel lanes with no on-street parking
- A Street between Main and 3rd NW – 2 travel lanes and on-street parking on both sides of the street

Iteration 2:

- A Street south of Main – 3 travel lanes and on street parking on the west side of the street
- A Street between Main and 3rd NW – 2 travel lanes and on-street parking on both sides of the street
- A Street north of 3rd NW to 15th Street – 2 travel lanes with no on-street parking

Iteration 3:

- A Street south of Main – 3 travel lanes and on street parking on the west side of the street
- A Street between Main and 3rd NW – 3 travel lanes and on street parking on west side of the street
- A Street between 3rd NW and 15th Street – 2 travel lanes with no on-street parking

Iteration 4:

- A Street south of Main – 3 travel lanes and on street parking on the west side of the street
- A Street between Main and 15th Street – 4 travel lanes and no on street parking
- Auburn Way changes (as listed above) will **not** be included.

In the tables presented on the following two pages, both the model generated counts and the v/c ratio for certain roadway segments are presented as well as node capacities at major intersections in the downtown area. Only segments with v/c ratio and node capacities above 80% of capacity are presented. For reference:

- Level of Service "D" equates to v/c ratio of 81-90;
- Level of Service "E" equates to v/c ratio of 91-100;
- Level of Service "F" equates to v/c ratio of above 100.

**Model Generated Counts and Level of Service
by Iteration for A Street Configuration**

Street	Model Generated Counts								v/c ratio							
	Northbound or Eastbound				Southbound or Westbound				Northbound or Eastbound				Southbound or Westbound			
	lt. 1	lt. 2	lt. 3	lt. 4	lt. 1	lt. 2	lt. 3	lt. 4	lt. 1	lt. 2	lt. 3	lt. 4	lt. 1	lt. 2	lt. 3	lt. 4
C Street north of SR-18	353	360	362	357	2,619	2,657	2,630	2,620					94	95	94	94
C Street south of Main	1,020	1,009	998	997	1,987	1,926	1,927	1,927					83	82	82	82
C Street north of Main	404	405	349	345	944	909	941	930								
C Street north of 3 rd NW	733	731	761	769	778	781	780	721								
C St south of 15 th ST NW	780	778	808	817	679	682	681	623								
A Street Loop	215	190	216	216	1,110	1,271	1,241	1,228					123	98	95	94
A Street north of 2 nd SW	700	706	765	759	1,225	1,493	1,464	1,459					136	115	113	112
A Street south of Main St	1,133	1,131	1,212	1,231	861	979	962	970	126	87	93	95	92			
A Street north of Main Street	1,266	1,231	1,552	1,585	720	795	747	743	141	137	119	88		88		
A Street north of 1 st St NW	1,174	1,165	1,472	1,530	952	979	969	1,037	130	129	113	85	106	109		
A Street north of 3 rd St NW	489	485	659	678	1,171	1,177	1,185	1,351					130	131	132	
A Street south of 15 th St NW	221	218	239	241	491	491	490	539								
Division Street north of 3 rd St SW	257	264	262	261	631	631	629	629								
Division Streets south of Main St	359	345	375	366	338	323	324	323								
Division Street north of Main St	705	705	705	705	872	868	868	868					97	96	96	96
Division Street south of 3 rd NW	441	414	314	292	201	206	206	206								
Auburn Avenue south of 3 rd SW	1,314	1,289	1,298	1,300	2,098	2,133	2,124	2,123								
Auburn Avenue north of 3 rd SW	790	760	760	760	1,560	1,532	1,531	1,531								
Auburn Avenue south of Main St	739	745	719	717	977	938	955	957								
Auburn Avenue north of Main St	608	509	494	494	858	830	848	851								
Auburn Avenue south of 3 rd NW	205	205	205	205	1,181	1,164	1,157	1,145					98	97	96	95
Auburn Avenue north of 15 th NW	2,388	2,388	2,355	2,355	2,610	2,614	2,594	2,381	85	85	84	84	93	93	93	92
Auburn Avenue south of 15 th NW	1,163	1,163	1,146	1,143	1,165	1,164	1,163	1,160								
Auburn Way north of Cross St	683	679	678	677	1,412	1,395	1,391	1,391								
Auburn Way south of Main St	721	731	723	719	1,694	1,681	1,683	1,683								
Auburn Way north of Main St	685	694	685	684	2,020	2,020	2,079	2,014								
Auburn Way south of 5th St NW	2,098	2,099	2,080	2,080	1,376	1,365	1,364	1,358								
3 rd Street SW east of C St	1,034	1,040	1,053	1,051	2,064	2,350	2,323	2,315					126	131	129	129
3 rd Street SW east of Division St	1,477	1,539	1,532	1,529	1,438	1,401	1,141	1,413	82	86	85	85	80			
3 rd Street SW east of Auburn Ave	749	748	749	748	692	683	683	683	83	83	83	83				
1 st Street SW east of A St	308	197	186	176	168	168	168	168								
1 st Street SW west of A St.	950	950	950	950	450	450	450	450	106	106	106	106	95	95	95	95
Main Street west of C St	1,047	1,057	1,067	1,067	1,334	1,351	1,359	1,338	87	88	89	89	111	113	113	112
Main Street east of C St	975	994	1,049	1,054	793	774	746	740	81	83	87	88				
Main Street west of A St	956	986	1,076	1,093	847	875	744	736	80	82	90	91				
Main Street east of A St	442	425	424	431	577	598	652	656								
Main Street west of Auburn Ave	708	674	654	643	655	662	669	661								
Main Street east of Auburn Ave	806	791	759	746	641	650	656	640								
Main Street east of Auburn Way	1,019	994	965	952	486	484	491	487	85	83	80					
1 st Street NW east of A St	747	732	710	729	349	373	430	432		81		81				
1 st Street NW west of Auburn Ave	231	225	235	266	413	410	398	390								
1 st Street NW east of Auburn Ave	323	323	323	323	689	694	689	688								
3 rd Street NW east of C St	432	427	390	386	1,003	970	1,046	1,123								
3 rd Street NW east of A St	545	543	552	606	212	207	178	170								
3 rd Street NW west of Auburn Ave	886	871	849	846	117	117	98	101								

**Model Generated Node Capacities
by Iteration for A Street Configuration**

Intersection	Node Capacities			
	It. 1	It. 2	It. 3	It. 4
Auburn Avenue @ 15th Street NW	92	92	92	92
Auburn Avenue @ 5th Street NW	105	105	104	104
Auburn Avenue @ 3rd Street NW	83	82	81	80
Auburn Avenue @ 1st Street NW	101	101	100	100
Auburn Avenue @ Main Street	98	97	96	95
Auburn Avenue @ 2nd Street SW	102	101	100	100
Auburn Avenue @ 3rd Street SW	106	106	106	106
Auburn Way @ 1st Street NW	93	93	92	92
Auburn Way @ Main Street	81	92	91	90
Auburn Way @ Cross Street	81	80	80	80
Division Street @ 1st Street NW	141	141	139	139
Division Street @ Main Street	101	100	101	101
Division Street @ 3rd Street SW	122	126	126	129
A Street @ 5th Street NW	106	107	115	80
A Street @ 3rd Street NW	133	132	143	109
A Street @ 1st Street NW	98	100	109	85
A Street @ Main Street	103	106	112	101
A Street @ 1st Street SW	121	128	129	129
C Street @ 15th Street NW	88	88	88	88
C Street @ Main Street	104	103	103	103
C Street @ 3rd Street SW	126	127	126	126
C Street @ SR-18 Westbound Ramp	93	94	93	93
C Street @ SR-18 Eastbound Ramp	85	85	85	85

SUMMARY AND NEXT STEPS:

As seen in the model generated count table, the changes in volumes for the roadways within the downtown Auburn area in relation to different configurations of A Street do not differ greatly. The list below outlines the areas where counts differ greatest. The changes in volumes are on the order of 100-300 vehicles during the pm peak hour period. This increase equates to approximately an additional 1.6-5 vehicle increase/decrease on these roadway segments every minute if the increase were to be steady over the entire peak hour.

Northbound:

- A Street north of Main Street
- A Street north of 1st Street NW
- A Street north of 3rd Street NW
- Division Street south of 3rd Street NW
- Auburn Avenue north of Main Street

Southbound

- C Street south of Main Street
- A Street north of 2nd Street SW
- A Street north of 3rd Street NW
- Auburn Avenue south of 15th NW
- 3rd Street SW east of C Street

To further this train of thought, below is a list of roadway links that differ in Level of Service depending on the iteration used.

Northbound:

Street Segment	It. 1	It. 2	It. 3	It. 4
A St. south of Main	F	D	E	E
A St. north of Main	F	F	F	D
A St. north of 1 st NW	F	F	F	D
Main St west of A St	D	D	D	E

Southbound

Street Segment	It. 1	It. 2	It. 3	It. 4
A St. Loop	F	E	E	E
A St south of Main	E			
A St. north of Main		D		
A St. north of 1 st NW	F	F		
Main St north of 3 rd NW	F	F	F	

As a final comparison, below is a list of the number of roadway segments for each iteration that exceed Level of Service C.

Northbound:

Street Segment	It. 1	It. 2	It. 3	It. 4
Level of Service D	6	9	6	8
Level of Service E	0	0	1	2
Level of Service F	4	3	3	1

Southbound

Street Segment	It. 1	It. 2	It. 3	It. 4
Level of Service D	1	2	1	1
Level of Service E	6	6	6	6
Level of Service F	6	5	4	3

In addition to the above tables, we have included copies of the model-generated volumes for each alternative for your perusal. The next step is to review the information contained in this memorandum and the attached plots and decide upon the preferred configuration of A Street. When this is completed, the 20-year downtown plan run with the preferred A Street configuration will be compared with the Existing 20-year Plan Alternative. Increase in traffic over the existing 20-year plan alternative more than a specified amount will be identified. Mitigation measures for these intersections will be completed in accordance with the final EIS document.

If there are any questions concerning this memorandum, feel free to call.

Interstate

Auburn Avenue

Main Street

3rd St. SW

SR-18

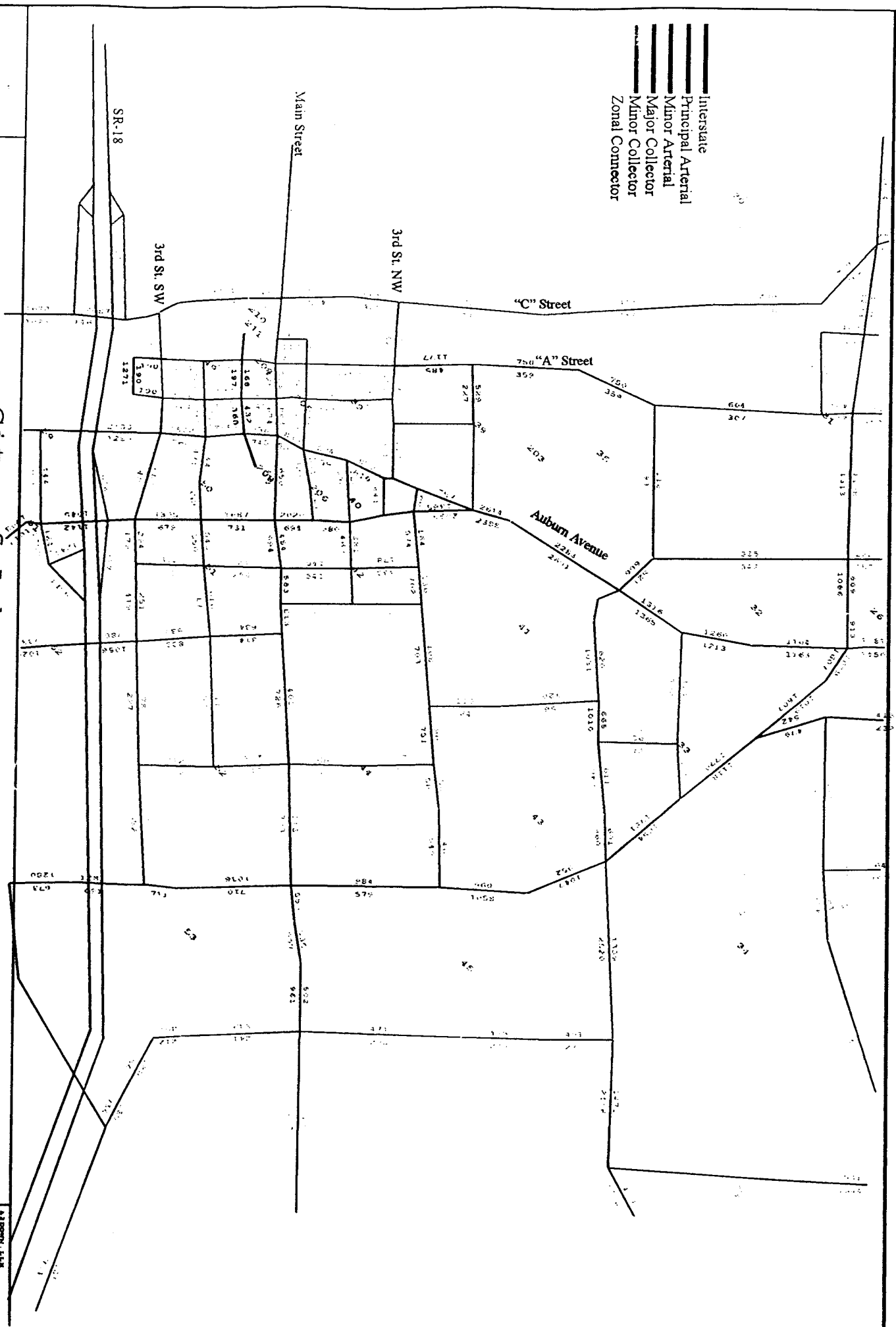
City of Auburn - A Street Config
 It.#1-Downtown:north of 3rdNW-2 lanes, south of 3rdNW-2 lane

City of Auburn - A Street Config

BIRMINGHAM, WILLIS & PATTER, ATTORNEYS, IN

ALDOWN, J. LUK
30DOWN, MDS
30DOWN, DAY
LL110393/14243
UN110962/14738
03-03-1998

- Interstate
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Zonal Connector



MODEL 2

City of Auburn - A Street Config It. #2-Downtown: north of Main-2 lanes, south of Main-3 lanes

