CompPlan 2030

THE COMPREHENSIVE PLAN FOR THE CITY OF AUBURN

Full Plan Document

Adopted October 4, 2011

Updated February 20, 2018

Amended March 20, 2018
Amended February 14, 2019
Amended April 11, 2019
Amended March 12, 2020

Updated April 15, 2025

City of Auburn

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PREFACE

CompPlan 2030 serves as a general policy guide for future community improvements and decision-making. This document provides the basic framework for land use, transportation, natural systems, other public services, and community improvements. This document reflects the second five-year update of CompPlan 2030 which was adopted on April 15, 2025. Upon adoption of this plan update, land use changes and other recommendations will occur. CompPlan 2030 is a living document with a continuous implementation process. The new recommendations will be given timelines for completion (from immediate to 20 years) and will be assigned to agencies responsible for their implementation. Not all recommendations will be implemented. Committed citizens must continue to work hand-in-hand with the appropriate government agencies and the private sector to fully realize the vision and initiatives and changes set forth in the plan. The local government must continue to approve funding for any programs or capital improvements such as parks, sidewalks, and streets, fulfilling its commitments to our community.

Five-Year Update Acknowledgements

The City of Auburn would like to thank all of the residents and stakeholders for their participation in the update of this plan.

The five-year update to CompPlan 2030 was authored exclusively by City staff. Thanks go to the following departments for providing valuable expertise during the planning process:

- Office of the City Manager
- Development Services Administration
- Community Services
- Economic Development
- Information Technology
- Auburn Public Library
- Parks & Recreation
- Planning
- Public Safety
- Public Works
- Engineering Services
- Environmental Services
- Inspection Services
- Water Resource Management

City of Auburn

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Bob Parsons, District 6
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CHAPTER ONE: INTRODUCTION

1.0 What is CompPlan 2030?

CompPlan 2030 is the City of Auburn's comprehensive plan. The plan is the product of many months of work on the part of city staff, elected officials, and citizens of the City of Auburn. As a *plan*, CompPlan 2030:

- Provides guidance for the future, based on examining existing and future conditions, the best examples of planning practice from around the United States, and Auburn's vision for itself
- Gives the aspirations of the community substance and form by providing recommendations on how to implement the community's vision
- Provides predictability and fairness for citizens, elected officials, city staff, and the development community by giving the City a Future Land Use Plan that provides parcel-level recommendations for the type, location and scale of new development for the existing city limits as well as areas the City may grow into over the next two decades.
- Helps the many plans that guide the City of Auburn work together effectively and towards a common purpose

CompPlan 2030 is the City of Auburn's guide to future land use and transportation, and a unifying document that brings together dozens of existing plans that guide the City.

CompPlan 2030 is comprehensive because:

- The plan analyzes a broad spectrum of existing conditions to provide a clear picture of the current state of the City, in regard to land use and transportation.
- The plan covers a wide array of subject areas related to the future growth and development of the City, from land use and transportation to the natural environment and open space.
- The plan moves from *acquisition*, in which we gather data on the broad spectrum of existing conditions; to *analysis*, in which the information is examined, reexamined, and examined again; to *awareness*, the end result of successful analysis in which the nature of problems and trends is revealed, connections determined, and goals and objectives stated; to *action*, the hard work of making the plan's recommendations more than just words on paper.
- The plan coordinates and unifies the dozens of existing plans and other documents that currently guide the City of Auburn.

Fundamentally, CompPlan 2030 is a plan about good growth. Auburn is a strong community built upon a foundation of a world-class university, a vibrant and innovative business community, an involved citizenry, and an efficient and responsive City government. As the City grows, its future is dependent on the vitality of and cooperation between each of those entities. Working together, we must ask ourselves: "How do we grow, and how do we do it well?"

State Requirements for Comprehensive Planning

Alabama law requires that:

> The [comprehensive] plan shall be made with the general purpose of guiding and accomplishing a coordinated, adjusted and harmonious development of the municipality and its environs which will, in accordance with present and future needs, best promote health, safety, morals, order, convenience, prosperity and general welfare as well as efficiency and economy in the process of development, including, among other things, adequate provision for traffic, the promotion of safety from fire and other dangers, adequate provision for light and air, the promotion of the healthful and convenient distribution of population, the promotion of good civic design and arrangement, wise and efficient expenditure of public funds and the adequate provision of public utilities and other public requirements. – *Alabama Code § 11-52-9*

The language of the statute is general in nature and allows local governments a broad degree of freedom in writing their comprehensive plans, while ensuring that the fundamentals of a good comprehensive plan are all present. The plan must help guide future development, protect and promote the health, safety, and welfare of the citizens of Auburn, promote good civic design, and coordinate the efficient and adequate provision of public services.

What is the difference between a zoning ordinance and a comprehensive plan?

A zoning ordinance is a regulatory tool used to implement plans and policies. It is a legal, enforceable part of City Code that is used to regulate the use of land and the type, scale, and intensity of use on that land. Zoning ordinances are legally binding, and as part of City Code they have the force of law. Requirements of a zoning ordinance *must* be met unless a waiver or variance is requested, and planning staff and decision-making bodies such as the Planning Commission and City Council must apply it to cases that come before them. A zoning ordinance may be amended from time-to-time, but it is not intended to have a limited timeframe. A zoning ordinance is one tool for implementing a comprehensive plan.

A comprehensive plan is a vision of what a community wants to become, and a framework for accomplishing that vision. A comprehensive plan consists of various elements that are separate but related to each other, such as transportation, the natural environment, and how land is used now and in the future. The elements share a set of common assumptions, such as where and how the City should grow, the geographic area covered by the plan, and the timeline the plan is intended for. The elements are intended to work together and reinforce each other so that the comprehensive plan addresses issues related to future growth and development in a holistic, comprehensive way.

A comprehensive plan is *advisory* in nature. A comprehensive plan will usually consist of a *Future Land Use Plan* that is intended to help achieve a jurisdiction's long-range vision. Auburn's Future Land Use Plan provides parcel-level recommendations for the type, location and scale of new development for the existing city limits as well as areas the City may grow into over the next two decades. A parcel's future land use designation may be the same or may differ from what it is currently used for. If the designation is the same as its current use, then the Future Land Use Plan is advocating that no change occur. If the designation is different than the current use, the Future Land Use Plan is advocating that change to the "new" use be permitted, as redevelopment, *et cetera* occurs over time. A Future Land Use Plan may be used by planning staff and decision-making bodies such as the Planning Commission and City Council as a basis for evaluating cases that come before them.

A comprehensive plan also contains narrative recommendations in the form of goals, objectives and policies. The recommendations are intended to be implemented over the full timeframe of the plan, with some being implemented in the beginning, and others later; some will not be adopted at all. These recommendations come in several forms. Some recommendations may be *capital projects*, such as a new park or school. Other recommendations are *programmatic*, meaning they recommend items that are not necessarily regulatory, such as providing information to the public or establishing new processes for how work is done in the City. Still others are *regulatory*, in that, to be implemented, changes to regulations or ordinances may be required. The important distinction is that, while the recommendations may advocate for change to documents such as the zoning ordinance, the recommendations cannot be enforced unless changes are actually made to the regulations in question. Such changes require the review of the Planning Commission and the approval of City Council, with separate public hearings for each.

More information on the structure of the plan is available in Section 1.4.

Planning Principles

A strong house requires a strong foundation. Just as a foundation does not determine the final form of a house, but instead works to ensure that a house stands the tests of time, the following planning principles do not determine the final form of CompPlan 2030. Rather, such principles work to ensure that the plan expresses those best planning practices and standards of excellence that underlie the very best urban planning.

The following planning principles provide the foundation for CompPlan 2030:

- Planning is a process. The world is dynamic and changes every day. CompPlan 2030 is not prescient. It represents the best efforts of the people of Auburn to plan for the future. It is intended to be a guide to future development, not a prescriptive mandate. As conditions change, CompPlan 2030 should be updated to reflect those changes.
- Planning should be visionary.
  "Where there is no vision, there is no hope". – George Washington Carver
- Planning should involve citizens in every stage of the planning process.
- Planning must serve the public interest.
- Planning must seek a balance between the good of the community and the rights of the individual.
- Planning must be just, fair, and equitable.
- Planning should integrate sustainability into every decision.
- Planning must be holistic, considering the full-range of economic, social, and environmental factors that influence communities and the people that live in them.
- Planning should be long-range and comprehensive: this includes awareness of the long-range consequences of present actions.
- Planning should promote wise stewardship of the community's resources, making effective use of those resources in the present while preserving them for future generations.
- Planning should reflect the values and aspirations of the community while integrating the best practices of good planning.

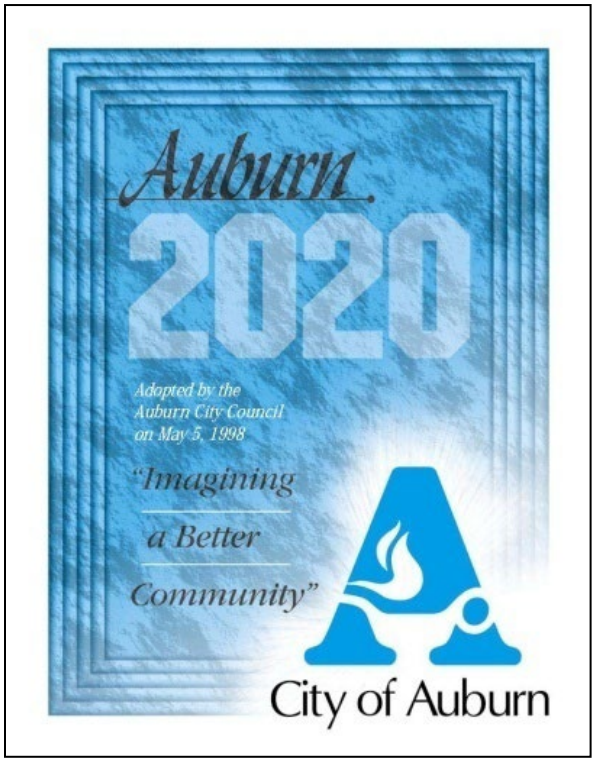
- Planning should facilitate new growth while protecting existing neighborhoods, infrastructure, and the environment.
- Planning must provide effective recommendations for action and implementation as part of the planning process.
- Planning should recognize the importance and value of communities of choice by facilitating the provision of housing types and forms that meet the needs of the community.

1.1 Previous Planning Efforts

CompPlan 2030 is far from the first long-range planning effort the City of Auburn has engaged in; however, it is the first parcel-based land use plan created for the Auburn community. As noted in the 2004 Land Use Plan:

> In 1980, the new mayor of Auburn [Mayor Jan Dempsey] initiated the Auburn 2000 Project. She enlisted City Council members, a new City Manager appointed in 1982, and concerned citizens in an effort to set directions for the City for the remaining years of the 20th Century. The outcome of those efforts, the *Auburn 2000 Plan* published in 1983, helped the City grow and prosper and to forge a strong link between the quiet village of the past and the burgeoning community of the present.[1]

Auburn 2000 helped establish the City's strategic planning process. Auburn 2020, adopted in May 1998, took the City through additional visioning and strategic planning efforts to establish a clear and shared view of the kind of place in which the members of the community want to live.