BOURN, KELLY & PATTERSON, BARTLES, VA

ADDN: LSH
 2000: HSB
 2000: BAY
 11.10.20 10243
 11.10.20 10733
 03-04-1998

- Intersect
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Zonal Connector

'C' Street

"A" Street

Auburn Avenue
2504
2505

Melan Sirehi

3rd St. NW

3rd St. SW

SR-18

2027

City of Auburn - A Street Config
 11. #3-Downtown: 3rd to 3rd-3 lanes, north of 3rd-2 lanes

NUMBERS WILL BE AVAILABLE

1. 2000-2001
 2. 2001-2002
 3. 2002-2003
 4. 2003-2004
 5. 2004-2005
 6. 2005-2006
 7. 2006-2007
 8. 2007-2008
 9. 2008-2009
 10. 2009-2010
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 13. 2012-2013
 14. 2013-2014
 15. 2014-2015
 16. 2015-2016
 17. 2016-2017
 18. 2017-2018
 19. 2018-2019
 20. 2019-2020
 21. 2020-2021
 22. 2021-2022
 23. 2022-2023
 24. 2023-2024
 25. 2024-2025
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 31. 2030-2031
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 96. 2095-2096
 97. 2096-2097
 98. 2097-2098
 99. 2098-2099
 100. 2099-2100
 101. 2100-2101
 102. 2101-2102
 103. 2102-2103
 104. 2103-2104
 105. 2104-2105
 106. 2105-2106
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 220. 2219-2220
 221. 2220-2221



MEMORANDUM

TO: Bob Sokol
 CC: Joe Welsh, Steve Mullen, Julia Walton, Janet Shull
 FROM: Susan Gygi
 SUBJECT: A Street Configuration Review of Data
 DATE: Friday, March 26, 1999

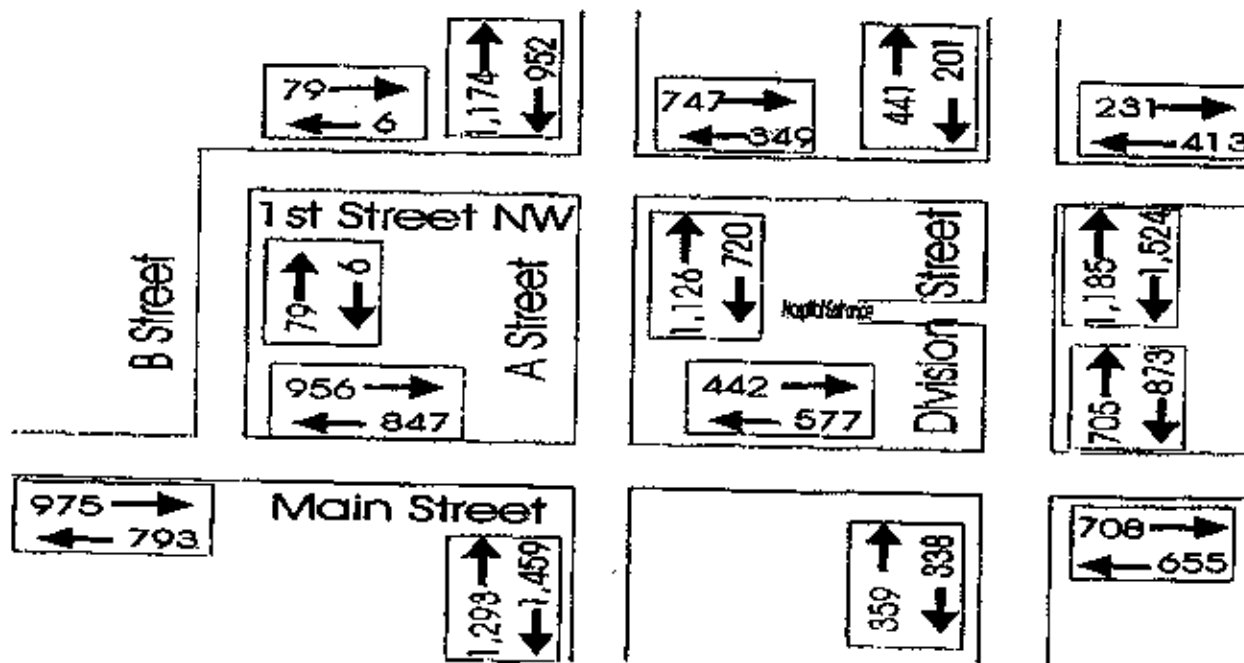
PROJECT: 97342

Bob:

Per our telephone conversation on Wednesday, March 24, 1999, regarding my March 5th, 1999 transmittal of data concerning the alternative roadway configurations for A Street as detailed in the February 4th 1999 revised Scope of Services, I have reviewed the model and have these items to report.

Capacity of A Street is 900 vehicles/hour/lane. This is based on the classification of A Street as a Major Collector as stated in the City Long-Range Plan and corresponds to the capacities used in the citywide calibrated model. For a short distance south of 15th Street NW, the existing model shows A Street as a Minor Arterial with 2 lanes each direction. This link was maintained at 1,200 vehicles/hour/lane.

1st Street and Division Street NW link. The increase in traffic on 1st Street NW is based on trips being generated by zone 205 (the Hospital). This zone is loading on the transportation network just south of 1st Street. The connection link is too small to provide traffic volumes on the graphics. Therefore, if trying to balance the volumes at this intersection using volumes south of the number 205, the node will not balance. The figure below will detail the 2020 volumes in the area encompassing Main Street to 1st Street NW and B Street to Division for Iteration #1.



BWR - MEMORANDUM (CONTINUED)

March 26, 1999 - Page 3

Using the trip generation factors for downtown, the number of trips by trip type for zone 206 are presented below for the year 2020. The predominance of these trips is currently loading onto Auburn Way.

Home Based Work		Work Based Home		Home Based Other		Other Based Home		Non Home Based		Total	
Orig	Dest	Orig	Dest	Orig	Dest	Orig	Dest	Orig	Dest	Orig	Dest
124	67	1,048	126	129	187	466	111	314	107	2,081	598

Looking at the items above, as well as a preliminary review of the model itself, we believe the downtown model and the projections as shown in the previous transmittal accurately reflect the projected traffic given the assumptions stated in the March 5th, 1999 and previous memorandums for the downtown area.

Please review the items as listed above, as well as the projections from iterations 2-4 and determine the preferred configuration of A Street.

If there are any questions, feel free to call.

50. =
50. = 7.05

Model 2

City of Auburn
Tazewell County (1996)

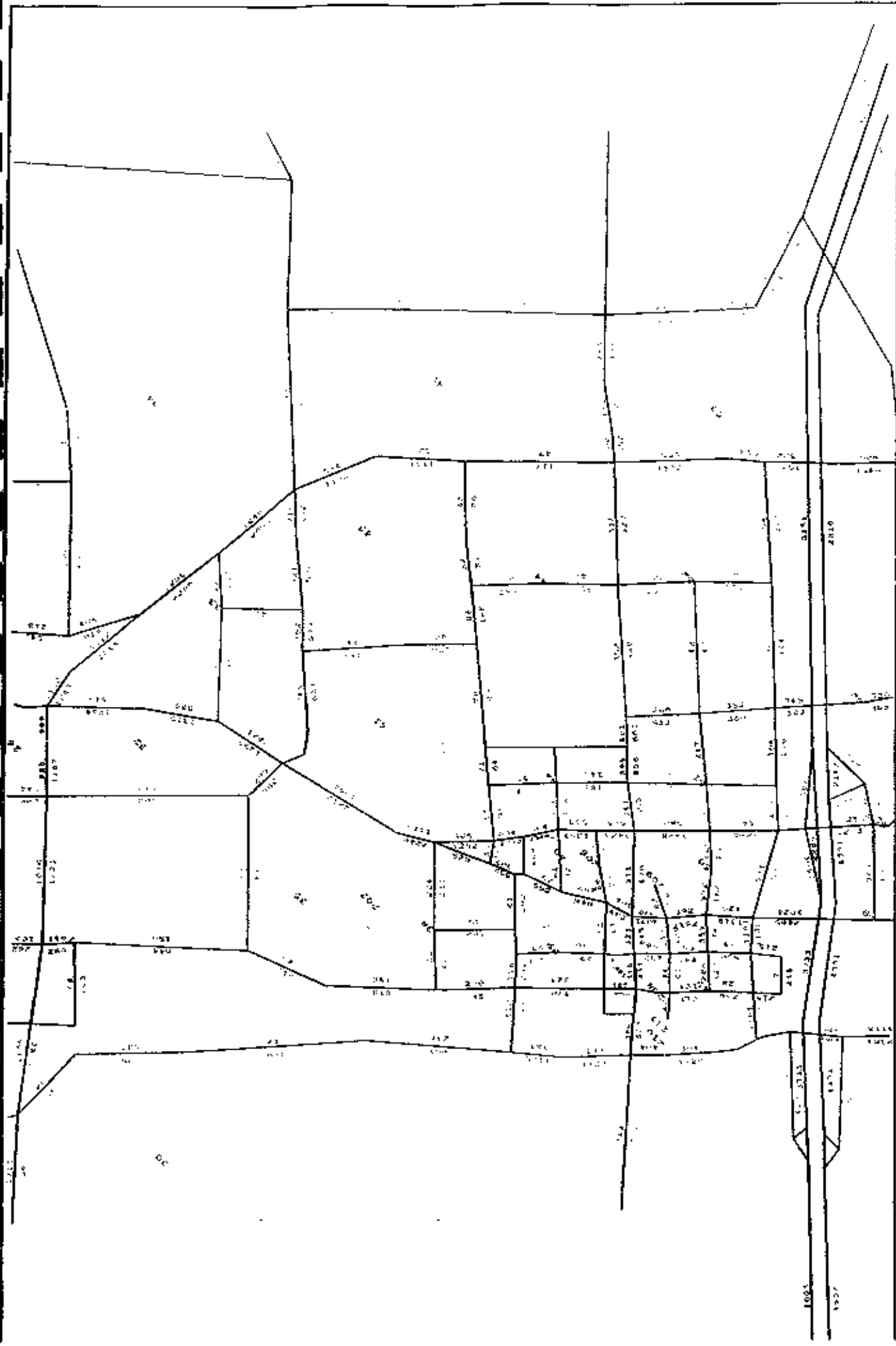
● 本稿は、2004年12月10日、第1回「東洋の政治経済」研究会で発表されたものである。

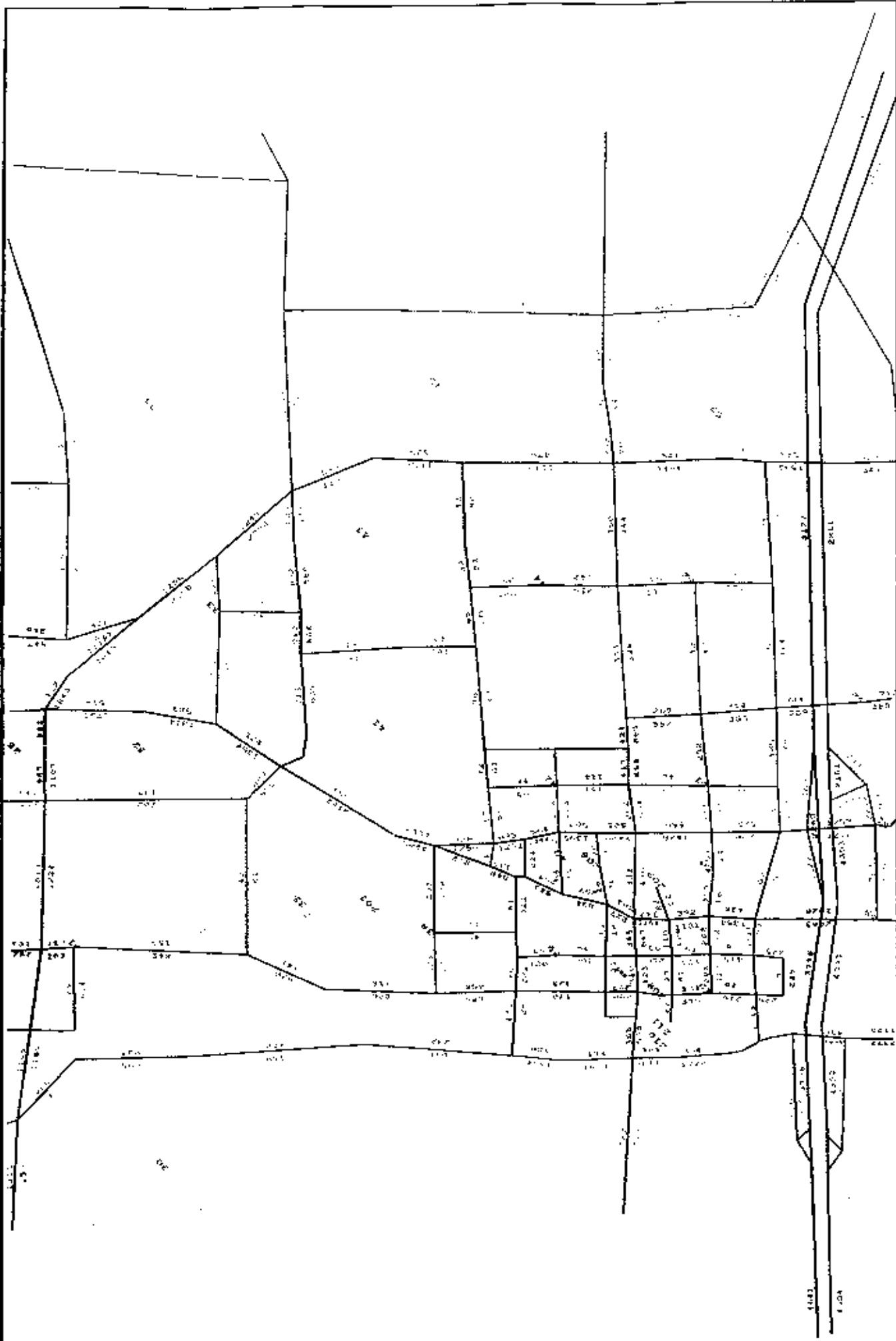
1. $\gamma_{\text{水}} = 1000 \text{ kg/m}^3$
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 3. $\gamma_{\text{砂}} = 1600 \text{ kg/m}^3$
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**Model Generated Counts and Level of Service
by Iteration for A Street Configuration**