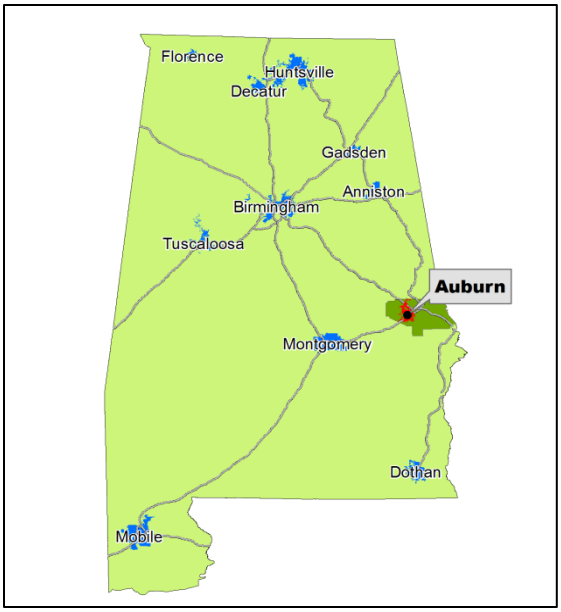
The CompPlan is a unifying document that reviews and helps bring together the many plans and documents that guide the City of Auburn. The intent is not to replace existing plans, but to summarize and, where necessary, update, supplement, or bring into harmony any disparate elements of the plans. Dozens of documents were consulted when developing the plan. A full list is available in Appendix A.

[1] City of Auburn Future Land Use Plan 2004, p. 6

1.2 Background

Study Area

The focus of this document is the City of Auburn, Alabama. Auburn is located in Lee County (2021 est. population 177,218[2]) in east-central Alabama, near the Georgia border. Auburn is adjacent to Interstate 85 and strategically located within the Birmingham, AL, Montgomery, AL, and Atlanta, GA triangle. The City is one of the fastest-growing in Alabama, with a 2021 estimated population of 78,564, an increase of 22,973 or 42.9% from the 2010 population of 53,591.[3]



Lee County's other municipalities include Opelika, Smiths Station, Loachapoka, and portions of Phenix City, Notasulga, and Waverly.

History

The history of the City of Auburn began in the early 19th century. Since its formal incorporation in 1839, the City's growth has been parallel to the growth of Auburn University. Over the years, the City and the University have shared in each other's improvement, and occasional strain, due to growth. From the beginning, the City of Auburn has been a progressive, continuously evolving place. Auburn has matured from a small village on the plains to one of the fastest growing cities in the United States.

Auburn's history began in the 1830's. Creek Indians resided in the area on land that would eventually become Lee County in 1866, named after U.S. Civil War veteran Robert E. Lee (Encyclopedia of Alabama 2008). The land was ceded to the United States by the Creek Indians by the 1832 Treaty of Cusseta. They inhabited the area currently occupied by Auburn University, including the area now home to Toomer's Corner and Samford Hall. As white settlers began to migrate to the region, the Creeks found themselves frequently cheated of the land guaranteed to them by the treaty. Disagreements about land rights led to war between the Creeks and white settlers. The war eventually resulted in the forced removal of the Creek Nation westward to Oklahoma. Judge John J. Harper, a settler of the area, intended to build a town that would be the religious and educational epicenter of the region. The City of Auburn was incorporated on February 2, 1839. At the time, the town was one mile wide and two miles long.[4]

After 15 years of growth, the East Alabama Male College (EAMC) was established in 1856. Although it was a private Methodist college, it created the foundation for what later became Auburn University. During the Civil War, East Alabama Male College became bankrupt as a result of losing many enrolled students to the military. In desperate need of funds to continue operation, the college agreed to transfer ownership to the State of Alabama through the Morrill Act, which made it a land-grant university. The Morrill Act required its recipients to offer courses in military science, agriculture and

[2] U.S. Census Bureau, QuickFacts
https://www.census.gov/quickfacts/fact/table/leecountyalabama,auburncityalabama/PST045222
[3] U.S. Census Bureau, QuickFacts
https://www.census.gov/quickfacts/fact/table/leecountyalabama,auburncityalabama/PST045222
[4] League of Women Voters, 1971

engineering. EAMC president at the time, William Leroy Broun, struggled to implement the new requirements due to objections from administrators who wanted the college to offer more of a liberal arts education. President Broun was able to forge a compromise. He introduced separate departments for engineering and scientific disciplines, agriculture, liberal arts, and established a pharmacy department. EAMC's various course offerings attracted more students to the institution. The school's new direction led the state legislature to change its name to Alabama Polytechnic Institute (API) in 1899.

The growth of the college caused an explosion in population for the City of Auburn. A large amount of construction, both commercial and residential, led to many annexations which expanded Auburn's growth outside of the city's original boundaries to accommodate the influx of students and business.[5] The sudden population growth in the City from 1,831 in 1910 to 3,338 in the 1920's led the town council to officially name the streets and number the houses in preparation for mail delivery in 1926. In 1940, the town council approved Auburn's first zoning ordinance.[6]

During World War II, university enrollment decreased by almost two-thirds due to many students' enlistment in the military; however, the GI Bill and the end of the War quickly reversed the trend. API hired new professors, increased class sizes, and even housed students in a prisoner of war camp in nearby Opelika where they were transported by bus. API awarded more degrees in the first decade after the War than it had in its previous history. Enrollments rose from almost 2,300 in 1945 to more than 8,000 in 1947.[7] In 1947, Ralph Brown Draughon oversaw API's growth into a true university. The increase of enrollment led him to reorganize the school's administrative functions and academic structure. Through the growth of the school, a plethora of jobs were available through the institution. He established new offices, and brought faculty into university governance. For this effort, API won accreditation from the Association of American Universities. In 1960, API became Auburn University (AU). During Draughon's administration (1947-1965), API and AU awarded more than 27,000 degrees, many in new masters and doctoral programs.[8]

In 1957, the construction of Interstate 85 began. This highway connected the City of Auburn to the major cities of the state. The new route created convenient access to Auburn University's campus, and afforded the school opportunities to schedule more home football games in Auburn rather than in larger cities. This created a strong tourism component in Auburn's economy. However, during the 1970's, the growth slowed, and it became clear that Auburn's sole economic reliance on Auburn University was not conducive for long-term growth and sustainability.[9]

Although the city experienced some lulls in growth, reports show that from the 1960's through the 1980's Auburn's population increased by leaps and bounds. The U.S. Census shows that the City's population grew from 16,260 in the 1960's to 28,610 in the 1980's.[10] During this 30-year period, 330 commercial buildings were built, including the Village Mall. A series of reports in the 1980's and 1990's ranked the Auburn public school system among the top in the state and nation. This, coupled with the University's high ranking in similar reports, helped convince thousands of people to move to the

[5] http://en.wikipedia.org/wiki/Auburn, Alabama
[6] Logue & Sims 1996
[7] Encyclopedia of Alabama, 2008
[8] Encyclopedia of Alabama, 2008
[9] http://en.wikipedia.org/wiki/Auburn,_Al
[10] www.auburnalabama.org

area.[11] As citizens' satisfaction with the city administration reached record levels, Auburn began very rapid residential growth. Residential building permits were issued for 1,964 apartment units, and 1,715 private homes. From 1980 through 1996, Auburn built another 1,946 private homes and 4,199 apartments, totaling 6,395 homes and 10,200 apartments.[12] Throughout this period, the city installed needed infrastructure, such as water and sewer lines, and paved miles of dirt roads.

In 1982, the Alabama legislature enacted enabling laws to allow the City of Auburn to reorganize its local government. A new mayor had been elected and the previous city government system was replaced with a council-manager system. With a new government in place, the city developed the Auburn 2000 plan, which would successfully organize the City for further expansion.[13] The results of Auburn 2000 were very significant. Auburn 2000 created a comprehensive strategy that led to tangible successes; a few being the expansion of water and sewer systems to ensure adequate capacity to meet future needs; the adoption of a proactive approach to economic development, including the involvement of Auburn University; the initiation of a number of significant public-private partnerships; and the development of innovative housing through the adoption of performance zoning.[14] During this time, the City also began aggressively pursuing industry, leading to a large increase in the number of industrial jobs.[15] From 1990 to 1997, approximately 1,375 jobs were created through the expansion of existing and new industries. Many internationally known firms, such as Briggs & Stratton Corp., Hoerbiger Drivetech USA, Inc., and Donaldson Company, Inc., established building plants in Auburn's industrial parks.[16]

In the late 1990's, the City of Auburn developed the Auburn 2020 plan, which further expanded on the success of Auburn 2000. The Auburn 2020 plan consisted of 22 goals, including the continued strong community support of Auburn City Schools and the identification and purchase of additional suitable property for future industrial parks to maintain the City's industrial recruitment program.[17] The plan helped organize Auburn for a resurgence of rapid growth as a newly designated Metropolitan Statistical Area (MSA). Its status as an MSA has made it a more appealing location for commercial businesses.[18]

Since 1960, Auburn's population has grown steadily, with an average of more than a 3% increase per year.[19] From its incorporation as a town in 1839, Auburn has evolved from a small village on the plains to one of the fastest growing cities in the United States.[20]

Timeline

1830's Elizabeth Taylor Harper gives Auburn its name "Sweet Auburn, loveliest village on the plain." The idea came from Oliver Goldsmith's poem "The Deserted Village."

[11] www.auburnalabama.org
[12] Logue, Simms 1996
[13] www.auburnalabama.org
[14] www.auburnalabama.org
[15] www.auburnalabama.org
[16] Growth Boundary Plan, Feb 2000
[17] www.auburnalabama.org
[18] Growth Boundary Plan, Feb 2000
[19] www.auburnalabama.org
[20] www.auburnalabama.org

1832 The Creek Indians are allotted homesteads under a treaty signed between the United States and the Creek Nation. They reside near what is presently Auburn University, including Toomer's Corner and Samford Hall.

1836 Creek Indians and treaty violators go to war over land disputes. The war eventually leads to their forced removal westward to Oklahoma.

1839 February 2, 1839, Auburn is incorporated as a town of 1,280. It is founded by Judge John J. Harper.

1856 East Alabama Male College, a private Methodist college, is established. This is the original Auburn University.

1872 February 26, 1872, financially broke East Alabama Male College (it never recovered from the Civil War) agrees to transfer ownership to the State of Alabama through the Morrill Act, thus making it a land grant university. The institution's name is changed to the Agricultural and Mechanical College of Alabama.

1899 The Agricultural and Mechanical College of Alabama changes its name to Alabama Polytechnic Institute.

1926 The city council officially names the streets and numbers the houses in preparation for mail delivery.

1940 The city council approves Auburn's first zoning ordinance.

1957 The construction of Interstate 85 begins, connecting Auburn to the major cities of the state.

1960 Alabama Polytechnic Institute becomes Auburn University.

1964 Under federal court order, Auburn University admits its first black student, Harold L. Franklin, as a graduate student.

1965 Under federal court order, Auburn public schools begin integrating students. It will not be until 1970 that full integration is achieved.

1960-1980

Auburn's population grows by leaps and bounds. During this 20-year period, 330 commercial buildings are built, including the Village Mall. Building permits are issued for 1,964 apartment units, and 1,715 private homes. Throughout this period, the city installs needed infrastructure such as water and sewer lines and paves miles of dirt roads.