Street	2020 Citywide Model Generated Counts		2020 Downtown Model Generated Counts							
			Northbound or Eastbound				Southbound or Westbound			
	NB/EB	SB/WB	lt. 1	lt. 2	lt. 3	lt. 4	lt. 1	lt. 2	lt. 3	lt. 4
C Street north of 3 rd SW	609	1,240	418	419	417	417	1,753	1,649	1,759	1,642
C Street south of Main	602	1,128	404	401	404	404	1,174	1,221	1,179	1,064
C Street north of Main	435	716	173	168	173	174	1,127	951	1,093	962
C Street north of 3 rd NW	200	597	231	232	232	232	651	642	651	657
C St south of 15 th St NW	265	507	287	288	288	288	567	558	567	572
A Street Loop	-	-	215	280	225	342	7	7	7	7
A Street north of 2 nd SW	49	344	131	123	131	132	379	419	379	545
A Street south of Main St	-	-	217	212	220	225	338	378	338	505
A Street north of Main Street	22	285	281	247	297	300	294	348	290	581
A Street north of 1 st St NW	119	257	323	300	323	323	470	639 (80%)	470	650
A Street north of 3 rd St NW	397	348	290	259	259	260	938	954	947	1,000
A Street south of 15 th St NW	144	484	150	150	150	152	844	854	849	849
Division Street north of 3 rd St SW	101	18	74	74	74	74	530	430	445	497
Division Street south of Main St	62	184	96	104	93	88	259	324	280	238
Division Street north of Main St	63	109	151	166	135	131	516	667	540	408
Division Street south of 3 rd NW	58	13	89	90	88	85	105	140	126	124
Auburn Avenue south of 3 rd SW	822	2,048	1,024	1,026	1,028	1,023	2,465	2,466	2,463	2,467
Auburn Avenue north of 3 rd SW	311	1,388	429	429	428	429	1,348	1,402	1,354	134
Auburn Avenue south of Main St	285	934	340	336	337	337	1,031	1,024	1,019	1,017
Auburn Avenue north of Main St	299	923	304	302	304	304	839	825	827	825
Auburn Avenue south of 3 rd NW	207	1,027	167	166	167	167	948	924	936	934
Auburn Avenue north of 5 th NW	1,064	1,604 (80%)	1,119	1,119	1,119	1,120	2,240 (80%)	2,234 (80%)	2,205	2,234 (80%)
Auburn Avenue south of 15 th NW	431	961	549	549	549	548	1,234	1,237	1,233	1,234
Auburn Way north of Cross St	542	1,197	589	593	588	589	1,268	1,282	1,290	1,267
Auburn Way south of Main St	545	1,208	560	563	559	560	1,428	1,414	1,426	1,428
Auburn Way north of Main St	439	975	505	505	505	505	1,423	1,409	1,420	1,408
Auburn Way south of 5 th St NW	741	694	965	997	996	997	1,252	1,253	1,250	1,237
1 st Street SW east of C St	977	905	990	990	988	990	1,564 (87%)	1,602 (89%)	1,518 (84%)	1,655 (92%)
1 st Street SW east of Division St	1,110	810	1,189	1,125	1,170	1,193	1,101	1,109	1,111	1,100
3 rd Street SW east of Auburn Ave	1,078	865	159	158	159	159	593	608	609	604
1 st Street SW east of A St	-	-	60	61	61	61	34	36	37	41
Main Street west of C St	1,262 (105%)	551	790	901	791	791	748	756	729	731
Main Street east of C St	807	346	594	537	598	593	368	429	388	405
Main Street east of A St	617	295	434	373	423	493	315	330	340	303
Main Street west of Auburn Ave	515	300	645	647	647	648	324	324	345	312
Main Street east of Auburn Ave	441	250	476	471	476	477	311	312	332	299
Main Street east of Auburn Way	414	345	555	554	554	555	341	342	342	343
1 st Street NW east of A St	43	60	195	305	210	101	61	67	58	54
3 rd Street NW east of C St	469	209	128	156	126	130	512	352	478	345
3 rd Street NW east of A St	173	101	234	253	264	265	118	93	76	67
1 st Street NW west of Auburn Ave	229	41	292	311	322	323	61	63	61	62

*NOTE: Bold volumes indicate links that are operating at 80% of capacity or above. (The calculated v/c ratio is included within the parenthesis.)

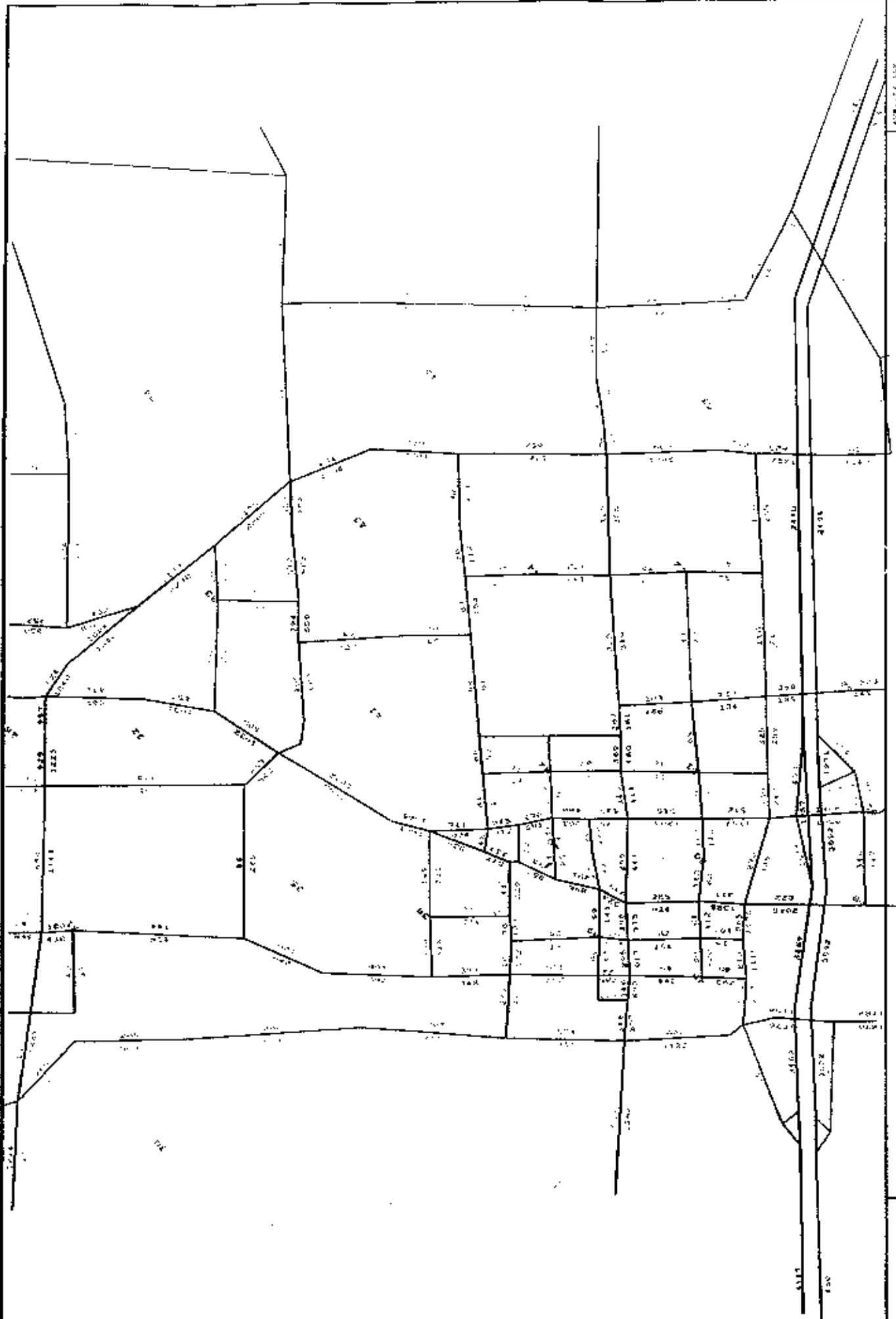




City of Auburn

Iteration #3- volumes -- 2020 land use downtown model

W. W. WILSON & SONS, INC., AUBURN, MA



2020 Citywide Model
 2020 Citywide Model
 2020 Citywide Model
 2020 Citywide Model

BWR - MEMORANDUM (CONTINUED)

June 14, 1999 - Page 4

SUMMARY AND NEXT STEPS:

As seen in the comparison of 2005 City-wide model results, 2005 Downtown model results, 2020 City-wide model results, and 2020 Downtown model results, the changes in volumes are not significant outside the downtown area. The predominant increases occur within the downtown area and on SR-18 as well as a re-direction of traffic on local streets to take advantage of the shortest and/or fastest trip.

Per City of Auburn standards, intersection analysis should occur on any intersection with 10 or more additional trips for any land use development. In previous discussions with City Staff, the possibility of raising this threshold of 10 vehicles to 50 was discussed. Due to this project having a significant impact on the downtown area and its land uses, as well as the fact the final product will not be project specific, we would suggest a threshold of 50 vehicles. With any significant development (development producing 10 pm peak hour vehicle trips) a traffic impact study may be required which will look specifically at the impacts for surrounding intersections related to that development.

For your use, we have included copies of all model generated volumes for both the no-build and downtown land use scenarios for the year 2005 and 2020 projected years and for the City-wide and Downtown models. We have also included differences between the no-build and downtown land use scenarios for both models (City-wide and Downtown) for both projected years.

The next step is to review the information contained in this memorandum and the attached plots and determine whether or not a threshold of an additional 50 vehicles to an intersection is acceptable for analysis of that intersection (see Table 3). Mitigation measures for these intersections will be completed in accordance with the final EIS document.

If there are any questions concerning this memorandum, feel free to call.



Appendix II Public Art

Appendix II: Public Art

The Auburn Public Art Plan

by Vicki Scuri Siteworks

Opportunities

Identity

Art nurtures and establishes neighborhood and citywide "ownership."

Cultural Context

Art integrates history, culture, and social dynamics into the project, often considering myth, legend and desire.

Spatial Structure

Art unifies movement and orientation in a fundamental, episodic way.

Gateways

Art creates a sense of belonging and they define boundaries.

Serendipitous Discoveries

Art reveals and reinvests the city in creativity and surprise encounters, mirth and humor.

Phenomena

Art interacts with environment to create awareness of the natural world and influences of temporal change.

Lighting

Illumination Art provides beauty and safety, identity and civic pride.

Infrastructure

Art acts as a powerful urban artifact which affects quality of life and wellbeing.

Greening

Landform and Environmental Art directly relates to quality of life, quality of experience, and ecology.

Noise Mitigation /Drainage

Art water features provide noise mitigation and drainage opportunities.

3) Pedestrian Bridge

- lighting: pedestrian and site lighting reflect seasonal change, mitigate weather and mark celebrations, create landmark
- environmental design of bridge: all elements
- identity statement: bridge as metaphor

4) Pedestrian Linkages

- phenomena: wind and sound elements
- paving: artist designed pavers, patterning and puzzle inserts
- bus shelters: custom designs
- tree guards, tree grates, bollards, benches: custom designs
- drainage: amenity opportunity
- lighting: pedestrian and seasonal lighting colors

5) Parking Lot

- greening: pocket park and overhead line-and-vine trellis: reference hop vine trellises
- irrigation: amenity art form and water feature, "dancing" sprinkler system, agriculture reference
- berms: screening and seating opportunities
- drainage: amenity and water feature
- graphics & signage: wayfinding devices
- lighting: pedestrian enhancement

6) Parking Garage

- mitigate mass: custom designed surfaces, and sculptural building form
- trellis structures: greening as art
- identity: art panels, environmental graphics and signage as wayfinding
- lighting: safety and appearance
- ventilation: opportunity for phenomena

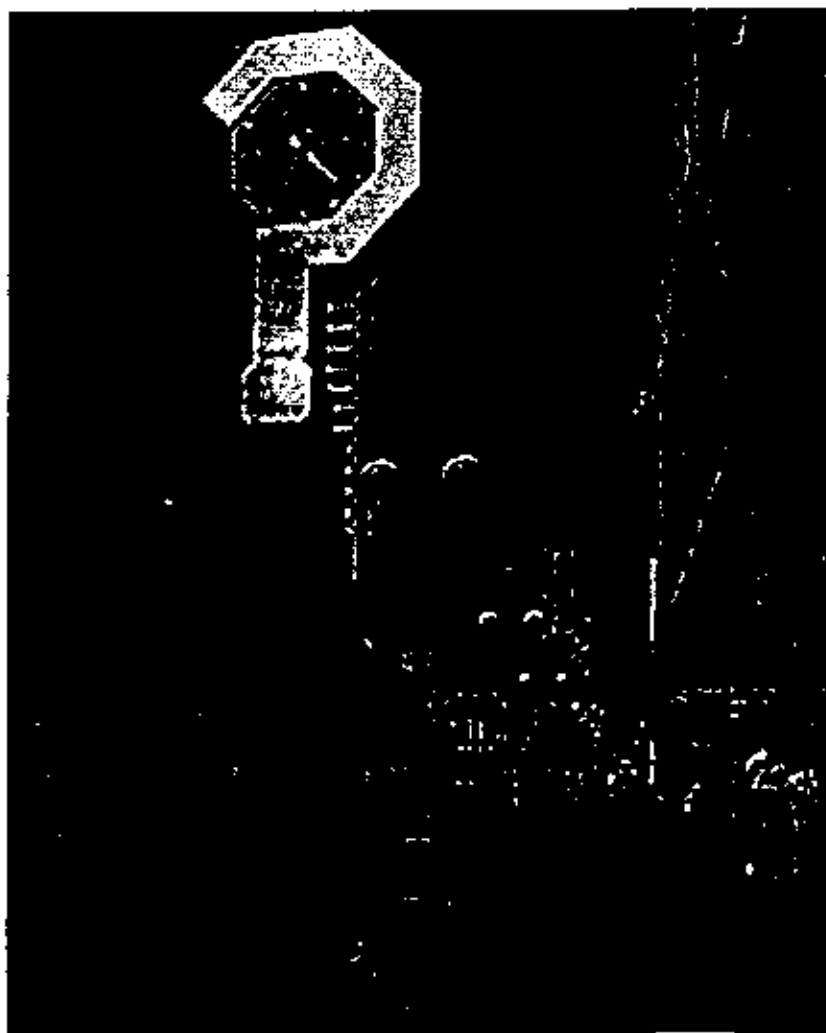
7) City Pocket Park

- art as landscape design: berming, greening and drainage as amenity
- custom paving: game motif or patterning

Public Art Examples

Public Art enriches public space, creating opportunities for social interaction and cultural exchange. This plan broadly looks at the city as a palette for public art and environmental design investments. Public Art as amenity invests the city in its identity and cultural context, by recognizing spatial structures, gateways, corridors, pedestrian linkages, infrastructure, greening, open space, phenomena, lighting, revealed history and serendipitous discoveries. Creative opportunities enhance quality of life issues in the city.

The examples of public art illustrated on the following pages demonstrate the types of projects which enrich a city through the thoughtful integration of art, design and infrastructure. These projects, varied and responsive to scale and place, transform everyday environments into significant daily experiences.



City Clock as Street Amenity

Bill Whipple, *Question
Mark Clock*, Seattle, WA

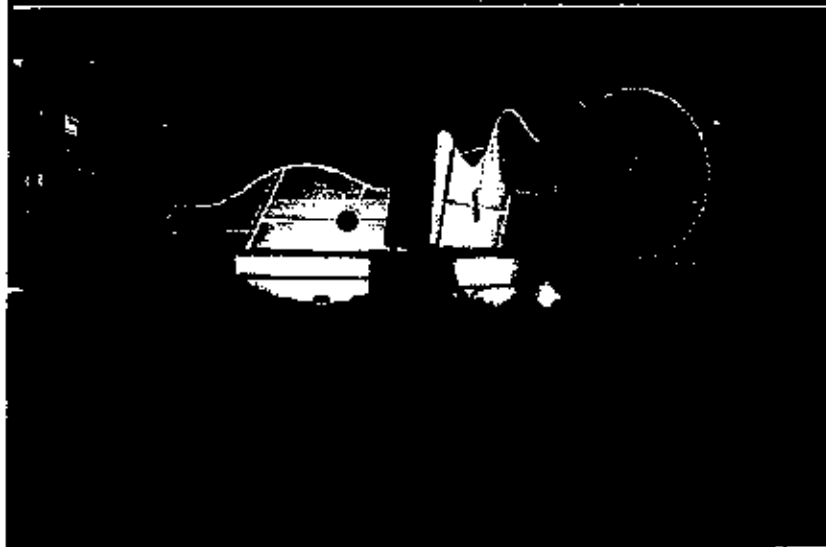
**Community Center
Gateway**

Ginny Ruffner, *South
Community Center,
Seattle, WA*



**Traffic Median Gateway
Marker**

Anita Margrill, *The
Meeting of Two Rivers,
Antioch, CA*



**Infrastructure as a
Public Place**

Robert Harrison,
*Tournament Players Club
Bridge, Scottsdale, AZ*





Bus Shelter
Kevin Berry, *Goldwater*
Bld., Scottsdale, AZ



Appendix III

Market Analysis and Catalyst Project Pro Formas

Appendix III: Market Analysis and Catalyst Project Pro Formas

Introduction

This appendix contains the economic analyses conducted to assist the preparation of the Auburn Downtown Plan:

- 1) the Downtown Auburn Market Analysis, and
- 2) Catalyst Project Pro Formas

The Market Analysis was used to develop the future land use, to locate and size "catalyst" projects, and to assist in the long term, with business recruitment.

The Catalyst Project Pro Formas were developed to determine the feasibility of key projects in the downtown core. They are being used by the City of Auburn to identify levels of development and the need for public stimulation of key projects.

DRAFT: FOR REVIEW AND COMMENT ONLY

AUBURN DOWNTOWN PLAN

MARKET STUDY

MARCH 1998

PREPARED FOR THE CITY OF AUBURN

BY
PROPERTY COUNSELORS
1221 SECOND AVENUE
SUITE 310
SEATTLE WA 98101

Table of Contents (Cont.)

<u>Chapter</u>	<u>Page</u>
VI. Retail Demand.....	6-1
Overview.....	6-1
Regional Market Conditions.....	6-3
Retail Sales Trends.....	6-6
Retail Centers in Auburn.....	6-6
Projected Demand.....	6-10
VII. Office Demand.....	7-1
Regional Market Conditions.....	7-1
Local Office Market Conditions.....	7-4
Projected Demand.....	7-5
VIII. Demand for Lodging.....	8-1
Overview of Regional Market.....	8-1
Local Market Conditions.....	8-1
Projected Demand.....	8-3
IX. Residential Demand.....	9-1
Overview.....	9-1
Apartments.....	9-2
Single Family For-Sale Housing.....	9-3
Senior Housing.....	9-5
Projected Demand.....	9-6

- Development Influences - describing the major factors which will affect demand in Downtown Auburn in the future.
- Retail Demand - identifying the type and amount of retail development which Downtown might expect to capture.
- Office Demand - identifying the type and amount of office development which Downtown might expect to capture.
- Lodging Demand - identifying the type and amount of hotel and conference facility development which Downtown might expect to capture.
- Residential Demand - identifying the type and amount of residential development which Downtown might expect to capture.

The findings of the market analysis are summarized in the remainder of this section.

SUMMARY

MARKET AREA

The market area for Downtown Auburn is the area from which it will draw 80 to 90 percent of its sales. It is identified as the area shown in Figure I-1 on the following page. It extends from the Auburn City limits at the north into Pierce County on the south, from I-5 to the west, and expanding to the east along SR-18 and the Auburn-Enumclaw Highway. This area recognizes the existing concentration of retail development in Federal Way, Tukwila and Puyallup; the natural boundary of the plateau to the west; and the existing transportation routes extending to the east.

- This trade area has a current population of 192, 000, with potential growth to 227,000 by the year 2010, and 258,000 by 2020.
- There were approximately 69,000 households in the market area in 1996, with an average household income of \$61,000.
- Aggregate personal income in the market area is \$4.2 billion.

DOWNTOWN PROFILE

The Auburn Downtown is an established business district with surrounding residential development.

- The Downtown core area is 78 acres with 1.8 million square feet of buildings.

- There are 304 businesses in Downtown, of which 84 are retail, 157 are service, and 44 are Finance Insurance and Real Estate. Within the service category, there is a large concentrate of health care providers.
- Taxable retail sales in Downtown totaled \$38.1 million in 1996 and \$40.3 million in 1997, representing approximately 4 percent of taxable sales in the City.
- Auburn retail businesses generate approximately \$175 per square foot per year in gross sales, compared to \$213 per square foot per year for industry averages for community shopping centers. On a per square foot basis, apparel outperforms the averages, grocery stores are comparable to averages, and general merchandise, eating and drinking, and personal services are lower.
- There are 331 residential units in downtown, of which 20 percent are single family.

DEVELOPMENT IN OTHER COMMUNITIES

The experience of other communities suggest the kind of opportunities which might be available to Auburn, and ways it can compete to attract development. Auburn should increase its intensity of commercial and residential development, and attract more office and high tech development as sites in close in communities become scarce. Over time, Auburn will take on a character more similar to the suburban cities on the east side of Lake Washington. In particular, Auburn should be competitive with Renton for the type of downtown mixed use development which the latter is currently attracting. Auburn's location on the commuter rail line, and its compact identifiable downtown compare favorably to the character of Renton.

DEVELOPMENT INFLUENCES

There are several development trends and opportunities which will influence development in downtown Auburn.

- **Growth in Market Area Population and Spending.** Auburn has a relatively higher capacity for residential development and will capture a higher share of regional growth than it has historically.
- **Growth in Downtown Employment and Population.** With strong growth outlook for medical related employment, finance and business services, and City employment, the additional activity in Downtown should spur further development.
- **Commuter Rail** will provide the greatest influence symbolically, if not economically. The service will establish Auburn as a convenient place to live for those commuting to employment centers throughout King and Pierce counties. In quantitative terms,

which are prevalent elsewhere in the South End. Office development in Auburn typically houses tenants serving local residents and businesses. Typical tenants include health care practitioners, other professional services, and finance/insurance/real estate businesses. Of the approximately 300,000 square feet of office development in Downtown Auburn, over one-half of it is health care related, and one-quarter government. Only 20 percent is traditional private office space users. There is no Class A office space (new office buildings with modern building systems and high quality interior and exterior finishes) in Downtown Auburn.

A Class A office building in Downtown would attract image conscious office tenants already located in Downtown or elsewhere in the City. A 50,000 to 70,000 square foot four story building such as the Centennial Building in Kent would meet this need. Growth in the Auburn Medical Center would support 5,000 square feet of absorption per year. Overall office absorption should be sustainable over time at approximately 15,000 square feet per year.

LODGING DEMAND

Auburn has approximately 350 hotel or motel rooms. The existing properties are generally limited service hotels with limited meal service or meeting space. Most are located in North Auburn. The only large meeting facilities in the City are in the Green River Community College or fraternal and civic facilities. Auburn would benefit from a full service hotel with food service and meeting facilities. In the immediate future, it is likely that any new lodging will continue to be limited service. It might be possible to attract a good quality limited hotel, and independent restaurant, and some type of public meeting facility in a coordinated development project. The overall result would be equivalent to a small convention hotel, and could attract moderate sized convention of 150 to 200 attendees. The opportunity for such a development is dependent upon:

- Identifying a site with access and visibility to SR-18, and
- A strong effort to provide amenities such as the meeting space in a public private cooperative effort

RESIDENTIAL DEMAND

The Auburn housing market is responding to the need for higher density, affordable housing. Over 50 percent of the new housing built in Auburn since 1990 has been multifamily. Auburn is an established apartment market. Auburn apartment vacancy rates are 4.3 percent. Rental rates are the lowest among South King County communities, with average rates of \$481, 555, and 662 per month for one bedroom, two bedroom/one bath, and two bedroom/two bath units, respectively. Auburn single family home prices at an average of \$138,000 are comparable to Federal Way, but lower than

II. MARKET AREA CHARACTERISTICS

The City of Auburn is a part of the larger Central Puget Sound region. The economic climate for this region has important influences on its various component communities. The market area for Auburn and its Downtown is also larger in scope than the city itself, and the economic characteristics of this trade area are directly relevant to the development potential of the Downtown. This section of the report provides a description of characteristics of the larger region and of the Downtown trade area itself.

REGIONAL OVERVIEW

The Puget Sound region is defined generally as Seattle and its surrounding counties, and specifically as the Seattle Consolidated Metropolitan Statistical Area (CMSA). The CMSA contains six counties - King, Pierce, Snohomish, Kitsap, Island, and Thurston counties. The four larger counties are members of the Puget Sound Regional Council (PSRC) and are the subject of extensive economic modeling and forecasting. For the purpose of this section, the four-county area is considered to be the greater Seattle region.

The economic base of this region is dominated by aerospace, forest products, defense, and international trade. Software, biotechnology, telecommunications, services, and tourism are increasingly important sectors. While The Boeing Company remains the largest employer in the state, the economy has diversified extensively over the past two decades, and the state's economy continued to grow in spite of large cuts in Boeing employment at the beginning of the 1990s. With Boeing recovered and increasing employment, all sectors of the economy are strong and employment is projected to grow steadily.

The historical and projected levels of population, households, and employment are summarized in Table II-1.

developed unincorporated areas to the east. The characteristics of this area are shown in Table II-3.

**Table II-3
Market Area Characteristics
South King County**

	1990	2000	2010	2020
POPULATION	518,245	594,628	666,554	759,979
HOUSEHOLDS	199,615	234,885	280,344	324,994
AVERAGE HOUSEHOLD SIZE	2.60	2.53	2.38	2.34
SINGLE FAMILY HOUSEHOLDS	139,050	155,238	175,527	184,557
PERCENT SINGLE FAMILY	69.66%	66.09%	62.61%	56.79%
LOWER INCOME	19.2%	19.7%	17.0%	19.3%
LOWER MIDDLE	23.4%	23.4%	23.8%	23.8%
UPPER MIDDLE	28.1%	27.2%	26.7%	26.6%
UPPER INCOME	29.3%	29.6%	30.4%	30.3%
TOTAL EMPLOYMENT	282,888	331,903	390,686	438,606

Source: Puget Sound Regional Council, August 1995.

The area's population in 1990 of 518,000 represented 34% of King County's population with that figure projected to increase to 37% by the year 2020. Approximately 70% of the housing stock in this area is single-family dwelling units, although that factor is projected to decline to 57% by 2020. The average household size is projected to decline significantly, as it is projected to do in most areas, although the average size remains higher than in the county and the region as a whole. The income figures represent the percentage of households in the area which fall into each of income quartiles defined for a region as a whole. By definition, 25% of the region's households fall into each quartile. If percentage of households in a particular area exceeds 25%, it has proportionately more households in that category. In the case of South County, there is a proportionately greater number of upper middle and upper income households.

Current population levels for South King County cities, the County and the region as a whole are shown in Table II-4. Auburn is the fourth largest city in South King County. Auburn grew at a rate faster than the county and region as a whole. It should be noted that current population levels for the county and region exceed the projected levels for the year 2000 as shown in Table II-1. Those projections are intended to reflect long term

Table II-5
Auburn Area
Major Employees

The Boeing Company	12,420
Super Mall	3,850
SuperValue (West Coast Grocery)	818
Auburn School District	785
Muckleshoot Indian Casino	700
Auburn Regional Medical Center	560
Social Security Administration	500
General Services Administration	473
Federal Aviation Administration	400
City of Auburn	395
Insulate Industries	375
Fred Meyer	259
Key Bank Processing Center	239
Puget Sound Auto Auction	200
City-Wide (Total)	33,000

Source: City of Auburn and Auburn Chamber of Commerce

The projected market area for the Auburn Downtown is shown on the map on the following page.

Generally, the area is limited to the west by I-5, extends to the Auburn city limits to the north and into Pierce County in the south, and extends eastward, increasing in width to the edge of the urbanized area. The basis for this designation is as follows:

- Residents to the west of I-5 are likely to travel north and south on I-5 to other close-by areas rather than travel farther east.
- The market area is limited to the north and south by concentrations of competing development in Renton, Tukwila, and Puyallup.
- Highway 18 and the Auburn-Enumclaw Highway provide convenient routes from the unincorporated areas to the east and south into Auburn.

A secondary area extends farther north and east along SR-18, and south to SR-410 in Pierce County. The resultant area is approximately ten miles in width (north to south) and 15 miles east to west. All projections are based on projections by the Puget Sound Regional Council for Component Subareas (Forecast Analysis Zones).

The characteristics of this market area are summarized in Table II-7 and II-8. As shown, the total market area population was 191,900 in 1996, and is projected to grow to 203,100 by the year 2000. The average household income for the market area is estimated to be \$61,200 in 1996.