1970's Prevailing conditions make it clear that the city cannot solely rely on the University for long-term growth and sustainability. The City purchases its second industrial park for light industrial use.

1982 Alabama legislature enacted enabling laws to allow the City of Auburn to reorganize its local government.

1983 Auburn 2000 is adopted by the City.

1980's-2009

The Auburn public school system's ranking as one of the best systems in the state and nation results in thousands of people moving to Auburn.

1980-1996

Auburn builds 1,946 private homes and 4,199 apartments totaling 6,395 homes and 10,200 apartments.[21]

1990-1997

Approximately 1,375 jobs are created through the expansion of existing companies and the relocation of new industries to Auburn, including many internationally known firms, such as Briggs & Stratton Corp., Hoerbiger Drivetech USA, Inc. and Donaldson Company, Inc.

1998 City of Auburn adopts Auburn 2020.

2009 The City of Auburn receives the Outstanding Planning Award for Project/Program/Tool from the Alabama Chapter of the American Planning Association.

2010 The population of Auburn grows to 59,563 citizens[22] with a university enrollment of 25,078 students[23] from 1,400 citizens and 400 students in 1900.

2011 Auburn University wins the BCS National Football Championship.

2012 Forbes.com ranks Auburn 17th on its list of "Best Small Places for Cities and Careers."

CNN Money ranks Auburn as one of the 100 "Best Places to Live."

Auburn receives Quality of Life Award from the Alabama League of Municipalities for cities greater than 12,000 in population.

CompPlan 2030 receives "Outstanding Planning Award for a Comprehensive Plan" from the Alabama Chapter of the American Planning Association.

Exit 50, Auburn's third interstate interchange opens.

2013 The Renew Opelika Road corridor plan is adopted.

[21] Logue, Simms 1996
[22] Auburn Interactive Growth Model projection
[23] www.auburn.edu

2014 The Renew Opelika Road corridor plan receives the "Outstanding Planning Award for a Plan or Planning Program" from the Alabama Chapter of the American Planning Association.

CompPlan 2030 is updated to reflect land use changes as a result of the Renew Opelika Road plan and the Exit 50 land use study.

2015 The estimated population of Auburn is 62,059, an increase of 16.2 percent over 2010, making it the 22nd fastest growing community in the United States.[24]

The City Council adopts the Auburn Downtown Master Plan.

The Toomer's Corner construction project wins the Alabama Chapter of the American Society of Landscape Architects State Merit Award.

2016 CompPlan 2030 is updated to include the land use recommendations prescribed in the Auburn Downtown Master Plan.

The Auburn Downtown Master Plan wins the "Outstanding Planning Award for a Plan or Planning Program" from the Alabama Chapter of the American Planning Association.

Forbes.com ranks Auburn 10th in job growth and 26th in education.

2017 Auburn ranked No. 7 in Southern Living's Best Small Towns

Auburn ranked No. 2 on Niche.com's 2017 Best ZIP Codes to Live in Alabama

2018 Northwest Auburn Neighborhood Plan adopted. The Northwest Auburn Neighborhood Plan wins "Outstanding Planning Award for a Plan of Planning Program for Communities with a Population over 50,000" from the Alabama Chapter of the American Planning Association.

Parks, Recreation and Cultural Master Plan adopted.

City of Auburn ranked No. 19 in the 2018 Milken Institute Best-Performing Cities Index

Forbes ranks Auburn No. 25 on its 2018 list of Best Small Places for Businesses and Careers.

Business Facilities Magazine ranks Auburn-Opelika MSA No. 1 in Economic Growth Potential and No. 3 in Job Growth of 2018 Metro Ranking Report.

The Water Works Board of the City of Auburn authorizes the construction of a new water well with an anticipated output capacity of 4.4 million gallons per day.

City of Auburn launches Permit Portal to allow permitting to be completed online.

[24] U.S. Census Bureau

2019 Harper Avenue Focus Area Study completed, creating CRD-E and MDRD zoning districts.

Glenn/Dean Corridor Focus Area Study completed.

Academic Detached Dwelling Units (ADDU) use type codified in the Zoning Ordinance.

MONEY magazine ranks Auburn No. 66 in top 100 places to live in America.

Shinwha Group, an automotive parts manufacturer, announces plans to establish operations in Auburn, investing $42 million and creating 95 jobs with additional expansions anticipated.

2020 Cox/Wire Road Focus Area Study completed, creating the LLRD zoning district and the Limited Residential future land use designation which allows one acre lots.

U.S. Census Bureau 2020 decennial census reports population of Auburn as 76,143, making Auburn the 7th largest municipality in Alabama by population with a +43% growth since 2010.

2021 U.S. Highway 280 Corridor Focus Area Study completed. Corridor Protection Zone future land use designation created.

Regulations pertaining to Short Term Rentals adopted and codified into the Zoning Ordinance.

Downtown Development & Design Standards codified into the Zoning Ordinance from recommendations by the Downtown Design Review Committee.

2022 City Council adopts Redistricting Plan revising council wards based on equal populations from 2020 Census.

Detailed Source Information:

- *Auburn: A Pictorial History of the Loveliest Village* by Mickey Logue and Jack Sims
- Encyclopedia of Alabama, 2008
- Growth Boundary Plan for the City of Auburn, Feb. 2000
- *This is Auburn, Alabama* by League of Women Voters

1.3 Plan Process

The planning process for CompPlan 2030 began in early 2008. The initial phase of the plan involved determining the size and scope of the plan, identifying stakeholder groups, and beginning to acquire data. The City of Auburn has a well-accepted strategic plan, Auburn 2020, that was adopted in 1998. Initially, some thought was given to combining the CompPlan 2030 process with a process to update Auburn 2020. In the end, it was decided to concentrate upon developing CompPlan 2030 as a replacement for the 2004 City of Auburn land use plan, with a focus on future growth and development.

One tool that has been central to the planning effort from the beginning is the Auburn Interactive Growth Model (AIGM). The AIGM is a rule-based (zoning) and analytical tool for predicting the total population and population distribution of Auburn over time. The model helps us predict the location of future growth based on a variety of factors. Other components of the model assist in predicting optimal future locations for schools, parks, commercial centers, and fire stations.

The AIGM consists of a number of separate but linked models, including demographic, economic, socio-political, spatial relationship, and land resource models. The AIGM is a very complex model applied to a very complex environment, but it provides the City of Auburn with a valuable tool in predicting where future population growth will occur. The AIGM allowed City staff to test what impact changes to land uses, zoning, or other factors would have on our future growth; it served as the foundation of the Future Land Use Plan.

Key to the development of the CompPlan has also been input from the general public, external stakeholders, and City staff. Input from the general public was gathered through a series of public meetings held at locations throughout Auburn. Promotion of public meetings was accomplished through emails, stories in City publications, newspaper articles, radio and TV interviews, promotional posters downtown, public service announcements, event notices on radio and online, and social media. A brief synopsis follows of each major public meeting follows. Summaries of public input received can be found in Appendix C.

Public Meeting #1: Auburn Junior High School

The first public meeting for CompPlan 2030 was held in two locations. The first meeting was held on October 13, 2009 at Auburn Junior High School (AJHS). Approximately 80 citizens attended. The meeting was opened by Mayor Bill Ham and began with a presentation on the planning process. Attendees then broke into groups with facilitators to respond to the following statements/questions:

- Imagine the best possible Auburn in the year 2030. Describe one aspect of it.
- What challenges must Auburn address between now and 2030 to become the best possible place it can be?Attendees then ranked the responses by group. Staff then summarized these results for use in the next public meeting.

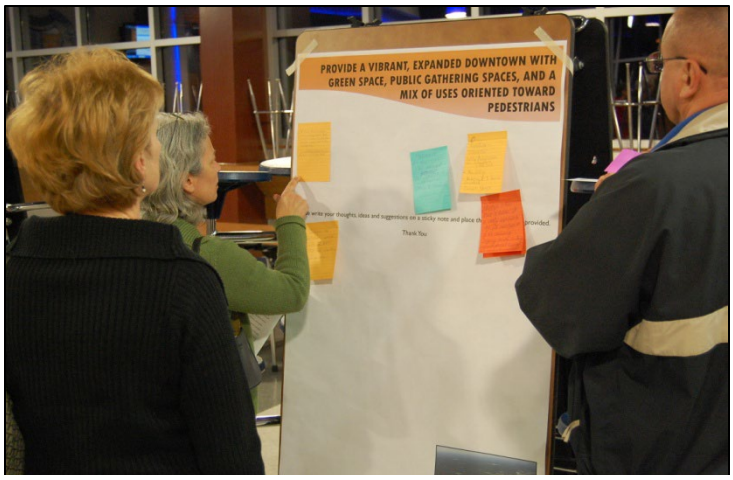
Public Meeting #1: Northwest Auburn

A second public meeting similar in structure to the meeting at AJHS was held in Northwest Auburn on February 9, 2010. Input from this meeting was combined with input from the meeting at AJHS as well as focus groups held in several locations (Auburn High School, Auburn Junior High, Planning Department) to generate the vision statements that were reviewed in Public Meeting #2.

Facilitating group input at the NW Auburn meeting

Public Meeting #2

After gathering input from focus groups and public meetings, the Planning Department compiled and tallied the comments received. Vision statements (see Section 1.7) were synthesized from the input. Public Meeting #2 was held on February 23, 2010 at Auburn Junior High School. The draft vision statements were presented to the public in an open house format. Comments were left on the vision statements as post-it notes, offering opportunities for meeting attendees to review the comments of others. The draft vision statements were received well by those attending the meeting, with only minor adjustments to one vision statement being necessary.



Citizens commenting on vision statements at Public Meeting #3

Public Meeting #3 and Open House

Public Meeting #3 was held on December 2, 2010, while an open house was held on December 6th. The intent of both of these meetings was to share the draft Future Land Use Plan as well as draft plan recommendations.

Other Public Input Opportunities

As part of the plan's development, the City sent surveys to nearly 100 stakeholder organizations to solicit their input regarding issues and needs in their areas of expertise. Draft recommendations were also sent to the organizations for their review in late 2010/early 2011. General public input on the draft recommendations was accepted during the same time period. Draft recommendations were posted online, and the draft Future Land Use Map was available as a dynamic GIS-based application on the CompPlan website, allowing users to see land use recommendations and zoning, and post comments on individual parcels (see Appendix E for more information). The public was also able to attend any of the 12 Planning Commission work sessions or the three joint meetings of the Planning Commission and City Council.