Table II-7
Auburn Market Area
Projected Population

	1996	2000	2010	2020	Average 1996- 2000	Annual 2000- 2010	Growth 2010- 2020
Market Area							
Population							
Primary	93,800	100,200	112,700	127,000	1.7%	1.2%	1.2%
Secondary	98,100	102,900	114,200	130,900	1.2	1.0	1.4
Total	191,900	203,100	226,900	257,900	1.4	1.1	1.3

Source: Puget Sound Regional Council
Property Counselors

Table II-8
Auburn Market Area
Income

	1996 Average HH	1996 Aggregate
Market Area		
Income		
Primary	\$57,100	2.0 Billion
Secondary	64,600	2.2 Billion
Total	61,200	4.2 Billion
King County	63,900	

Source: Puget Sound Regional Council
Property Counselors

Table II-9 summarizes selected population and household characteristics of the primary and secondary market areas.

Enumclaw Plateau	(FAZ 3200)
Black Diamond/Lake Sawyer	(FAZ 3310)
Lake Heights	(FAZ 3420)
Lake Tapps/Dieringer	(FAZ 806)
Lakeland	(FAZ 3030)
Southwest Soos Creek	(FAZ 3426)
Lake Meridian	(FAZ 3427)

The subareas projected to show the greatest growth (thereby increasing their share of population between 1990 and 2000) are:

Algona/Pacific	(FAZ 3110)
Auburn South	(FAZ 3120)
Black Diamond/Lake Sawyer	(FAZ 3310)
Lake Heights	(FAZ 3425)
Lake Tapps/Dieringer	(FAZ 806)
Southwest Soos Creek	(FAZ 3426)
Milton/Edgewood	(FAZ 1200)

III. DOWNTOWN ECONOMIC PROFILE

This profile provides a description of current economic and land use conditions in Downtown Auburn. It is intended to provide an understanding of the Downtown and a basis for projecting future opportunities. This profile is organized in seven sections:

Land Use Inventory
Business Mix
Business Performance
Residential Development
Other Activity Generators
Attitudes Toward Downtown
Land Availability and Price

LAND USE INVENTORY

The area identified as the Downtown for purposes of this study includes 78 acres and 1.8 million square feet of building area as summarized in Table III-1. As shown, retail is the single largest land use (as classified by the King County Assessor). Residential and parking are the next largest categories of use.

Table III-2

Downtown Auburn Business Mix

SIC	Type of Business	Down town	
		Total	Percent
52-59	RETAIL TRADE	84	27.6%
52	Building Materials/Hardware	6	2.0%
521-522	Lumber/Building Materials	1	0.3%
523	Paint, Glass, Wallpaper	2	0.7%
525	Hardware Stores	1	0.3%
526	Nurseries/Garden Supplies	1	0.3%
527	Mobile Home Dealers	1	0.3%
	Other	-	0.0%
53	General Merchandise	2	0.7%
531	Department Stores	-	0.0%
533	Variety Stores	2	0.7%
	Other General Merchandise	-	0.0%
54	Food	2	0.7%
541	Grocery Stores	2	0.7%
542-543	Fruit/Vegetable/Meat	-	0.0%
544	Candy/Nut/Confectionery	-	0.0%
545	Dairy Products	-	0.0%
546	Bakeries	-	0.0%
	Other Food Stores	-	0.0%
55	Auto Dealers/Gas Stations	7	2.3%
551-552	Auto Dealers (New/Used)	-	
553	Accessory Dealers	3	1.0%
554	Service Stations	4	1.3%
	Marine/Aircraft, Inc.	-	
56	Apparel/Accessories	6	2.0%
561-565	Clothing	4	1.3%
566	Shoes	1	0.3%
569	Other Accessories	1	0.3%
57	Furniture/Furnishing/Equipment	7	2.3%
571	Furniture	2	0.7%
572	Appliances	3	1.0%
573	Electronics/Music Stores	2	0.7%
	Other	-	0.0%
58	Eating/Drinking Places	23	7.6%
59	Miscellaneous Retail Stores	31	10.2%
591	Drug Stores	1	0.3%
594	Miscellaneous Shopping Goods	16	5.3%
596	Nonstore Retailers	1	0.3%
598	Fuel/Ice	1	0.3%
599	Other Retail Stores	12	3.9%
70-89	SERVICES	157	51.6%
70	Hotels/Motels, Etc.	-	0.0%
72	Personal Services	28	9.2%
73	Business Services	12	3.9%
737	Computer Services	-	0.0%
75	Automotive/Repair Services	33	10.9%
79	Other Services	84	27.6%
15-17	CONTRACTING	5	1.6%
19-39	MANUFACTURING	2	0.7%
40-49	TRANSP./COMM./UTILITIES	7	2.3%
50-51	WHOLESALE	1	0.3%
60-67	FINANCE/INSURANCE/REAL ESTATE	44	14.5%
0-14 & 90's	ALL OTHER BUSINESSES	4	1.3%
TOTAL: ALL INDUSTRIES		304	100.0%

Source: Property Counselors

(DRAFT: FOR REVIEW AND COMMENT ONLY)

79	Other Services	84	464	4.097	2.623
			6,396		
15-17	CONTRACTING	5		0.061	0.090
			1,870	11.99	
			0		
19-39	MANUFACTURING	2	283	0.160	0.137
			3,139		
40-49	TRANSP./COMM./UTILITIES	7	184	0.861	1.551
50-51	WHOLESALE	1		0.017	0.031
			1,316	6,864	
60-67	FINANCE/INSURANCE/REAL ESTATE	44	95	893	10.48
				0	10.590
0-14	& ALL OTHER BUSINESSES	4	239	0.379	0.333
90's			2,581		
Total	All Industries	304	6,879	65.33	1.000
				7	1.000

Source: Washington State Department of Revenue, Quarterly Business Reports
Property Counselors

Table III-4
Auburn Downtown
Retail Sales Tax Collected by Business Type

SIC Description		1996 Totals	1997 Totals
Retail Trade			
52 Retail Bldg.		\$31,67	\$38,75
Materials		7	3
53 Retail Gen.		\$13,99	\$10,27
Merchandise		4	8
54 Retail Food Stores		\$57,78	\$60,86
		2	8
55 Retail		\$25,36	\$26,72
Automotive/Gas		9	7
56 Retail Apparel &		\$30,64	\$31,14
Accessories		0	9
57 Retail Furniture		\$10,01	\$8,933
		5	
58 Retail Eating &		\$29,10	\$29,49
Drinking		7	4
59 Misc. Retail Trade		\$42,58	\$46,83
		8	1
Services			
72 Business Services		\$10,31	\$10,68
		5	3
73 Personal Services		\$7,260	\$8,201
75 Automotive Repair		\$18,02	\$22,30
		9	7
76 Misc. Repair		\$2,801	\$2,810
79 Amusement/Recreation		\$1,425	\$1,550
80 Medical/Health Service		\$6,080	\$6,029
86 Membership Organizations		\$156	\$140
87 Eng/Arch/Accountants		\$40	\$103
Misc.			
15 General Building Contractor		\$3,118	\$2,835
17 Special Trade Contractor		\$5,562	\$5,286

Table III-5
Auburn Downtown Businesses
Sales Performance

SIC	Description	Gross Receipts	Building Area	Sales per Sq. Ft.
Retail Trade				
52	Retail Bldg. Materials	31,306	170.79	
		5,346,815		
53	Retail Gen. Merchandise	14,340	103.86	
		1,489,296		
54	Retail Food Stores	47,556	434.73	
		20,674,140		
55	Retail Automotive/Gas	32,944	152.01	
		5,007,868		
56	Retail Apparel & Accessories	26,112	257.32	
		6,719,022		
57	Retail Furniture	14,880	94.15	
		1,400,942		
58	Retail Eating & Drinking	42,287	85.97	
		3,635,369		
59	Misc. Retail Trade	90,859	89.46	
		8,128,607		
		300,284	174.51	
		52,402,060		
Services				
72	Business Services	32,720	32.71	
		1,070,280		
72	Personal Services	32,193	56.78	
		1,828,066		
75	Automotive Repair	25,578	110.78	

Comparing gross receipts and building area provides an estimate of sales per square foot. This measure reflects how efficient a business is in generating sales. These figures can be compared to data from community shopping centers as reported in *Dollar and Cents of Shopping Centers* by the Urban Land Institute (ULI). Figures reported from these surveys indicate the following median sales performance in 1993, with an adjustment to 1997 price levels.

	\$ per	SF
	1993	1997
Total Community Shopping Centers	\$187	\$213
General Merchandise (Discount Dept.)	136	155
Grocery Store	395	450
Apparel and Accessories (Men's)	189	215
Eating and Drinking (Restaurant with Liquor)	184	210
Personal Services (Cleaners)	107	222

Comparing Downtown performance measures to these averages leads to the following conclusions:

- Downtown Auburn retailers outperform the average figures for apparel. This reflects the strength of Rottle's.
- Downtown Auburn retailers are comparable to the averages for grocery stores. This reflects the strength of Safeway.
- Downtown Auburn retailers fall behind the averages for total retail, general merchandise, eating and drinking, and personal services.

RESIDENTIAL USES

The Downtown Auburn planning area includes a mix of single family and multifamily dwelling units. As shown in Table III-6, there are approximately 331 residential units in the area. Approximately 20 percent of those units are single family units. These units are generally located west of C St. or east of Auburn Way.

The multifamily units are provided in duplex, triplex, and 4-plex buildings as well as several larger apartment complexes. The larger buildings are listed in Table III-7. As shown, the only apartments built since 1960 are the two King County Housing Authority complexes - Wayland Arms and Gustaves Manor.

The average assumed valuation for single family residences in the area is \$75,000. Actual listings and recent sales are in the range of \$60,000 to \$120,000.

Rents are affordable, falling in the range of \$300 to \$400. On a per square foot basis this is equivalent to \$0.60 to \$1.00 per month.

ACTIVITY GENERATORS

There are many facilities, businesses or activities which attract people to the Downtown. The existing businesses which provide a strong attraction include:

- Rottle's clothing store
- Safeway grocery store
- Auburn Regional Medical Center
- City Hall
- Post Office
- Commercial Banks
- Auburn Performing Arts Center
- Auburn Dinner Theater

There are several major events and festivals held each year:

- Springfest, a celebration of spring
- Good Ol' Days, an annual event in August attracting 30,000 people
- Downtown Auburn Street Fair in June and July
- Veteran's Day Parade, the 7th largest such parade in the nation
- Christmas, including a parade, a festival, and tree lighting

There are several facilities in the greater Auburn area which attract people who might visit the Downtown.

- Emerald Downs, a 160-acre thoroughbred racing track
- Muckleshoot Indian Casino, offering poker, craps, roulette, and blackjack
- SuperMall of the Great Northwest, a regional shopping center featuring factory outlets and off-price retail establishments, as well as a 17 screen cinema
- Muckleshoot White River Amphitheater, a 25,000 seat outdoor performance

Employers: Bike patrol, aesthetics, sense of community

What do you dislike?

Citizens: Taverns, traffic lights, traffic

Businesses: Short hours, taverns, safety

Service/Civic: Lack of department stores, drugstores, streetscape

Employers: parking, homeless, lack of diversity

What types of business would you like to see?

Citizens: Fine dining, teen clothes and sporting goods

Business: Bakery, upscale ice cream, candy

Service/Civic: Bakery, Department store, family dining

Employers: Family clothing, specialty restaurant, bakery

What would you like to see happen?

Citizens: Service businesses, teen place, police presence

Business: Develop RTA station area, night time activities

Service/Civic: Restaurants, anchor business, landscape

Employers: More events, more parking, close B St. Plaza

DRAFT: FOR REVIEW AND COMMENT ONLY

Percent Multifamily: This measure reflects at least two factors: the extent of affordable rental housing and higher density. With the exception of Bellevue and Auburn, the cities shown have more multifamily than single family dwelling units. Auburn has relatively few multifamily units.

Household Income: The cities fall into two general income categories: the Eastside communities with higher incomes and the south County cities. The City of Auburn is at the low end of the latter range.

Downtown Growth: Each of the cities has an identifiable downtown, and each downtown has or is experiencing a significant level of development. The nature of their development is summarized below.

- **Kent** has experienced a major increase in office development since the completion of the regional justice center. That facility has created demand for attorneys and justice related services. Additional retail development should ultimately follow as well. Like Auburn, the Kent downtown will provide a station for the RTA commuter rail. The rail service should attract new residential development downtown.
- **Renton:** Renton downtown is experiencing significant redevelopment at least partly through the aggressive marketing efforts of the City's economic development manager. New upscale eating and drinking establishments have located downtown. A mixed use "condominium style" 104 unit apartment project is planned on a site assembled by the City through relocation of several auto dealers.
- **Bellevue:** Bellevue's downtown has been the focus of considerable attention by the City since the late 1970's. There was much investment in retail and office space in the early 1980's. The City made a major investment in a downtown park, transit center, pedestrian improvements, and a convention center. Residential development has occurred throughout the downtown. Currently, there are 3 or 4 major hotel, restaurant, cinema, and entertainment projects proposed in downtown.
- **Issaquah:** The City has experienced a tremendous level of retail development on both sides of Interstate 90. The pedestrian scale downtown core has benefited for the private development of a new performance space for the Village Theater, and a major multiuse community center.
- **Kirkland:** Kirkland's downtown has been so successful in attracting residential and commercial development, that the City passed a moratorium allowing time to

V. DEVELOPMENT INFLUENCES

The market support for additional development in Downtown Auburn will result from continuation of existing trends and responses to new opportunities. These trends and new opportunities are addressed in this section.

Growth in Market Area Population and Spending
Growth in Downtown Employment and Population
Commuter Rail Service
Mixed Use Development
Summary

GROWTH IN MARKET AREA POPULATION AND SPENDING

Section II provided a description and projections for demographic conditions in Auburn and its trade area. It is useful to step back from those specifics, and think instead about Auburn's role in the region. With passage of the Growth Management Act in the early 1990's, the State and regions are being forced to channel population growth and new development into existing urbanized areas. Auburn is a logical candidate for a notable share of that growth. Table V-1 compares Auburn's current household count to vacant residential capacities in King County.

Table V-1

Regional Development Capacity King County

	Share of Households - 1997	Share of Vacant Housing Capacity
Auburn	2.2%	3.4%
Suburban Cities	40.7	37.5
All Cities	77.4	62.1
King County	100.0	100.0

Growth in downtown population will also support growth in retail and service businesses. Considering the types of purchases typically made within a 1 to 3 mile radius - food, convenience retail, personal services, the average spending per household in support of near-by businesses is approximately \$5,000 annually. This spending would largely be captured by downtown businesses.

COMMUTER RAIL SERVICE

A commuter rail station in Downtown Auburn is planned as part of the Regional Transportation Authority (RTA) project in King, Pierce, and Snohomish counties. The commuter rail service will provide peak hour commuter rail service between Lakewood, Tacoma, Seattle, and Everett, using existing tracks and new locomotives and passenger cars. The segment from Tacoma to Seattle will be one of the first elements in the transportation system. Stations at the Tacoma Dome, Puyallup, Sumner, Auburn, Kent, Tukwila, and Boeing Access should be in place for service beginning in the year 2000.

The service will run at peak hours of 6AM - 9AM and 4PM to 9PM every 30 minutes. The rail station will include a park and ride facility for 500 cars, connections with local bus service, and facilities for passenger drop off. Projections for the system call for 900 boardings per day in Auburn at stabilized operation in 2010. The projected mode split by uses is:

- 40 percent bus transfer
- 55 percent Park and Ride
- 5 percent other (walk or bike)

This facility should establish Auburn as a convenient area to live for commuters to employment centers throughout south King County and north Pierce County. The station and rail service should:

- Encourage population growth in Auburn generally
- Encourage population growth in downtown Auburn within walking distance of the station
- Support retail services

The level of potential demand estimated for residential and commercial development is estimated below.

- There are strong incentives favoring construction of single-use housing at higher densities including lower equity requirements, higher return on investment and lower risk.
- The higher costs of mixed-use development put pressure on rents. To the extent that the market won't support those rents, the projects won't be built.

Generally, the economic conditions which contribute to opportunities for successful mixed-use development are:

- strong demand for both residential and commercial uses within a district.
- land prices which are high enough to encourage density. Generally, a land price of \$8 per square foot requires densities of 35 units per acre to keep land costs below \$10,000 per unit.
- rents in the range of \$0.85 per square foot per month are necessary to recover the development costs. Commercial rents of \$12 per square foot per year, triple net, are required.

Conditions do not yet exist in Downtown Auburn to encourage large scale development of mixed-use housing. However, there is demand for single-use housing, particularly housing for seniors where the requirements for parking are not as great.

SUMMARY

These influences will combine to provide opportunities for additional development in downtown Auburn. The strength of the various influences suggests the following overview of development opportunities.

- Office development related to health services and a Class A building for other professional services is the strongest immediate opportunity.
- Residential development will become increasingly popular in the downtown, with a particular stimulus from commuter rail.
- Incremental development of retail will continue, building upon the success of existing strong retailers and attractions and the addition of new employers and residents.
- Additional development of all types will occur, as each development creates demand for others and provides an overall increase in vitality and interest.

Actual development potential for each of several types of uses is presented in the sections which follow.

VI. RETAIL DEMAND

The potential for additional retail development in Kent will be related to the development influences described in the previous section and the Downtown's ability to capture sales related to those opportunities. In particular, potential demand will be determined by total market area sales, the Downtown competitive position, and its associated market share. The contribution of those factors are considered and quantified in this section. The conclusions are not intended to be a forecast of future development, rather an estimate of what could occur under a set of assumptions and possible actions. The projections of retail demand as well as the demand for other uses, are an important element, but only one elements in identifying a physical plan, and economic strategy for Downtown Auburn. The projections are presented in five subsections as follows:

- Overview of Retail Development
- Regional Market Conditions and Shopping Patterns
- Retail Sales Trends
- Auburn Retail Centers
- Existing Downtown Retail Development
- Projected Downtown Retail Development

OVERVIEW

Retail development occurs either in a stand-alone building or in a shopping center with 2 or more retail businesses. Shopping centers fall into several categories, which differ according to the number and type of stores, the amount of space and site area, and the size of the market area it serves both in terms of population and distance. Table VI-1 summarizes the characteristics of several types of shopping centers.

Downtown Auburn has the general scale and business mix of a community scale shopping centers. It has the potential to serve a market area which could support a regional shopping center. Downtown Auburn also has the potential to serve as a specialty center. The extent to which Auburn can maximize its capture in any of these roles will depend upon competitive as well as market area characteristics. The regional market conditions are discussed in the following sections.

REGIONAL MARKET CONDITIONS

Retail market conditions in the southend are improving. As shown in Table VI-2, the area showed strong absorption in the first half of 1997. Vacancy rates are low in all building types except community neighborhood and strip specialty. With the strong economy in the area, and continued strong absorption, these vacancy rates should drop.

Table VI-2
Southend Retail Market Conditions

AVAILABILITY			
Building Type	Leasable SF	Vacant SF	% Vacant
Regional	6,970,400	155,266	2.23
Community/Neighborhood	12,798,759	1,317,443	10.29
Strip/Specialty	1,178,379	179,425	15.23
Freestanding	4,816,138	255,241	5.30
Power Center	1,776,809	125,032	7.04
Southend Total	27,540,484	2,032,407	7.38

ABSORPTION	Sq. Ft.
Year Total 1997	750,000
Year Total 1996	262,852
Year Total 1995	1,410,478
Year Total 1994	178,567
Year Total 1993	-163,375
Year Total 1992	127,139

LEASE RATES	
Southend Average	10.50 per Sq. Ft.

Source: CB Commercial, *Second Quarter 1997 Market Report*

There are several major shopping centers in South King County and North Pierce County, which shape shopping patterns. The characteristics of four major centers are summarized in Table VI-3.

all these centers overlap to some extent and also compete strongly within the Auburn market area.

The presence of these centers is reflected in data on current shopping patterns in South King County. Table VI-4 summarizes the shopping patterns of residents of several South King County communities according to research prepared for the *Valley Daily News*. As shown in the table, 86 percent of Auburn residents shop in Auburn itself and 52 percent shop in Federal Way. Residents of cities to the north favor Southcenter. Only 25 percent of residents of the areas identified as new growth, mostly areas to the east shop in Auburn. Generally, residents shop close to home except for major purchases, or comparison shopping items.

Table VI-4
South King County
Shopping Patterns

Town Lived In	Area Shopped In							
	Renton	Kent	Auburn	Covington	Southcenter	Federal Way	Seattle	Factoria
Renton	81.2	31.2	7.5	0.0	68.7	1.6	30.1	48.1
Kent	22.7	86.2	27.0	20.3	74.5	52.0	23.7	2.0
Auburn	7.5	46.0	86.2	6.5	22.2	51.9	7.5	0.0
New Growth	31.4	72.0	27.6	64.9	64.7	32.3	9.2	4.6

Source: Consumer Market Study; Clark, Martire & Bartolomeo, May 1995. Base: 458,500 suburban Seattle adults.

These results are similar to results of the Chamber of Commerce Survey in 1993. While patterns have undoubtedly changed somewhat with the opening of the SuperMall, Auburn residents established the following patterns in 1993:

67% of grocery purchases made in Auburn

59.1% of professional care in Auburn

50.2% of professional services in Auburn

47.5% of clothing purchases in Federal Way and 26% in Auburn

33% of major household items in Auburn and 33% in Federal Way

anchor store was an event beyond the Mall's control, but has affected marketing of the mall. Development of the second phase of the project is uncertain at this time. The SuperMall has generated significant increased retail sales in the City and does attract shoppers from throughout the Puget Sound region.

Table VI-6

Retail Sales Analysis
City of Auburn
Comparison of Taxable Retail Sales for South King County Cities

CATEGORY	AUBURN	KENT	DES MOINES	FEDERAL WAY	RENTON	SEATAC	TUKWILA	SOUTH CITIES
Building Materials/Hardware	13,774,498	28,432,413	1,735,578	60,640,710	23,612,991	1,095,188	62,765,879	192,057,257
General Merchandise	39,815,870	49,543,431		170,388,745	26,998,845		297,697,133	584,444,024
Food	56,758,752	65,797,770	11,218,397	61,523,052	48,399,608	8,935,735	13,966,301	266,599,615
Auto Dealers/Gas Station	210,526,895	115,152,828	6,994,431	64,513,140	284,613,372	12,518,583	63,796,495	758,115,744
Apparel/Accessories	59,342,426	13,773,852	3,073,963	30,633,757	5,819,692	509,486	101,901,826	215,055,002
Furniture/Appliances	63,187,054	76,925,238	2,203,925	44,930,547	83,873,770	574,033	191,676,691	463,371,258
Eating/Drinking	47,913,772	74,193,764	17,038,005	87,554,151	65,949,211	65,082,534	66,596,237	424,327,674
Misc. Retail	73,593,761	150,592,277	7,463,442	85,136,246	47,707,703	7,208,783	152,976,515	524,678,727
Total Retail Trade	564,913,028	574,411,573	49,727,741	605,320,348	586,975,192	95,924,342	951,377,077	3,428,649,301
Hotel/Motels	2,666,095	10,290,687	1,442,983	5,667,283	17,764,828	109,899,232	40,250,915	187,982,023
Personal Services	3,866,850	7,795,617	839,386	7,007,907	12,361,854	5,065,156	6,491,242	43,428,012
Business Services	29,179,233	102,935,357	4,843,816	21,781,837	64,874,025	7,261,096	78,896,210	309,771,574
Auto Repair/Services	27,561,810	47,078,187	4,841,372	22,533,343	38,014,221	209,767,470	15,869,239	365,665,642
Other Services	21,343,997	26,026,055	1,732,200	24,989,923	26,377,248	4,351,047	13,843,076	118,663,546
Total Services	84,617,985	194,125,903	13,699,757	81,980,293	159,392,176	336,344,001	155,350,682	1,025,510,797
Contracting	95,786,722	259,896,154	20,114,336	55,975,746	192,319,278	37,829,646	106,107,092	768,028,974
Manufacturing	19,987,966	86,273,893	1,390,945	43,164,551	18,173,837	1,075,403	37,398,328	207,464,923
TCPU	30,488,550	58,589,172	8,044,762	36,794,236	48,626,473	59,036,897	19,688,729	261,268,819
Wholesale Trade	151,427,946	584,801,166	4,779,353	66,909,555	159,905,383	43,677,863	289,663,983	1,301,165,249
FIRE	4,923,004	13,102,137	1,175,091	9,086,909	11,283,648	996,090	6,472,918	47,039,797
Other Business	3,879,938	12,354,551	3,316,194	9,045,229	5,519,288	1,727,801	1,673,643	37,516,644
Total All Industries	956,025,139	1,783,554,549	102,248,179	908,276,867	1,182,195,275	576,612,043	1,567,732,452	7,076,644,504
Retail Trade	564,913,028	574,411,573	49,727,741	605,320,348	586,975,192	95,924,342	951,377,077	3,428,649,301
Auto	210,526,895	115,152,828	6,944,431	64,513,140	284,613,372	12,518,583	63,796,495	758,065,744
Other	354,386,133	459,258,745	42,783,310	540,807,208	302,361,820	83,405,759	887,580,582	2,670,583,557
Population	36,130	60,380	23,020	75,240	45,170	23,110	14,880	277,930
Retail/capita	15,636	9,513	2,160	8,045	12,995	4,151	63,937	12,336
Auto	5,827	1,907	302	857	6,301	542	4,287	2,728
Other	9,809	7,606	1,859	7,188	6,694	3,609	59,649	9,609

Source: Wa. Dept of Revenue, Quarterly Business Report, Wa. Office of Financial Management

Auburn North

Auburn North is a neighborhood scale shopping center at Auburn Way N. and 15th St. NE in north Auburn. The center is a part of the growing commercial district in this area. Total gross leasable area is 152,000 square feet with Albertsons as the anchor tenant, as well as a PayLess drugstore. With the closure of Ernst Home Improvement Centers throughout the region, the center does have significant amount of vacant space. Other retail development in this general area includes a Food Pavilion north of 15th St. NE, and several hotels and restaurants along 15th NW.

Fred Meyer is a major stand-alone retailer several blocks south of Auburn North on Auburn Way.

Auburn South

There is another major neighborhood scale shopping center south of Downtown along Auburn Way South. Albertsons and PayLess are the major tenants at this center at Harvey Road. There is a QFC store at 2902 South Auburn Way.

Auburn Auto District

Auburn features several auto dealers along Auburn Way north of 15th St. NE. Known as the Little Detroit of the West these dealers generate a large share of taxable retail sales in Auburn as shown in Table VI-5.

PROJECTED DEMAND

Downtown Auburn has the potential to expand its retail activity in several ways:

- Provide goods and services to employees and visitors to non-retail businesses.
- Provide goods and services to users of commuter rail.
- Increase market area capture by attracting businesses that complement existing strong retailers such as Rottle's, antique stores, and miscellaneous retail businesses.
- Build on drawing power of popular restaurants such as Sunbreak, particularly in its new facility.
- Build on success of performing arts center and Auburn Dinner Theater, with additional entertainment businesses.

- Businesses such as general merchandise (variety stores), apparel/accessories, furniture and appliances, eating drinking and miscellaneous retail have the potential to increase their market shares significantly as the Downtown grows and develops in response to the influences identified earlier.

The projected levels of retail development are estimated in three stages.

- Market area spending is estimated as the product of projected households, average household income (with real growth at less than 1 percent per year).
- Downtown share is calculated as the product of market area spending and assumed market share.
- The increased level of sales is translated into square feet using a factor of \$200 per square foot.

As shown, the demand for new retail space would vary from 89,000 to 296,000 square feet by the year 2010, equivalent to average annual absorption of 6,000 to 20,000 square feet. The range in demand is quite wide reflecting a range of future outcomes. Generally, the low end of the range is consistent with steady improvements to Downtown market conditions. The high end of the range is consistent with aggressive actions to attract employers, residents, businesses, and shoppers to the Downtown. The Downtown will have to compete for all of these factors, but the sectors identified are ones where Auburn can be competitive.

Table VII-1
Puget Sound Office Market Overview
Fourth Quarter 1996

Market Area	Inventory- Sq Ft	Sq Ft	Vacant		Total	Absorption 1997	Asking Lease Rates- Class A	
			Class A	Class A			Range	Median
Downtown	26,992,868	1,356,028	2.50%	5.02%	656,594	\$19.00-\$30.00	\$24.50	
Northend	1,050,559	52,157	4.51%	4.96%	55,210	\$17.00-\$22.00	\$19.50	
Southend	5,073,840	550,196	6.24%	10.84%	988,232	\$15.00-\$19.00	\$17.50	
Tacoma/Federal Way	3,387,964	218,481	6.30%	6.45%	189,773	\$15.00-\$19.00	\$17.00	
Eastside	15,379,483	356,282	1.92%	2.30%	490,227	\$19.00-\$37.00	\$25.00	
Snohomish County	2,446,500	178,748	6.40%	7.31%	89,381	\$16.00-\$22.00	\$19.00	
Puget Sound Region	54,331,214	2,711,892	3.26%	4.99%	2,469,417			

Source: CB Commercial, Fourth Quarter 1997 Report.