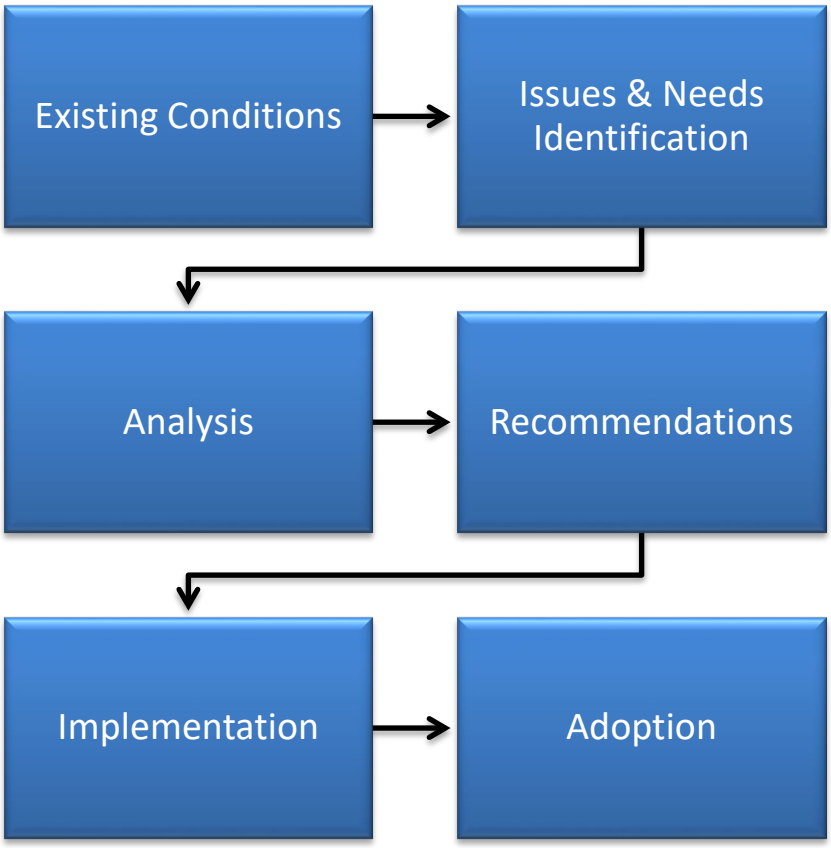
Planning Commission Work Sessions & Planning Commission/City Council Joint Meetings

Key to the development of CompPlan 2030 was a series of 12 Planning Commission work sessions held throughout the plan development process. These meetings allowed staff and commissioners to communicate on issues of importance during the creation of the plan, and ensured that the development of CompPlan 2030 took place under the oversight of the Planning Commission.

Three joint meetings of the Planning Commission and City Council were held at various points in the planning process. Because the CompPlan is a vital guiding document for both bodies, it was felt that holding a series of joint meetings would allow dialogue between members of both bodies as well as involve the City Council in the overall planning process.

CompPlan Task Force
A joint body of four planning commissioners and four members of the City Council reviewed the full draft CompPlan document and provided recommendations for changes to a limited number of recommendations, meeting four times in June and July 2011.

Major Steps in the Planning Process
The CompPlan 2030 planning process can be broken broadly into six steps as outlined below.



Existing Conditions
- Existing conditions data provides a snapshot of the City demographically, and otherwise
- Updated current land use data for all parcels in the City
- Met with departmental or other stakeholders to determine information needs
- Planning staff assembled readily available data; stakeholders assisted with assembling more specialized data
- Reviewed existing plans and standards
- Reviewed departmental goals and objectives

Issues & Needs Identification
- Utilized vision statements generated from public meetings

- Planning staff and stakeholders (included City departments and other stakeholders as identified in Appendix B) generated formalized issues and needs lists through strengths, weaknesses, opportunities, and threats (SWOT) analysis and other means
- Surveys of stakeholders also used SWOT analysis variant
- Issues and needs lists formed one basis for recommendations and helped inform analysis

Analysis

- Varied by section, but in general used issues and needs identification and existing conditions as base
- Varied by section. Example: Parks and Recreation
    - Review facility inventories: Do current facilities meet level of service standards?
    - Review existing plans: What recommendations still need to be implemented?
    - Review current literature: What are emerging trends in the field of parks and recreation?
    - Stakeholder interviews
- Connects the existing conditions (where we are) to the recommendations (where we want to be)

Recommendations

- Developed thorough review of staff analysis, issues and needs lists, public input, and the Auburn Interactive Growth Model (AIGM). These are the heart of the CompPlan.
- Used a goals, objectives, policy format, in which the goal is the top-level general recommendation, the objective is more specific, and each policy is an actionable item; all the policies under a given objective work together to implement that objective. For more information see Section 1.6.
- The Future Land Use Plan was developed through a multi-step process described in Section 3, Land Use.

Implementation

- Includes all policies.
- Action steps are assembled, and timelines and responsible agencies or stakeholders are assigned.
- Example:
    - Complete a facility review to identify underutilized facilities
    - Responsible Agency: City of Auburn Parks and Recreation
    - Timeline: 1-3 years
- An implementation database will track implementation of all policies over time.
- See Section 1.6 for more information.

Adoption

- Adoption of CompPlan 2030 by the City Council will make it an official policy document of the City, and is imperative for the plan to be successful.
- The CompPlan was recommended for adoption by the Planning Commission on September 8, 2011, and adopted by the Auburn City Council on October 4, 2011.

1.4 Plan Structure

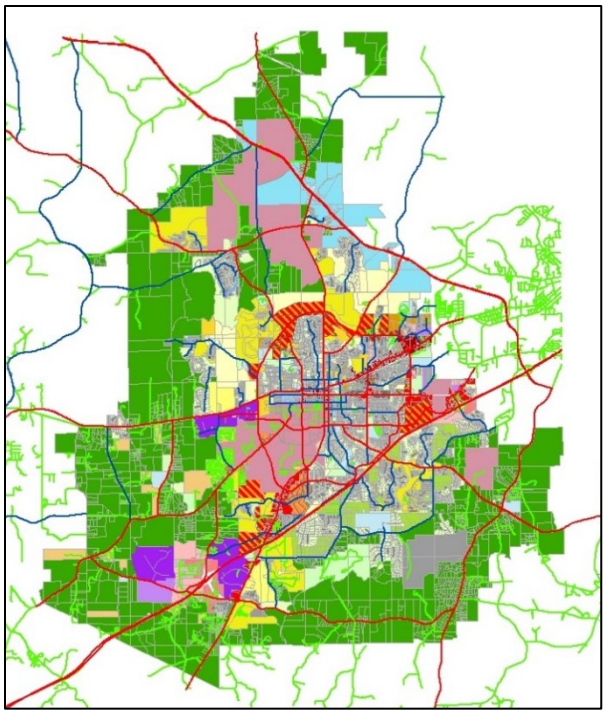
One of the strengths of a comprehensive plan is its *comprehensiveness.* Unlike a transportation plan, a sewer master plan, or even a neighborhood plan, a comprehensive plan covers a wide variety of topical areas. More importantly, it works to integrate those disparate systems into one harmonious whole.

This plan uses a systems approach. Related topic areas are grouped together into *systems* that, while individually different, are best considered together. For example, in the last 50 years, transportation planning has largely been dominated by automobiles: how to get them from point A to point B, and where to put them once point B is reached. What has been lost in that process is that we should not be planning for how to get automobiles from point A to point B, but rather for the *people* who drive them. When viewed in this way, all of the many ways people move from place to place (foot, bicycle, mass transit, air) quickly become more important. That is not to say that automobiles are left behind. They remain the dominant form of transportation in the United States. What it does mean, however, is that we recognize that by planning for all the different ways people can travel, we allow them to choose how they want to travel, instead of leaving them with only one option. As a result, the transportation systems section includes subsections on roads, bicycles, pedestrians, transit, rail, air and freight. Other systems are covered in similarly comprehensive ways. The table of contents provides a full outline of the plan.

The Future Land Use Plan

The various systems: Land Use, Transportation, Natural Systems and Open Space, and Civic all work together. They each provide goals, objectives, and implementation recommendations. The Future Land Use Plan (FLUP) is different. It is meant to function as the central and unifying element in the City's planning activities. All of CompPlan 2030's other elements ultimately have their use and need of land in common.

A component of the Land Use section, the FLUP provides parcel-based recommendations for the City of Auburn's future land use. The FLUP takes into consideration all of the goals, objectives, and implementation recommendations of the other sections, and is a powerful tool to help guide the decisions of City staff, citizens, elected and appointed officials, and the development community regarding land use, development, zoning, and capital improvements.



Future Land Use Plan Map

1.5 How This Plan Is Used[25]

This is a plan about good growth and serves as a framework for future decision-making and as a guide to future land use and transportation. As a guide, the plan is **not** a prescriptive mandate; it is intended to be flexible and adaptable to changing conditions. The plan, particularly the Future Land Use Plan,

[25] Some language in this section is from the 2004 City of Auburn Land Use Plan section "Using and Refining the Plan".

is based on the Auburn Interactive Growth Model (AIGM), a tool that provides a wealth of information on the City's future land use needs. Future changes to the FLUP should be based on the best possible combination of sound data and stakeholder input.

As a guide to future growth and development, CompPlan 2030 has provided predictability and fairness for citizens, elected officials, city staff, and the development community by giving the City a Future Land Use Plan that provides parcel-level recommendations for the type, location and scale of new development for the existing city limits as well as areas the City may grow into over the next two decades, as well as by providing recommendations to guide future investment. For it to be effective in its purpose, the plan must be continuously monitored and revised as changes occur in markets, the city's demographics, the built environment, and the political sphere. As part of the implementation process, recommendations have been made for plans and projects with timelines provided for completion (from immediate to 20 years). The plans and projects are assigned to the agencies responsible for their implementation. Not all recommendations have been or will be implemented. The overall success of the plan will rely on a continued commitment from citizens working hand-in-hand with the appropriate government agencies and the private sector to fully realize the vision and initiatives set forth in the plan. The local government must still approve funding for any programs or capital improvements such as parks, sidewalks, and streets. The implementation of the plan will occur as noted in Section 1.6.

Planning is a process, and it must not end just because the plan has been completed and adopted. CompPlan 2030 is intended to be a living document that will evolve and grow in response to changes in public values and to market and physical conditions. The plan is intended to be fully updated at least every five years. There have been interim updates to the plan since its adoption, such as the land use changes associated with the August 2013 adoption of the Renew Opelika Road and the Exit 50 Study, as well as the September 2015 adoption of The Downtown Master Plan. Focus Area Studies such as these allow staff to re-examine geographic areas and make updates to the plan. CompPlan 2030 can only serve Auburn as intended through a continual process of use, evaluation, revision, and amendment. If used wisely, the CompPlan will provide Auburn with an important tool to achieve the City's vision for the future.

1.6 Ongoing Plan Implementation

Implementation of CompPlan 2030 is vitally important. The plan has been implemented through the following processes, under the oversight of the Planning Commission with staff support from the Planning Department:

- The Future Land Use Plan map serves as a guide for citizens, elected officials, city staff, and the development community providing guidance for the desired uses for individual parcels during the time horizon of CompPlan 2030. The Future Land Use Plan is used in the evaluation of development proposals presented to City staff, the Planning Commission, and the City Council.
- City departments and outside partners continually work to review plan policies and determine which departments and agencies will be responsible for implementation. Through that review process, plan policies have been assigned to responsible agencies, with timelines for completion typically ranging from two years for short-term implementation (biennial budget cycle) out to ten or more years for long-term implementation. Items that require funding will also be identified in this process, though funding sources will not be explicitly identified.

- The City's staff continuously review policies and ordinances to ensure they encourage implementation of the plan's recommendations, while making necessary changes where appropriate. Documents and policies that are part of the on-going review process are; the zoning ordinance, subdivision regulations, and Public Works and Water Resource Management manuals and have resulted in substantial modifications to those regulations to bring them into conformance with the recommendations of the CompPlan. The implementation of the plan has resulted in a major update and revisions to the zoning ordinance as part of the implementation of Renew Opelika Road Plan and The Downtown Master Plan. It is expected that with continued updates to CompPlan 2030, additional changes will be made to the City's policies and ordinances.
- Reviewing existing zoning and making recommendations for possible changes to that zoning based on the Future Land Use Plan. Similar to the process described above, a systematic on-going process of reviewing existing zoning will result in modifications to the zoning map to bring it into compliance with the Future Land Use Plan. Some zones have been eliminated, and new zones have been added along with new zoning regulations. Additionally, as market demands, economic trends, and growth patterns change, the community will need to adapt and, therefore, the CompPlan will require updates to reflect those changes.

1.7 Auburn's Vision for the Future

Beginning in October 2009, the City of Auburn held a series of public meetings with the goal of determining Auburn citizens' vision for the future. Hundreds of citizens provided the City with comments that have been used in developing a series of vision statements (a full list of comments may be found in Appendix C). These vision statements are intended to act as top-level guiding concepts for CompPlan 2030. They may be thought of as a "constitution" for the plan, in that, while not all of the plan's recommendations may be directly related to the vision statements, none of the recommendations should contradict the vision statements. The vision statements, in alphabetical order, are:

- Build a strong community upon a foundation of a world-class university, a vibrant and innovative business community, an involved citizenry, and an efficient and responsive City government.
- Encourage continued diversity in housing opportunities with a sensitivity toward affordability.
- Enhance the walkability of Auburn with a pedestrian-friendly downtown and a street network that is safe and promotes circulation, health and well-being throughout the City.
- Maintain existing parks and greenspace while acquiring additional land as needed to provide a quality park system that is accessible to all citizens.
- Promote a government that is engaged with its citizenry, is transparent, and able to balance diverse interests.
- Promote redevelopment, densification and infill development in an effort to better utilize existing infrastructure and limit sprawl.
- Protect Auburn's rich and distinct character and heritage while continuing to foster a future character and heritage worth preserving.
- Provide a vibrant, expanded downtown with green space, public parking, public gathering spaces and a mix of commercial, institutional and residential uses oriented toward pedestrians.

- Provide a well-balanced range of transportation choices including a well-functioning road network, a viable mass transit system and a system of on- and off-street walking/biking paths that connect the places we live, work, learn and play.
- Provide enhanced cultural and recreational opportunities for all ages, especially youth and seniors.
- Sustain a high standard of living for all residents by valuing diversity, quality education and a healthy economy while maintaining a high level of civic services to our citizens.
- Utilize our land, make public investments and manage our natural resources in a manner that encourages growth that is both economically viable and environmentally responsible for the long-term.

These vision statements remain appropriate as of the 2023 CompPlan five-year update.

CHAPTER TWO: CITY PROFILE/EXISTING CONDITIONS

2.0 Population

Regional Context

Auburn is located in Lee County, Alabama, the state's 8th largest county with a 2021 estimated population of 177,218[1]. Auburn is part of the Auburn-Opelika Metropolitan Statistical Area (MSA), which is coterminous with the boundary of Lee County and has a 2020 estimated population of 163,461[1.1]. The Auburn-Opelika MSA is part of the Columbus-Auburn-Opelika GA-AL Combined Statistical Area (CSA), which also includes:

- **Columbus MSA**
  Chattahoochee County, GA; Harris County, GA; Marion County, GA; Muscogee County, GA; and Russell County, AL

- **Auburn-Opelika MSA**
  Lee County, AL

- **Valley, AL Micropolitan Statistical Area[2]**
  Chambers County, AL The Valley Micropolitan Statistical Area was added to the Columbus, GA MSA in 2013.

- **Tuskegee Micropolitan Statistical Area[2]**
  Macon County, AL The Tuskegee Micropolitan Statistical Area was removed from the Columbus, GA MSA in 2013.

The 2020 estimated population of the Columbus-Auburn-Opelika CSA is 503,124.

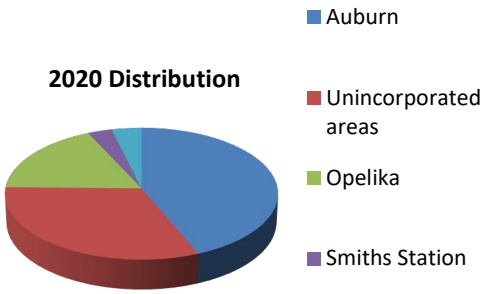
Lee County

The City of Auburn's 2020 population is 76,143 and estimated in 2021 to be 78,552 according to the U.S. Census Bureau. Auburn is the largest city in Lee County. A graphic comparison of the population of various jurisdictions in Lee County is shown in Figure 2.1. Loachapoka and the portions of Notasulga and Waverly are not shown in the pie chart, as their populations are too small to be represented accurately.

[1] U.S. Census Bureau
[1.1] U.S. Census Bureau, Redistricting Data (PL-94-171)
[2] US Office of Management and Budget

Figure 2.1: Lee County Population Distribution by Jurisdiction

	2010 Census		2020 Census	
Auburn	53,380	38.06%	76,143	43.64%
Unincorporated Areas	51,009	36.37%	54,999	31.52%
Opelika	26,477	18.88%	30,995	17.77%
Smiths Station	4,926	3.51%	5,384	3.09%
Phenix City (part)	4,153	2.96%	6671	3.82%
Loachapoka	180	0.13%	160	0.09%
Notasulga (part)	75	0.05%	48	0.03%
Waverly (part)	47	0.03%	59	0.03%



Source: U.S. Census Bureau

Growth

The City of Auburn and Lee County have been among the fastest growing communities in Alabama for some time. The table below shows population change since 1970 for the cities of Auburn and Opelika, Lee County, and the State of Alabama.

Table 2.1 - Population Change: 1970 to 2020 Source: U.S. Census Bureau

Jurisdiction	1970	1980	1990	2000	2010	2020	% Change 1970-2020
Auburn	22,767	28,471	33,830	42,987	53,380	76,143	234.4%
Opelika	19,027	21,869	22,122	23,498	26,477	30,995	62.9%
Lee County	61,268	76,283	87,146	115,092	140,247	174,241	184.4%
Alabama	3,444,354	3,894,025	4,040,587	4,447,100	4,779,736	5,024,279	45.9%

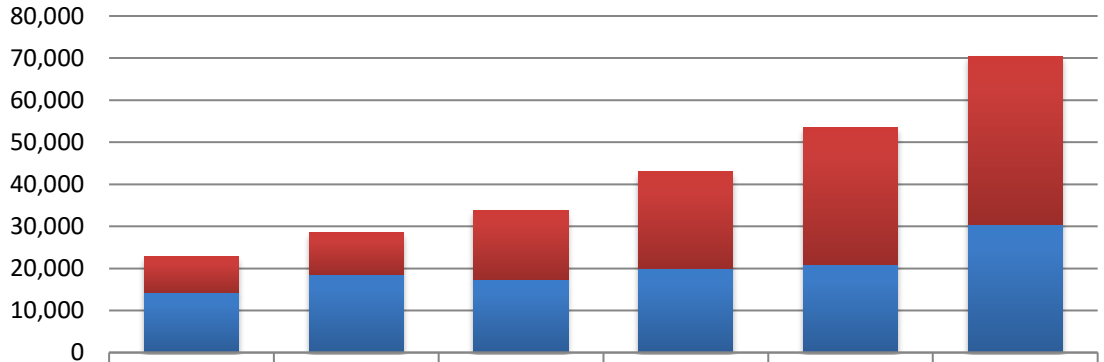
The City of Auburn has seen tremendous growth since 1970, more than tripling in population since that date. Some of that growth is attributable to growth in the student population at Auburn University (AU). Figure 2.2 shows the student population as a share of the City of Auburn's total population from 1970 to the 2020 population estimate[3].

In 1970, college students constituted approximately 63% of Auburn's population. By 2010, that estimated percentage had decreased to 39.1% and is estimated to be 40.1% in 2021. While no formal policy has been adopted by the university, university officials have expressed a desire to maintain existing enrollment figures at approximately 30,000 students. If the university maintains these enrollment levels, the proportion of students to non-students will continue to decrease. Using AIGM (Auburn Interactive Growth Model) population projections, the City of Auburn is estimated to have a population of 92,438 by 2030 (based on the concept plan scenario in Chapter 3); even if every

[3] U.S. Census Bureau, QuickFacts
https://www.census.gov/quickfacts/fact/table/AL,smithsstationcityalabama,opelikacityalabama,leecountyalabama,auburncityalabama/PST045222

Auburn University student lived in the City limits (which has never been the case), the resulting student share of the population would remain less than 40%. This will have a number of implications for the City's future growth, including increased household sizes, increased demand for family housing, and changes to the City's demographics. The current proportion of non-student to student population is approaching a 2 to 1 margin.

Figure 2.2 - Student/Non-Student Population: 1970 to 2020



	1970	1980	1990	2000	2010 est.	2020 est.
Non-students	8,538	9,868	16,345	22,954	32,515	40,013
Students	14,229	18,603	17,485	20,033	20,865	30,460

Diversity of race has remained fairly constant from 1990 to 2020 in Auburn. The most noticeable trend is an increase in the percentage of people of Hispanic or Latino origin. This trend is consistent with an overall trend in which the Hispanic or Latino population is growing quickly across the South. According to the Census, the Hispanic and Latino population of Lee County grew from 552 in 1990 to 9,135 in 2020, an 1,555% increase, and represents approximately 5.2% of the overall Lee County population.

Auburn has also become more diverse, not only in terms of population, but also in terms of distribution. Based on the 2020 Census, 64.1% of Lee County's population identified as white alone, 22.7% as Black or African-American alone, 4.9% Asian alone, and 8.6% identified as some other race or multiple races. Overall, more people are identifying as multi-racial which is consistent with the shifting demographics of the nation.