The zero vacancy rate in Auburn is due to the fact that there are few Auburn office buildings in the data base. In fact, the annual Puget Sound Leasing Guide prepared by the Puget Sound Business Journal and the Building Owners and Managers Association (BOMA) does not include any Auburn office buildings. The office space which does exist in Auburn is either owner occupied, smaller than 10,000 square feet, or classified as industrial.

LOCAL OFFICE MARKET CONDITIONS

The smaller office buildings which do exist in Auburn generally serve local residents and businesses. Typical tenants in such buildings are:

Health care practitioners (doctors and dentists)

Other professional services (attorneys, accountants, architects) and

Finance/Insurance/Real Estate businesses

As presented in Table III-1 there are 298,000 square feet of buildings in Downtown Auburn classified as office by the King County Assessor. That space can be further classified as:

Government	69,476
Medical/Dental	171,575
Other Office	<u>57,867</u>
	298,918

As shown, the traditional office space portion is only 20 percent of the total amount.

Much of the medical office space is in six buildings. The size and vacancy status of these buildings is shown in Table VII-3.

City. The Centennial Building in Kent is an example of such a Class A office building. It is full with average rents of \$18.50 to \$19.50 per square foot per year.

- Medical office space will grow with the market area population and the Auburn Medical Center. The Center plans to add 5 to 6 physicians per year for the foreseeable future. This growth alone would support 5,000 square feet of new office development per year.
- Absorption of other office space will continue after the space vacated by relocating tenants is backfilled. A 5 percent growth rate for occupied office space is typical for stable office markets, as it reflects overall growth in jobs, increases in office using jobs, and replacement of functionally obsolete space.

LOCAL MARKET CONDITIONS

There are several lodging properties in Auburn as shown in Table VIII-2. The five hotels shown offer 346 rooms. All of the lodging is located in North Auburn around 15th St. NE. Further, all the properties are limited service hotels or motels. There is a restaurant immediately adjacent to the Howard Johnson property, but it is not operating at this time. The average corporate rate for a double room varies from \$45 to \$64.

Table VIII-2
Auburn Area Lodging

		Rooms	Room Rate	Features
Howard Johnson	1521 D St.	66	\$64	B, G
Comfort Inn	1 - 16 th NE	52	\$63	A, B, D, E
Microtel Inn and Suites	16 th and B St.	97	\$50	A, F
Nendels	102 15 th NE	35	\$45	
Value Inn	9 - 14 th NE	96	\$55	
		346		

- A. Suites
- B. Continental Breakfast
- C. Pool
- D. Indoor Pool
- E. Meeting Room
- F. Computer Data Port
- G. Restaurant

Source: Property Counselors

The Comfort Inn and Microtel Inn have been developed in the past year and their development can be attributed at least partly to the development of Emerald Downs. There is an additional limited service hotel planned for the North Auburn area, and there are hotel sites available around the SuperMall.

None of the lodging properties offers significant meeting facilities. The Comfort Inn offers one small boardroom. The major meeting facilities in the City are located in public buildings, churches and service clubs, or halls. Table VIII-3 summarizes the capacity of these facilities. As shown, the Community College offers space for groups up to 550, and the VFW Hall has a capacity of 300. But none of the buildings has the ability to offer a

Such a hotel could not rely solely on the meeting or group market segment. It would also have to capture commercial traveler business, and general tourist travelers. A successful facility would need to be located along a major state highway such as SR-167 or SR-18. Preferred locations in order of attractiveness would be:

SR-167 at North Auburn (near Emerald Downs and employment centers).

SR-167 and SR-18 (at confluence of major highways and near SuperMall).

Downtown off SR-18

SR-164, Auburn-Enumclaw Road (near Muckleshoot Casino and Amphitheater).

A Downtown location could benefit from the business travel in the Green River Valley and the increased visitor traffic along SR-164.

In summary, the opportunity exists for a lodging facility with approximately 150 rooms. This opportunity is dependent upon:

- Identifying a site with access and visibility to SR-18, and
- A strong effort to provide amenities such as meeting space in a public private cooperative effort.

APARTMENTS

Auburn is an established apartment market in South King County. Table IX-2 compares apartment market conditions among several sites in South King County. As shown, Auburn has rental rates of \$481, \$555, and \$662 per month for 1 bedroom, 2 bedroom 1 bath, and 2 bedroom 2 bath units, respectively. These are the lowest rents of the communities shown, although they are comparable on a per square foot basis. The vacancy rate is 4.3 percent, reflecting a tight market, although the rate is somewhat higher than in the other communities.

Table IX-2
South King County Apartment Market Conditions - 1997

	Auburn	Kent	Des Moines	Enumclaw	Federal Way	Renton	Total
Vacancy	%	%	%	%	%	%	%
1 BR	3.7	1.9	2.4	0	3.2	3.0	2.7
2 BR/1 BA	3.1	3.3	2.1	4.8	3.1	3.6	3.3
2 BR/2 BA	6.3	3.1	4.8	-	3.8	3.8	3.9
All Units	4.3	2.7	2.9	1.9	3.4	3.6	3.3
Actual Rent	\$	\$	\$	\$	\$	\$	\$
1 BR	481	534	487	518	510	541	516
2 BR/1 BA	555	587	581	607	576	621	586
2 BR/2 BA	662	682	607	-	679	749	679
Act. Rent/NRSF	\$	\$	\$	\$	\$	\$	\$
1 BR	0.75	0.75	0.74	0.71	0.72	0.81	0.75
2 BR/1 BA	0.66	0.69	0.67	0.68	0.66	0.72	0.68
2 BR/2 BA	0.67	0.69	0.66	-	0.66	0.75	0.66

Source: Dupre+Scott, *Apartment Vacancy Report, Fall 1997*

The change in rental rates and vacancy rates is shown in Table IX-3. Vacancy rates have fallen since 1995 when they exceeded 8 percent. The average rental rate dropped in that year but has increased steadily since that time. The average annual increase was 3.2 percent, slightly higher than inflation.

Table IX-4
Auburn Area
Selected Apartment Characteristics

Name	Location	# of Units	1 BR	2 BR	3 BR	W/D in Unit	Pool/Spa	Tennis Court	Sauna	Cable	Fireplace	Covered Parking	Fitness Room
Amber View	32115 105 th Pine	157	\$555	\$660	\$770	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Auburn Glen	1902 A St. SE	148	535	610	640-780	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Auburn Square	3740 H St. NE	160	480	525	630	Hookups	Yes	No	No	No	Yes	Yes	Yes
Brittany Park (Lane)	1433 8 th St.	190	450	565	805	Some	Yes	No	Yes	Yes	Yes	Yes	Yes
Bye the Green (Condos)	3408 I St. NE		470	570		Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
Carriage Square	31420 106 th Pl. SE	132		695	695	Yes	No	No	No	No	Yes	Yes	Yes
Clearwater Ridge	3702 Auburn Wy. S	142	525	585	775	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
Cobble Court	345 Pacific N.	349	555	665	790	Yes	Yes	No	No	Yes	Yes	Yes	Yes
Gentry Walk	12725 SE 312 th	167	570	670	790	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
Meadows on Lea Hill	12505 SE 312 th	90	395	475	595	No	Yes	No	No	Yes	Yes	Yes	Yes
Pacific	732 4 th NE	56		585		Yes	No	No	No	Yes	Yes	Yes	Yes
Park Terrace	635 7 th St. NE	95	395	535		No	No	No	No	No	Yes	Yes	Yes
River's Edge	1741 22 nd St. NE	120	505-535	580-645	745	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
Tall Pines	504 25 th St. SE			500	630	No	Yes	No	No	No	Yes	Yes	Yes
Mallard Pointe at Riverbend	802 45 th NE	180	625	675	895	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes

Source: Apartment for Rent, Property Counselors

- Federal Way offers the Village Green and Evergreen Lodge. The Village Green opened in September 1997 and is renting at rates of \$1,200 to \$2,500 per month.

The surrounding communities of Kent and Renton have also attracted several privately developed federally subsidized projects. The two cities have 5 and 3 projects respectively, developed by Senior Housing Assistance Group, each providing 100 units.

PROJECTED DEMAND

Auburn has demonstrated an ability to attract new single and multifamily development. The lower prices in Auburn reflect its greater distance from the employment centers of the Puget Sound region. The provision of the commuter rail service to Auburn will increase the accessibility and convenience of commuting to employment from Auburn, and the lower prices should represent a bargain. This will be true for residents throughout Auburn, but particularly true for new residents of Downtown within walking distance of the commuter rail station.

New residential development in Downtown Auburn has three strong selling points:

- A small town feel
- Proximity to goods, services, and amenities
- Convenient access to employment centers

With completion of the commuter rail station and service, Downtown should be able to attract many rail users. Based on the projected ridership in 2010 of 900 boardings, and the estimate that 40 percent of the riders will arrive by bus and represent a more likely potential group for living downtown, a 25 percent to 30 percent share of these riders would support 90 - 110 units. A project this size would be comparable in size to the proposed new mixed use project near the transfer station in downtown Renton.

Over the longer term, a capture of 10 - 20 percent of the multifamily housing demand in the City would support 25 - 50 units of new housing in the Downtown each year.

Downtown is also an attractive place for senior housing. The Auburn Medical Center is a strong factor, as are the goods and services of the business districts. The Downtown would benefit from the potential spending of residents in market rate senior housing and assisted living projects. A 50 - 60 unit project should be supportable over the next 3 - 5 years.



AUBURN DOWNTOWN STUDY IMPLEMENTATION PROJECTS

TO: Julia Walton, Arai Jackson
FROM: Ed Starkie, Leland Consulting Group
DATE: 19 August, 1999
SUBJECT: Tavern Block, Truitt Site and Housing Site Downtown

Leland Consulting Group has evaluated the feasibility of development options for three sites in downtown Auburn. The sites are the Tavern Block, the block with the Truitt façade, and the housing site across from the proposed King County parking structure.

Tavern Block				
Property Acquisitions	Land Area Square Feet	Land Value	Imprvmt Value	Total Value
3 Main St	3,902	\$ 29,300	\$105,500	\$ 138,702
9 Main St	1,498	\$ 11,200	\$ -	\$ 12,698
13 Main St	2,700	\$ 20,300	\$187,200	\$ 210,200
21 Main St	2,700	\$ 20,300	\$ 72,600	\$ 95,600
25 Main St	2,700	\$ 20,300	\$ 72,600	\$ 95,600
33 Main St	2,700	\$ 20,300	\$ 12,000	\$ 35,000
37 Main St	8,955	\$ 67,200	\$ 6,700	\$ 82,855
15 Auburn Ave	12,600	\$ 81,900	\$365,200	\$ 459,700
18 1st NE	5,400	\$ 35,100	\$139,600	\$ 180,100
Totals	43,155	\$305,900	\$961,400	\$ 1,267,300
1 1st NE (City-owned)	10,800	\$ 70,200	\$ 6,500	\$ 87,500

The Tavern Block

Leland Consulting Group evaluated two scenarios for the Tavern Block. The analysis considers whether the proposed uses provide sufficient financial return to offset the cost of land and demolishing existing improvements. The cost of land and improvements for the Tavern Block is shown in the table below.

The current assessed value (not including the city-owned parcel at 1st Street NE) is \$1,267,300. The high value of the buildings, at \$961,400, makes redevelopment difficult. Redevelopment must create sufficient value to offset the value lost through building demolition. The value lost is approximately the value needed to create structured parking. Both scenarios assume land acquisition without the City parcel.

Costs for acquisition, demolition and construction for the second scenario are shown below. Total building costs are accounted for with a combination of hard construction costs, soft costs (costs for design, permitting, financing, etc.), parking cost and tenant improvements. In this scenario, tenant improvements for doctors offices are placed at twice the value usual due to the specialized nature of medical office space.

In typical market evaluation, return on asset for office

(8.5 percent) is low for a market developer, while return on asset for is too low for retail to be built by a market developer. However, the hospital is not a market developer. As an institution with expansion requirements the hospital may view real estate as a non-performing asset

that is a cost of doing business. As such, the ability to ensure that the building retail is self-supporting may be the only criterion necessary for the hospital to consider building office space.

Availability of City land for parking also acts to make this scenario attractive. Parking on the City site allows a more efficient use of the land acquired.

Tavern Block Option 2			
Hospital Offices			
Const Cost/SF	51,786	\$ 68.00	\$ 3,521,448
Soft Cost/SF	51,786	\$ 13.60	\$ 704,290
Parking Structure Cost	28,000	\$ 35.00	\$ 980,000
Office TI	39,786	\$ 50.00	\$ 1,989,300
Retail TI	12,000	\$ 20.00	\$ 240,000
Total Building Cost			\$ 7,435,038
Land Acquisition			\$ 1,267,300
Demolition			\$ 125,000
Total Cost of Land, Site and Building			\$ 8,827,338

Tavern Block Option 2			
Pro Forma			
Retail Cost	12,000	\$ 128	\$ 1,541,828
Medical Office Cost	39,786	\$ 158	\$ 6,305,510
Total	51,786	\$ 152	\$ 7,847,338
Retail Rent	12,000	\$ 12.00	\$ 144,000
Less Vacancy	5%		\$ (7,200)
Effective Gross			\$ 136,800
Less Expense		30%	\$ (41,040)
Cash Flow			\$ 95,760
Retail Return on Asset			6.2%
Office Rent NNN	37,538	\$ 15.00	\$ 563,071
Less Vacancy	5%		\$ (28,154)
Effective Gross			\$ 534,918
Expenses			\$ -
Cash Flow			\$ 534,918
Office Return on Asset			8.5%
Combined Return			7.1%

An office building may be feasible because of the higher value of the structure and the specialized nature of the rental market (doctors). According to the return on asset measure, this scenario may be feasible.

On the development side, the housing unit would sell for \$125,000, a price affordable to a share of the market currently renting. The project is self-parking for owners and tenants. The total project cost of the units does not include a special tenant-improvement package for the retail. At a total cost of \$700,000, the sale value allows a developer profit of \$150,000 or approximately 21% return on investment.