Racial Composition for the City of Auburn

Table 2.3 - Racial Composition

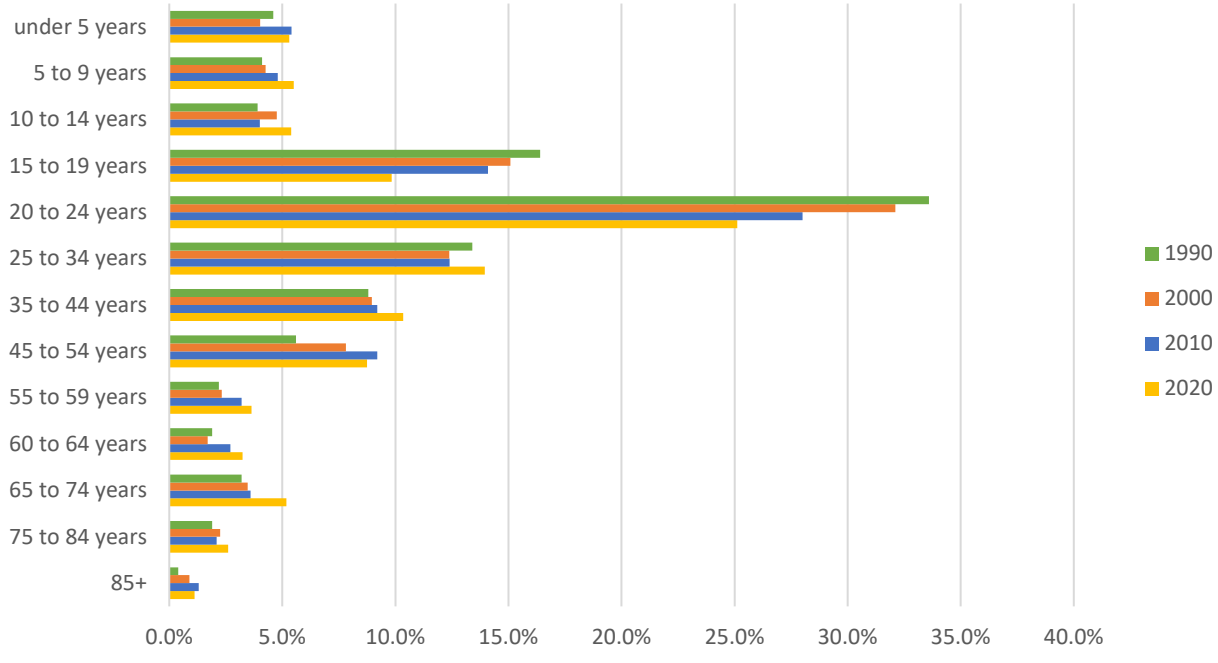
	1990	%	2000	%	2010	%	2020	%
Total Population	**33,830**	**100%**	**42,987**	**100%**	**53,380**	**100%**	**76,143**	**100%**
White	27,016	80.0%	33,553	78.1%	40,069	75.1%	48,918	67.7%
Black or African-American	5,531	16.4%	7,217	16.8%	8,834	16.5%	14,009	18.4%
Asian	1,138	3.4%	1,422	3.3%	2,825	5.3%	7,414	9.7%
Other[i]	85	0.3%	795	1.8%	1652	0.3%	3,071	4.0%
Hispanic or Latino*	314	0.9%	666	1.5%	1,551	2.9%	3,619	4.7%

*People who classify themselves as "Hispanic" or "Latino" may be of any race. For example, in the 2010 column the 1,551 people who identify themselves as Hispanic are all also included in one of the four other categories above.
[i]The 2020 quantity and percentage of "Other" is calculated for American Indian and Alaska Native alone, Native Hawaiian and Other Pacific Islander alone, Some Other Race alone, and all multi-race identities (two or more races). Previous quantities reported Some Other Race alone.
Source: U.S. Census Bureau, Redistricting Data (PL-94-171)

Age Composition

As expected in a city with a large university student population, the median age in Auburn is quite low, at 23.3 years of age, in 2010 and 25.2 in 2020. The Lee County median age in 2020 was 32.4, and in the State of Alabama the median age was 39.2 years in 2020.

Figure 2.3 - Age Distribution Auburn 1990-2020



Source: U.S. Census Bureau

As noted earlier, the share of the overall population that consists of students has been decreasing, from 51.6% in 1990 to approximately 40% in 2020, as Auburn's non-student population grows. Figure 2.3 provides some insight into the shifting age demographics and potential student population. It shows noticeable decreases in the percentage of the population aged 20 to 24 years, and increases in all categories from 35 years to 85 years and over. Increases in overall population have resulted in corresponding increases to the school-age population, with corresponding increases in need for school infrastructure.

Educational Attainment

Table 2.4 - Educational Attainment

	1990	%	2000	%	2010	%	2020	%
Population 25 years and over	**12,766**	**100.0**	**17,060**	**100.0**	**22,294**	**100.0**	**33,156**	**100.0**
Less than 9th grade	700	5.5	453	2.7	513	2.3	467	1,4
9th to 12th grade, no diploma	819	6.4	1,049	6.1	936	4.2	1562	4.7
High school graduate (includes equivalency)	1,861	14.6	2,188	12.8	3,010	13.5	3,610	10.9
Some college, no degree	2,339	18.3	3,001	17.6	3,456	15.5	5,479	16.5
Associate's degree	657	5.1	823	4.8	1,092	4.9	2,447	7.4
Bachelor's degree	2,960	23.2	4,555	26.7	6,777	30.4	10,398	31.4
Graduate or professional degree	3,430	26.9	4,991	29.3	6,510	29.2	10,398	31.4
% high school graduate or higher	11,247	**88.1**	15,558	**91.2**	20,845	**93.5**	31,127	**93.9**
% bachelor's degree or higher	6,390	**50.1**	9,546	**56.0**	13,287	**59.6**	19,591	**59.1**

Source: U.S. Census Bureau

With Auburn University as a major employer, the City of Auburn's population over the age of 25 is highly educated. The proportion of Auburn's population over 25, as shown in the above table, with a high school education or better is 93.9%, compared to an Alabama state average of 86.9% and a national average of 88.5%. This figure has improved since 2000 by 2.7%. The estimated proportion of Auburn's population with a bachelor's degree or higher in 2020 was 59.1%, compared to an Alabama state average of 36.41% and a national average of 32.9%. This level of educational attainment, 26.2% higher than the national average, is an advantage for business recruitment.

Household Type

The U.S. Census defines a household as "all the people who occupy a housing unit as their usual place of residence." A family household contains "a group of two or more people who reside together and who are related by birth, marriage, or adoption"; non-relatives living in a family household are not included for certain census tabulations. This difference between family and non-family households has historically been useful in cities such as Auburn to make statistical distinctions between the student and non-student populations; changes in household structure that are increasing the number of non-family households nationally may render this as a less useful tool in the long-term.

Table 2.5 - Households by Type								
	1990	%	2000	%	2010	%	2020	%
Total Households	**13,444**	**100.0**	**18,421**	**100.0**	**22,111**	**100.0**	**24,386**	**100.0**
Family households (families)	5,530	41.1	7,238	39.3	9,900	44.8	12,658	51.9%
With children	2,732	20.3	3,429	18.6	5,137	23.2	5,943	24.4%
Without children	2,798	20.8	3,809	20.7	4,763	21.5	6,715	27.5%
Nonfamily households	7,914	58.9	11,183	60.7	12,211	55.2	11,728	48.1%
Householder living alone	4,374	32.5	6,778	36.8	7,476	33.8	7,974	32.7%
65 years and over	513	3.8	827	4.5	979	4.4	1,488	6.1%
Source: U.S. Census Bureau								

The distribution of household types in Auburn has changed since 1990 with the number of family households increasing by 10.8%, passing the number of non-family households, see previous chart. Family households with children have increased by more than 20%. While there has been a decrease in the percentage of nonfamily households, the overall number of householders living alone has increased which may reflect the number of residents that have retired in Auburn. The decrease in the share of non-family households as a percent of the total is indicative of the decreasing share of the Auburn population that consists of students.

From 1990 to 2020, the number of households in the City of Auburn increased by 10,942 households or 81%, while overall population increased by 42,313 or 125.1%.

Table 2.6 - Household Size					Source: U.S. Census
	1990	2000	2010	2020	% change from 1990
Auburn	2.23	2.12	2.24	2.47	+10.8%
Lee County	2.50	2.42	2.44	2.59	+3.6%
State of Alabama	2.62	2.49	2.48	2.53	-9.0%
United States	2.59	2.59	2.63	2.60	+0.4%

Household size has fluctuated in Auburn from 1990 to 2020, but the average size is currently higher than it was in 1990 while the average household size in Lee County and Alabama has increased slightly. Auburn households tend to be smaller than households at the county or state level. This difference is attributable in part to the large student population in Auburn, which is reflected in the differences in household size between family households and non-family households.

Income & Poverty

Because of Auburn's large student population, the City's poverty rate is higher than expected, despite the City's apparent prosperity. The disparity between family income (families include two or more related people) and household non-family income is significant. It is useful to point out here that the low non-family income may be attributable, in part, to students with non-reported income from sources including family allowances or support while in school. According to the US Census Bureau, the estimated 2020 median family income for Auburn was $94,720, an increase of 30% from 2010, and the 2020 estimate for nonfamily household income was $20,560, an increase of 5.9% over the same period.

Table 2.7 - Income & Poverty Source: U.S. Census

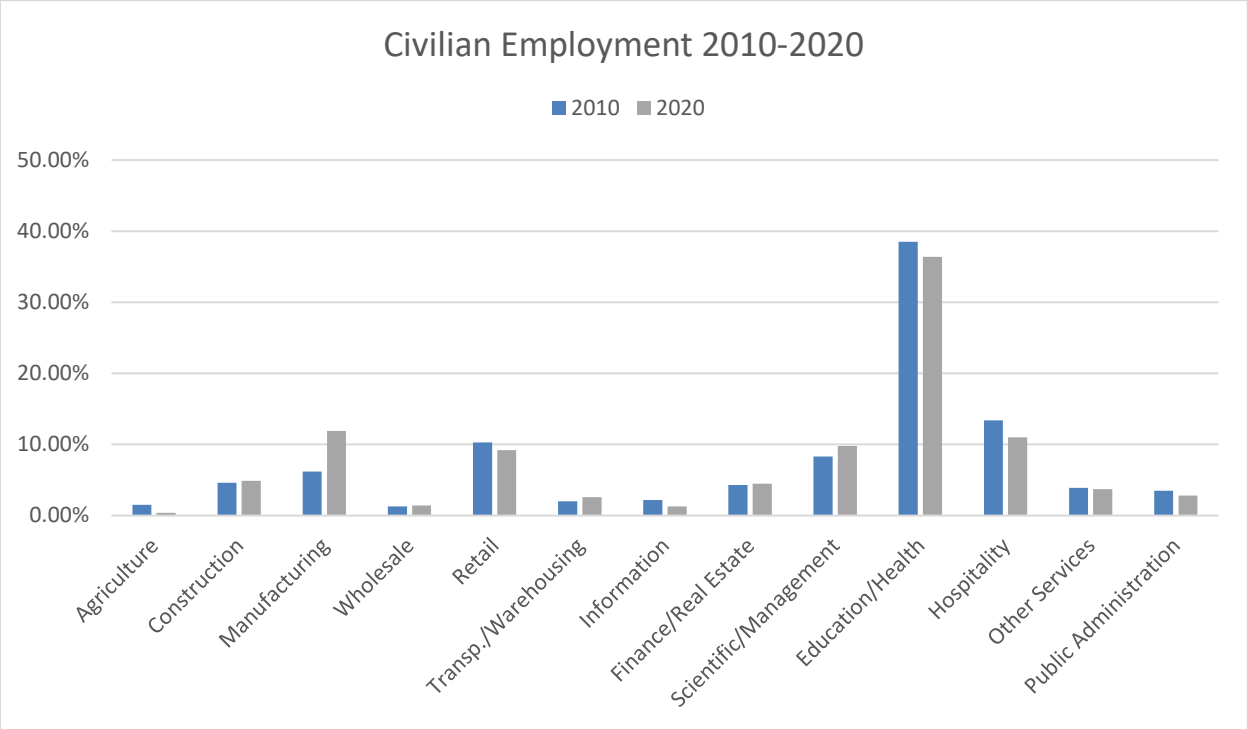
	1989	1999	% change from 1989	2010	% change from 1999	2020	% change from 2020
Median family household income	$35,876	$55,619	55.0%	$72,771	32.1%	$94,720	30.2%
Median nonfamily household income	$6,662	$9,677	45.3%	$19,411	103.4%	$20,560	6.0%
Poverty rate (all people)	39.90%	38.10%	-1.8%	24.1%	-14%	26.3%	+2.2
Jan 1989 to Jan 1999 CPI increase (South Urban): 34.48%							US Department of Labor
Jan 1999 to Jan 2010 CPI increase (South Urban): 33.58%							US Department of Labor
Jan 2011 to Jan 2014 CPI increase (South Urban): 8.13%							US Department of Labor
Jan 2014 to Jan 2023 CPI increase (South Urban): 26.7%							US Department of Labor

Income indicators have improved significantly in Auburn since 1989. From 1989 to 2020, family household income in Auburn jumped 164%, or more than double, while non-family income increased by 208%. In real terms, median family household income has increased only 5.0% from 1989 once adjusted for inflation but median non-family household income has increased by 44.9%. The year over year increase in median family household income is +$1,899 per year or 5.2% per year and the median non-family household income increased +$448 per year or 6.7% per year.

The significant increase in both household income categories between 1989 and 2010 may have helped reduce the overall poverty by 14% during that period. The estimated 2020 poverty rate has remained close to the 2010 rate with a total rate of 26.3%. This higher rate of poverty despite high area incomes may be attributed to the higher number of college students in the community who may be receiving financial assistance from parents or other sources and, as a result, their reported household income is below the poverty level.

Labor Force

The Census defines the civilian labor force as those 16 years of age and older who are employed or are looking for employment. The 2020 American Community Survey estimate of the size of Auburn's civilian labor force is 30,661 (52.4% of the total population). The relatively small number compared to Auburn's overall population is a function of the large student population. The largest employment sector remains education and health care at 36.4% (38.5% in 2010), followed by manufacturing at 11.9% (6.2% in 2010) and Arts, Entertainment, and Food Services (hospitality) at 11.0% (13.4% in 2010). Retail trade accounted for 9.2% (down from 10.3%). Despite the large increases in new home builds and construction activity in Auburn, Construction employment remained nearly unchanged at 4.9% (4.6% in 2010).



Source: U.S. Census Bureau

Employment in Auburn is dominated by Auburn University with approximately 8,630 employees. The top 10 employers in Auburn are shown in Table 2.9:

Table 2.9 – 2023 Top Ten Largest Employers

Source: City of Auburn Economic Development Department, Alabama Department of Labor

Employer ranking based on 2015 & 2023 data	Product(s)	# of Employees 2023	% Total Employment 2023
Auburn University [(I)]	Public University	8,630	25.7%
Auburn City Schools	Public Education	1,120	3.3%
Briggs & Stratton, LLC	Small Engine	800	2.4%
City of Auburn and Auburn Water Works Board	Municipal Government	770	2.3%
Aptar CSP Technologies, Inc.	Specialty Plastic Packaging	560	1.7%
Wal-Mart	Retail & Grocery	450	1.3%
Publix	Grocery	350	0.9%
SCA, Inc.	Automotive Plastic Components	300	0.9%
SiO2 Medical Products, Inc.	Medical Vial, Cartridges & Containers	250	0.7%
Seohan Auto USA Corporation	Automotive Axles	250	0.7%
Total		**13,480**	**39.9%**
[(I)] Includes temporary and seasonal employees			*Total Civilian Labor Force: 33,362*

2.1 Housing

Housing Units

In 2022, The City of Auburn was estimated to have approximately 36,351 housing units, up from approximately 26,761 in 2011, excluding units on the campus of Auburn University. A breakdown of housing units is shown in Table 2.10.

In addition to housing units within the City, Auburn University has approximately 1,350 units of student housing which can accommodate approximately 4,800 students.[4]

Using City of Auburn GIS data from 2022, the percentage of single-family detached units as a total of dwelling units has increased by 2% from 2011 to 2021, while the percentage of duplexes and twin homes have decreased and been replaced by the townhome product type.

Table 2.10 - Housing Units by Type, 2011, 2016, and 2022 Source: City of Auburn, Land Use GIS Layer

	2011		2016		2022		Change from 2011
Type	Unit Count	% of Total	Unit Count	% of Total	Unit Count	% of Total	% Change
Apartments & Condominiums	12,149	45.4%	13,019	43.0%	15,378	42.3%	+26.6%
Private Dormitory[2]	N/A		565	1.9%	1,643	4.5%	N/A
Single-Family Detached	10,329	38.6%	12,077	39.9%	14,741	40.6%	+42.7%
Duplex/Twin Home	1,765	6.6 %	1,942	6.4%	1,964	5.4%	+11.3%
Mobile Homes	1,045	3.9%	1,045	3.4%	1,037	2.9%	-0.8%
Townhouses	784	2.9%	780	2.6%	1,234	3.4%	+57.4%
Mixed-Use Commercial/Residential	308	1.2%	215	0.7%	228	0.6%	-26.0%
Triplex/Quadplex	56	0.2%	260	0.9%	126	0.3%	+125%
Total	26,761	100%	30,297	100%	36,351	100%	+ 35.8%[1]

[1] Percent increase in total housing units between 2011 and 2022
[2] Use was not codified in 2011. Private Dormitory includes mixed-use developments where purpose-built student housing is the primary use.

[4] http://www.auburn.edu/administration/housing/

Table 2.11 Housing Tenure			Source: U.S. Census Bureau
Type	2000	2010	2020
Owner-occupied Housing	40.8%	47.5%	48.2%
Renter-occupied Housing	59.1%	52.5%	51.8%

Table 2.12 Vacancy, Mortgage & Rental Rates					
Type	**2000**	**2010**	**Change 2000-2010**	**2020**	**Change 2010-2020**
Owner Unit Vacancy	3.0%	4.6%	+1.6%	2.6%	-2.0%
Rental Unit Vacancy	8.8%	9.3%	+0.5%	8.3%	-1.0%
Median Mortgage Rate	$1,105	$1,440	+$335 (+30%)	$1,595	+$155 (+11%)
Median Rental Rate	$446	$677	+$231 (+52%)	$877	+$200 (+30%)

Age of Housing

The age of existing housing stock provided a rough estimate of the quality of existing housing stock. Older homes that are well-maintained are an asset to the City of Auburn. Older homes do, however, often contain health hazards as well as maintenance issues that are found less frequently in newer homes.

Table 2.13 - Age of Occupied Housing Stock, 2010, 2014, 2021 est.
Source: U.S. Census Bureau

	2010		**2014**		**2021**	
	Number of Units	% of Units	Number of Units	% of Units	Number of Units	% of Units
Built 2010 or later	n/a	n/a	852	3.4%	5,527	20.0%
Built 2000 to 2009	6,369	27.0%	7,427	30.0%	6,596	23.9%
Built 1990 to 1999	6,115	25.9%	5,894	23.8%	8,906	32.3%
Built 1980 to 1989	3,468	14.7%	3,583	14.5%		
Built 1970 to 1979	3,824	16.2%	3,365	13.6%	4,828	17.5%
Built 1960 to 1969	2,006	8.5%	1,684	6.8%		
Built 1950 to 1959	901	3.8%	1,194	4.8%	1,490	5.4%
Built 1940 to 1949	419	1.7%	342	1.4%		
Built 1939 or earlier	444	1.9%	379	1.5%	309	1.1%
Total	**23,576**	**100%**	**24,270**	**100%**	**27,656**	**100%**

Home Ownership

As with other indicators, the rate of home ownership in Auburn is lower than national rates due to the City's high student population. The trend is, however, changing as the character of Auburn's population changes over time. In 2009, housing units in Auburn were 44.4% owner-occupied and 55.6% renter-occupied. By 2014, the estimated owner-occupied units had slipped slightly back down to 43.8% and renter occupied increasing to 56.2%. In 2020, housing units in Auburn were 48.2% owner-occupied and 51.8% renter occupied.

Vacancy and Rental Rates

With the volume of new construction in Auburn since 2000, vacancy rates are an important indicator regarding the adequacy of the housing market to meet the needs of Auburn's growing population. Nationally, apartment vacancy rose in the period from 2000 to 2010, reaching an all-time high at the beginning of 2010, which may have been a result of the decreased economic activity after the 2008 recession. Vacancy rates have since reduced to their prior level.

Rental rates increased by 30% in the period from 2010 to 2020 (Table 2.12). The Rent of Primary Residence component of the Consumer Price Index for Southern cities in Auburn's population range increased by 51.9% during the period from 2000 to 2010, suggesting that the rental market is performing well, as higher demand for units results in higher rents. In addition, a number of luxury apartment communities have entered the market since 2000.

2.2 Citizen Survey

The Auburn Citizen Survey is administered every year by ETC Institute, a firm that specializes in market research for local governments. While relevant results from the survey will be discussed in each section, a summary of the 2022 results follows.

Highlights from the 2022 Citizen Survey:[5]

- Satisfaction with the value received for City tax dollars/fees is 42% above the national average (31% higher than the national average in 2016).
- Satisfaction with the overall quality of City services is 36% above the national average.
- Overall satisfaction ratings significantly increased with 19 of the 68 areas that were assessed in prior years. Some of the most significant improvements from previous years include:
    - Availability of parking
    - Quality of drinking water
    - Maintenance of City facilities
    - Transparency of government
    - Feeling of safety
- Overall priorities for the next two years
    - Flow of traffic congestion and management
    - Maintenance of City streets and facilities
    - Enforcement of city codes and ordinances
- When asked for "perceptions of the city" in five (5) qualities and the overall perceptions of Auburn, the city ranks significantly above other communities in the US who were also surveyed by ETC Institute.

	2006	2016	2022	2022 US Mean
Overall quality of life in the City	86%	91%	87%	77%
Overall image of the City	81%	87%	79%	55%
Overall quality of City services	77%	86%	87%	51%
Overall appearance of the City	71%	76%	74%	56%
Value received for city tax dollars and fees	68%	75%	76%	34%

[5] 2022 Citizen Survey Findings Report conducted by ETC Institute

CHAPTER THREE: LAND USE

3.0 Introduction

This section contains a review of existing conditions, analysis of land use issues, and recommendations for the future land use for the City of Auburn, looking forward to the year 2030. The heart of this section, and of the CompPlan as a whole, is the Future Land Use Plan. The Future Land Use Plan contains recommended land use designations for over 18,000 parcels in the Auburn city limits as of the writing of this plan as well as those areas property owners may annex up to 2030.

What is the difference between land use and zoning?
Zoning is a tool used to implement plans and policies. It is a legal, enforceable part of City Code that is used to regulate the use of land and the type, scale, and intensity of use on that land.

Current land use is a description of how a parcel of land is currently being used; broad categories include residential, commercial, industrial, and institutional; land use designations can also be more specific. The **Future Land Use Plan** is *advisory* in nature and is intended to help achieve Auburn's long-range vision. The Future Land Use Plan provides parcel-level recommendations for the type, location and scale of new development for the existing city limits as well as areas the City may grow into over the next two decades. A parcel's future land use designation may be the same or may differ from what it is currently used for. If the designation is the same as its current use, then the Future Land Use Plan advocates that no change occur. If the designation is different than the current use, the Future Land Use Plan is advocating that change to the "new" use be permitted, as redevelopment, *et cetera* occurs over time.