Truitt Building Site			
5 Infill Units on the Truitt Site			
	SF	Cost	Total
Building Cost	7500	\$ 70	\$ 525,000
Soft costs		20%	\$ 105,000
Land Cost			\$ 70,000
Total			\$ 700,000
	Units	Per Unit	Total
Retail Space Value	5	\$ 45,000	\$ 225,000
Unit Sales Value	5	\$ 125,000	\$ 625,000
Total		\$ 170,000	\$ 850,000

The Pastime

The Pastime is an attractive building that is worth restoration. Restoration will require a seismic structural upgrade, some interior demolition and interior improvements. Costs

Truitt Building Site			
Pastime Building Renovation			
	SF	Cost	Total
Seismic Upgrade	2800	\$ 10.00	\$ 28,000
Interior Gut	2800	\$ 3.00	\$ 8,400
Improvements	2800	\$ 25.00	\$ 70,000
Subtotal			\$ 106,400
Soft Costs		20%	\$ 21,280
Contingency		15%	\$ 15,960
Renovation Cost			\$ 143,640

for these are outlined in the adjoining table.

Seismic upgrade and interior demolition are necessary to bring the building into current construction code status. Improvements assume that basic building systems need only minor change and that all portions of the interior with sound structure will be retained.

To evaluate the feasibility of this option, it is necessary to look at the purchase value generated by the renovation. Purchase value can be ascertained by calculating the equity and debt that can be supported by the finished project. The first step is to find net operating income and calculate debt. Given rent of \$15 per square foot with expenses, rents can support \$27,300 of debt at a debt coverage ratio of 1.3.

Maximum equity is calculated by capitalizing Cash Flow Before Tax by the target return rate, 12 percent.

Truitt Building Site			
Pastime Building Renovation			
Gross Rent	2800	\$ 15.00	\$ 42,000
Vacancy		5%	\$ (2,100)
Effective Gross			\$ 39,900
Less Expenses		\$ 4.50	\$ (12,600)
Net Operating Income			\$ 27,300
Debt at 1.3 Ratio			\$ (21,000)
Cash Flow Before Tax			\$ 6,300



AUBURN DOWNTOWN STUDY IMPLEMENTATION PROJECTS

TO: Julia Walton, Arai Jackson
FROM: Ed Starkie, Leland Consulting Group
DATE: 19 August, 1999
SUBJECT: Housing Site Downtown

Leland Consulting Group has evaluated the feasibility of development options for three sites in downtown Auburn. The sites are the Tavern Block, the block with the Truitt façade, and the housing site across from the proposed King County parking structure. This memorandum discusses the housing site adjacent to the proposed King County Park & Ride lot.

The Block Opposite the Park & Ride

The scenario for the block opposite the park & ride near commuter rail is for two-story residential development. The proposal is for 67 units with a mix of studios, one bedroom and two bedroom units. The building footprint is able to use approximately 80 percent of the site because parking is assumed to take place on a shared basis with the park & ride and on street parking.

Rents shown are taken from the Auburn Downtown Plan Market Study and reflect current market rates. Total building area is 43,200 square feet with 67 units averaging a size of 550 square feet. The building is standard stick construction and we assume there are no site problems that would cause extraordinary costs.

The pro forma projects net operating income to determine feasibility, applying a capitalization rate to assign asset value. Feasibility is determined by using the asset value to calculate the cost per square foot that can be paid for construction.

Housing Block Across from the Park & Ride			
Site Area			43,200
Acquisition Cost	\$ 18	\$	788,000
Building Footprint			14,400
Floors			3
Building Space			43,200
Common Space	15%		6,480
Parking	96		28,800
Parking Cost		\$	144,000
Apartment Square Feet			36,720
Number of Units			67
Average Unit Size			550
Monthly Rent per Square Foot		\$	1.20
Monthly Rent per Unit		\$	660

As shown in the following table, net operating income was arrived at by the standard means of calculating gross income, and subtracting vacancy and operating expenses.



Appendix IV

Potentially Significant Historic Properties

Appendix IV: Potentially Significant Historic Properties

Introduction

All downtown properties were evaluated for historic significance during the preparation of the Downtown Plan.

Conclusions reached about historic significance are summarized in the body of the downtown plan document, and the full detail of properties analyzed are presented in this Appendix.

Historic Properties of Interest - Auburn Downtown Plan Study Area

Parcel Number	Address	Historic Name	Current Name	Date	HQ#	Pot LMK
Designated Landmarks						
4350000000	100 AUBURN AV	Auburn Post Office	King Co. Health Dept. Clinic	1837	1817	LMK
1735800115	308 AUBURN AV	Auburn Public Library	Auburn Music & Dance	1914	Q144	LMK
Potential Landmarks						
7815700145, 146, 102-130 W MAIN ST	102-130 W MAIN ST	Peaslee Tavern - Tourist Hotel Block	Potential W Main Historic District	1905-1923	Q140	Potential Landmark
0480000070	10 AUBURN AVE	Williams Auto Livery / Auburn Ave. Theater	Auburn Avenue Dinner Theater	1926	1437	Potential Landmark
1321040018	224 E ST SW	Midhigh, James Residence	Residence	1920	Q142	Potential Landmark
1821040051	201 E MAIN ST	J. C. Penney / Auburn Investment Co. Building	J. C. Penney Building (Vacant)	1925	1445	Potential Landmark
3815000285	25 E ST SW	Needs, Arthur Residence	Residence	1908		Potential Landmark
3815000340	508 1ST ST SW	Knickerbocker, Irving B and Olivia Residence	Residence	1906	Q141	Potential Landmark
3815000435	102 E ST SW	Berlach, Otto Residence	Bungalow Residence	1913		Potential Landmark
3843000060	304 DIVISION ST S		Residence	1922		Potential Landmark
4453400038	116 H ST NW	Farmers Warehouse Elevator/Office	Victorian Cottage Residence	1908?		Potential Landmark
5401800175	232 C ST NW	BPOE (Eagles) Aerie #248 Hall / Avellan Theater	Old's Farm Supply and Storage	c.1920	1419	Potential Landmark
5408200203	307 E MAIN ST	Brooks Hotel / Johnson Block	Urethane Auburn Four-square Church	1925	1448	Potential Landmark
7331400055	124-144 E MAIN ST	Delighen & Massey Grocery & Meat Market	Auburn Antique & Craft Mall	1921	1438	Potential Landmark
7331400490	318 E MAIN ST	Devle in Restaurant Building	Auburn Family Sports Center	1946	0583	Potential Landmark
7331400470	318 E MAIN ST	King Solomon Museum Lodge 80 Hall	Cafe	1950	1447	Potential Landmark
7331400479	302-310 E MAIN ST	Knight of Pythias Hall	Masonic Temple	1924	0592	Potential Landmark
7815700160	116-120 W MAIN ST	Tourist-Louise Hotel (Six-Ohio House)	Apartment, Vacant Commercial	1923	1432	Potential Landmark
7815700165	124-130 W MAIN ST	Hoye, Dr. Bartholomew Residence	Harold's Plumbing, Lynn's Antiques	1925	1421	Potential Landmark
7815700410	219 DIVISION ST S	Trull, Elmer Residence	Residence	1914		Potential Landmark
8698100250	304 F ST SE		Residence	1922		Potential Landmark
Historic Properties of Interest						
7815700030	18-20 E MAIN ST	Grocery / Red and White Store	Auburn's Best Cafe	1893/1910	1428	Historically significant
0482000235	129 A ST NW		Residence	1900		Historically significant
0482000236	125 A ST NW		Residence	1900		Historically significant
0482000238	215 C ST NW		Residence	1900		Historically significant
0401600140	104 C ST NW		Residence	1900		Historically significant
7815700088	2 W MAIN ST	Auburn Drug Co. (Site/Barred Gen. Store)	Green River Music	1900 <1898?	1427	Historically significant
0698100090	28 E MAIN ST	Cavanaugh Hardware	Cavanaugh Hardware	1901	1430	Historically significant
0698100090	120 D ST SE		Residence	1906		Historically significant
0698100090	19 E ST SE		Residence	1906		Historically significant
3815000130	18 F ST SW		Residence	1907		Historically significant
3815000275	17 E ST SW		Residence	1907		Historically significant
7815700067	30 E MAIN ST	Cavanaugh Hardware / Patterson Furniture	Cavanaugh Hardware	1907	1431	Historically significant
0698100125	127 E ST SE	Shaver, Edgar Residence	Residence	1907		Historically significant
0698100175	112 E ST SE	Mogg, Jacob and Rachel Residence	Residence	1907		Historically significant
3815000260	18 F ST SW		Residence	1907, 1942		Historically significant
3815000270	28 F ST SW		Residence	1908		Historically significant
6492100025	112 D ST NW		Residence	1908		Historically significant
7331400110	222 E MAIN ST	Fancher Motor Co. / Scarff Motors	The Arcade Building	1908	1442	Historically significant
6898100135	508 E MAIN ST	Lucart, R.P. House	Residence	1908	1453	Historically significant
6898100165	402 E ST SE		Residence	1908		Historically significant
0482000228	207 A ST NW		Residence	1909		Historically significant
3815000395	424 W MAIN ST		Residence	1909		Historically significant
3815000490	118 E ST SW		Residence	1909		Historically significant
3402100065	228 D ST NW		Residence	1909		Historically significant
6347000008	405 D ST SE		Residence	1909		Historically significant
7815700005	38 E MAIN ST	Oberg Drugs / Peckenpaugh Drugs	Tony's Restaurant	1909	1432	Historically significant
0482000008	228 N DIVISION ST		Residence	1910		Historically significant
3815000206	203 F ST SW		Residence	1910		Historically significant
3815000323	212 E ST SW		Residence	1910		Historically significant
3815000355	207 E ST SW		Residence	1910		Historically significant
3853000150	303 A ST SW		Residence	1910		Historically significant

0489000105	131 E MAIN ST	Mission / Granada Theater	Ultimate Hobbies	1920/1927	1440	Historically significant
1735000125	215 3RD ST NE		Residence	1921		Historically significant
326 4TH ST NE			Residence	1921		Historically significant
1735000150	419 2ND ST NE		Residence	1921		Historically significant
2100200030	416 2ND ST NE		Residence	1921		Historically significant
2100200070	422 2ND ST NE	DeSpain, J. Ralph and Elizabeth Residence	Residence	1921		Historically significant
2100200075	332 1ST ST NE		Residence	1921		Historically significant
5568200155	309 F ST SE		Residence	1921		Historically significant
8898100035	202 E ST SE		Residence	1921		Historically significant
8898100035	202 E ST SE		Residence	1921		Historically significant
8898100035	202 E ST SE		Residence	1921		Historically significant
8898100035	319 E ST SE		Residence	1921		Historically significant
8898100035	319 E ST SE		Residence	1921		Historically significant
5547300075	304-310 W MAIN ST	Centennial Flour Feeds E.J. MacDonald Dry Goods	Auburn Linn & Gerdan Residence	1921, 1951	1418	Historically significant
402 4TH ST NE			Residence	1922		Historically significant
411 18T ST NE			Residence	1922		Historically significant
24 G ST NW			Residence	1922		Historically significant
3284300005	12 G ST NW	Glasmeitzen/Miller Residence	Residence	1922		Historically significant
3284300005	216 A ST NW		Residence	1923		Historically significant
0482000100	312 4TH ST NE		Residence	1923		Historically significant
1735000165	335 3RD ST NE		Residence	1923		Historically significant
1735000230	255-257 E MAIN ST	Scott Building / Kasper's Apparel	Residence	1923	1440	Historically significant
1321059062	502 3RD ST NE		Residence	1923		Historically significant
4184400145	208 E ST NE		Residence	1923		Historically significant
8898000081	125 F ST SE		Residence	1924		Historically significant
5402100115	218 D ST NW		Residence	1924		Historically significant
5068200190	328 1ST ST NE		Residence	1924		Historically significant
8898100120	121 E ST SE		Residence	1924		Historically significant
8898100140	510-514 E MAIN ST	Lucas Apartments and Grocery	Residence	1924	1454	Historically significant
8898100140	228 G ST SE	Smith, Charles W Residence	Residence	1924		Historically significant
8898100185	324 G ST SE	Mengins, James and Dora Residence	Residence	1924		Historically significant
8898100345	214 E ST SE	Roel, August and Grace Residence	Residence	1924		Historically significant
0019000010	121 B ST SE		Residence	1925		Historically significant
2100200025	420 3RD ST NE		Residence	1925		Historically significant
7331400130	282-288 E MAIN ST	Ames Building / King Drug	Residence	1925	1444	Historically significant
0489000085	101-123 E MAIN ST	McHugh Block	Nelson's Jewelry, etc.	1927	1438	Historically significant
0489000095	125 E MAIN ST	Young Building / Auburn Motor Co.	Residence	1927	1439	Historically significant
8898100005	215 E ST SE		Residence	1928		Historically significant
0019000081	206 1/2 2ND ST SE		Residence	1930		Historically significant
0019000100	208 2ND ST SE		Residence	1931		Historically significant
3815000220	215 F ST SW		Residence	1932		Historically significant
8898100005	402 E MAIN ST	Gas Station / Auburn Tire	Griff's Heating	1934	1451	Historically significant
7331400485	24 AUBURN WY S		Residence	1936		Historically significant
3815000335	216 F ST SW		Residence	1938		Historically significant
4558200215	309 E MAIN ST	Eagles Aerie 24B Hall/Commercial Building	Auburn Fine Arts Gallery	1938	1448	Historically significant
6347000007	312 4TH ST SE		Residence	1938		Historically significant
1735000140	336 4TH ST NE		Residence	1940		Historically significant
5402100090	B D ST NW	North-Gaines Lumber Co. Warehouse	Storage	1940	1417	Historically significant
3815000325	508 3RD ST SW		Residence	1941		Historically significant
6547300005	210 W MAIN ST	Clipper Gas Sta (Site: Green R. Hotel 1889-1940)	Short Stop Gas Station & Market	1941	1420	Historically significant
3815000005	702 W MAIN ST	Auburn Dairy Products (Site: Germania Hall)	Auburn Dairy Products	1943/69	1414	Historically significant
8898100015	412 E MAIN ST	Commercial Building / Barber Shop	Bob's Clip Joint	1948	1452	Historically significant
7331400511	30 AUBURN WY S		Residence	1948		Historically significant
7815700110	30 W MAIN ST	Sprouse-Peltz Store	Liquidation Outlet	1948	1428	Historically significant
7331400131	252 E MAIN ST	Quality Rentals	Quality Rentals	1953	1443	Historically significant
5568200210	325 E MAIN ST	Commercial Building	Residence	1954	1450	Historically significant
7331400090	202-208 E MAIN ST	Calvo Commercial Bldg. (Site: Texaco Gas Sta. 1928-59)	Vacant commercial	1957	1441	Historically significant
0492000175	217 A ST NW			1977		Historically significant



Appendix V

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