3.1 Existing Conditions

The City of Auburn has seen tremendous growth between 1970 and 2020. The population has more than tripled from 22,767 to an 76,143 in 2020 and Auburn has grown geographically during that period from 19.3 square miles to 64.05 square miles. The City has created new zoning districts as a result of land use updates resulting from focus area studies recommended by this Plan (see Section 3.2.4). The CC (Commercial Conservation) district was replaced with four CRD (Corridor Redevelopment) districts, Urban and Suburban, as a result of the Renew Opelika Road Plan and CRD-W and CRD-E as a result of the Northwest Auburn Neighborhood Plan and Harper Avenue Focus Area Study respectively. The Medium Density Residential District (MDRD) was created as part of the Harper Avenue study to address the need for infill residential density in existing rental neighborhoods close to downtown. The Large Lot Residential District (LLRD) was created to address a need in the US 280 Corridor Focus Area Study, as well as other areas on the periphery of suburban development, for 1 acre lot sizes, creating a zone to accommodate lots smaller than the 3 acre lot sizes required in the Rural zone but not as dense as the ½ acre lots permitted in Limited Development District. The US (University Service) district was replaced with three new UN (Urban Neighborhood) districts as a result of the Downtown Master Plan. Additionally as a result of studying the South College Corridor Focus area, a new SCCD (South College Corridor District) district was created to preserve South College Street for land uses that focus on commercial development of regional scale. In 2023 the Interstate Commercial District (ICD) was created to match the future land use designation which encourages commercial and commercial support uses close to the interstate.

Table 3.1 provides the acreage for each zoning district. The districts shown with zero acres in 2011 are new districts created after the adoption of CompPlan 2030 and the districts with zero acreage in 2016 are districts that were replaced with new districts after the adoption of CompPlan 2030. The Conservation Overlay District (COD) listed in Table 3.2 had an increase of 60.5 acres but shows a negative change in the area of the COD. This decrease in area is a result of previous mapping discrepancies, construction of new streets in COD areas that removed the right-of-way from the overlay totals, and an area of over 350 acres that was purchased by Auburn University which is no longer under the purview of the City of Auburn zoning regulations.

Zoning

Table 3.1 - Zoning

	2011		2016*		2024**		Change
Category	Acres	% of City	Acres	% of City	Acres	% of City	Acres
CC (Commercial Conservation District)	252.4	0.8%	0	0	0	0.0%	-252.4
CRD-E (Corridor Redevelopment District – East)	0	0	0	0	47.1	0.1%	
CRD - S (Corridor Redevelopment District - Suburban)	0	0	294.9	0.9%	298.0	0.7%	+ 294.9
CRD- U (Corridor Redevelopment District – Urban)	0	0	79.3	0.2%	73.0	0.2%	+ 79.3
CRD-W (Corridor Redevelopment District – West)	0	0	0	0	98.4	0.2%	
CDD (Comprehensive Development District)	6085.7	19.3%	5651.9	17.7%	5573.4	12.9%	- 433.8
DD-H (Development District – Housing)	4298.1	13.6%	4575.3	14.3%	6350.3	14.7%	+ 277.2
HD (Holding District)	3159.6	10.0%	3195.3	10.0%	3195.0	7.4%	+ 35.7
I (Industrial District)	1367.3	4.3%	1406.7	4.4%	1713.3	4.0%	+ 39.4
ICD (Interstate Commercial District)	0	0	0	0	8.8	<0.1%	
LDD (Limited Development District)	1129.3	3.6%	1190.2	3.7%	1277.3	3.0%	+ 60.9
LLRD (Large Lot Residential Development)	0	0	0	0	36.7	0.1%	
MDRD (Medium Density Residential District)	0	0	0	0	58.3	0.1%	
NC (Neighborhood Conservation Districts – Combined)	4026.0	12.8%	3974.1	12.5%	3891.3	9.0%	- 51.9
NRD (Neighborhood Redevelopment District)	0	0	0	0	40.3	0.1%	
R (Rural District)	10430.1	33.1%	10623.4	33.3%	11034	25.6%	+ 199.3
RDD (Redevelopment District)	457.0	1.4%	391.4	1.2%	221.9	0.5%	- 65.6

SCCD (South College Corridor District)	0	0	184.8	0.6%	184.8	0.4%	+ 184.8
UC (Urban Core)	56.2	0.2%	79.3	0.2%	79.3	0.2%	+ 23.1
UN – E (Urban Neighborhood District - East)	0	0	85.4	0.3%	85.4	0.2%	+ 65.4
UN – W (Urban Neighborhood District - West)	0	0	147.1	0.55	147.1	0.3%	+ 147.1
UN - S (Urban Neighborhood District - South)	**0**	0	34.3	0.1%	34.3	0.1%	+34.3
US (University Service District)	288.3	0.9%	0	0	0	0.0%	-288.3
Total	31,093.0	100%	31,913.4	100%	34,447.5	100%	+ 820.4

Table 3.2 - Overlay Zones

	2011		2016*		2024**		Change
Category	Acres	% of City	Acres	% of City			Acres
CEOD (College Edge Overlay District)	14.7	0.04%	14.1	0.04%	14.1	0.03%	-0.6
COD (Conservation Overlay District)	3009.0	8.92%	2668.6	8.36%	2873.6	6.7%	- 340.1
PDD (Planned Development District)	3838.6	11.38%	3852.4	12.07%	5755.4	13.4%	+ 13.8

* as of 12-31-2016
**3/14/2024
Note: % in City area in Tables 3.1 and 3.2 exclude Rights of Way

The City's zoning is a modified performance zoning ordinance that utilizes less distinct zoning districts in favor of more general districts that require buffering between uses. One area of note is the large amount of land zoned Comprehensive Development District, which allows the broadest and most intense mix of uses of any zoning district in the City.

Land Use

Land use is a description of how land is occupied or utilized. The City of Auburn's current land use is broken down into separate categories and illustrated in Table 3.3

Table 3.3 - Current Land Use (cont.d)							
	2011		2016		2023		%
Category	Acres	%	Acres	%	Acres	%	**Change**
Residential	12049	35%	13045	37.8%	14930	39.9%	5.0%
Single-Unit	10381	29%	10977	31.8%	12268	32.8%	4.3%
Duplex	272	0.8%	297	0.9%	305	0.8%	0.0%
Triplex	6	~	18	0.1%	12	~	~
Quadplex	2	~	19	0.1%	5	~	~
Academic Detached Dwelling Unit	-	-	-	-	4	~	~
Apartments/Condominiums*	1296	3.8%	1220	3.5%	1350	3.6%	-0.2%
Private Dormitory - Off-Campus Dormitory	17	0.1%	25	0.1%	35	0.1%	0.04%
Townhouses	88	3.0%	83	0.2%	135	0.4%	-2.6%
Group Home/Retirement Home	69	2.0%	81	0.2%	52	0.1%	-1.9%
Manufactured Homes & Manufactured Home Parks	266	0.8%	333	1.0%	286	0.8%	-0.04%
Other	NC	NC	NC	NC	NC	NC	NC
Commercial	852	2.5%	951	2.8%	920	2.5%	-0.04%
Mixed Use (Residential)**	28	0.1%	15	0.1%	27	0.1%	-0.03%
Industrial/Manufacturing	974	2.8%	1216	3.5%	1226	3.3%	0.5%
Government/Social/Institutional	844	2.4%	937	2.7%	1164	3.1%	0.7%
Transportation	226	0.7%	220	0.6%	239	0.6%	-0.1%
Agriculture	832	2.4%	831	2.4%	26	0.1%	-2.3%
Recreational/Open Space/Natural Area	1727	5.0%	2436	7.1%	3492	9.3%	4.3%
Religious	159	0.5%	182	0.5%	264	0.7%	0.2%
University	5432	15.7%	5313	15.4%	5671	15.2%	-0.5%
Vacant	11414	33.1%	9324	27.0%	9494	25.4%	-7.7%
Total	31068	100%	34455	99%	37426	98.7%	20.5%
Notes: "~" indicates a number that is negligible or less than .01%. "-" indicates that a use was not codified at the time. "NC" indicates a use that was not calculated. **Mixed Use (Residential) includes Private Dormitory and Apartments/Condominiums. Uses aggregated in 2023 data.							

Lands classified as "university" are owned by Auburn University. Lands classified as "recreation and open space" are protected from development, while lands classified as "vacant" may currently exist as open space, but could be developed in the future. The high percentage of vacant land suggests opportunities for infill development. See Map 3.1 for the current land use map.

Subdivision Activity

Auburn continues to see significant subdivision activity. Since January 2011, recorded plats have added 5,211 new lots with the majority of the new lots being located in a Planned Development District (PDD). In addition, there are still many lots that were approved prior to the 2011 adoption of this plan that are still undeveloped; however, that number should start to decline as demand for single-family residential property increases.

Building Permits:

Permitting activity has been strong in Auburn for the past decade. While the economic downturn affected residential building activity in 2008 and 2009, single-family permit activity rebounded in 2012 with a total of 100 more single-family permits issued than in 2007. It should be noted that apartment/condominium permits are issued per building, and not per unit.

Table 3.4 - Building Permits

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Residential	**590**	**408**	**453**	**495**	**490**	**555**	**599**	**578**	**631**	**671**
Single-Unit detached	298	226	268	271	278	359	398	410	449	465
Single-Unit attached	96	6	3	13	7	7	0	17	25	30
Duplex	18	6	5	0	0	0	1	1	7	0
Triplex/Quadplex	1	2	1	0	0	0	0	0	0	0
Apartments/Condominiums	8	7	9	1	3	3	2	1	6	5
Alterations/Additions/etc.	169	161	167	210	202	188	198	149	144	171
Commercial/Industrial/Other	**102**	**77**	**76**	**76**	**83**	**92**	**74**	**87**	**80**	**81**
Buildings	30	20	17	5	11	17	18	14	19	10
Alterations/Additions/etc.	72	57	59	71	72	75	56	73	61	71
Other Structures and Roofing	**124**	**140**	**143**	**270**	**239**	**300**	**159**	**304**	**202**	**279**
Total Permits Issued	**816**	**625**	**672**	**841**	**812**	**947**	**832**	**969**	**913**	**1031**

Note: All years are calendar.

Table 3.4 – Building Permits (Continued)

	2017	2018	2019	2020	2021	2022	2023
Residential	**550**	**607**	**585**	**666**	**783**	**521**	**486**
Single-Unit detached	476	470	439	500	636	327	391
Single-Unit attached	45	94	83	137	123	174	74
Duplex	22	29	34	14	14	12	14
Triplex/Quadplex	4	11	16	6	7	1	4
Apartments/Condominiums	3	3	13	9	3	7	3
Alterations/Additions/etc.	174	165	135	159	125	127	124
Commercial/Industrial/Other	**100**	**113**	**124**	**101**	**69**	**95**	**85**
Buildings	34	22	36	29	17	25	28
Alterations/Additions/etc.	66	91	88	72	52	70	57
Other Structures and Roofing	**243**	**252**	**240**	**240**	**251**	**251**	**243***

Total Permits Issued	**1717**	**1857**	**1793**	**1933**	**2080**	**1610**	**1509**

*Estimated from prior years

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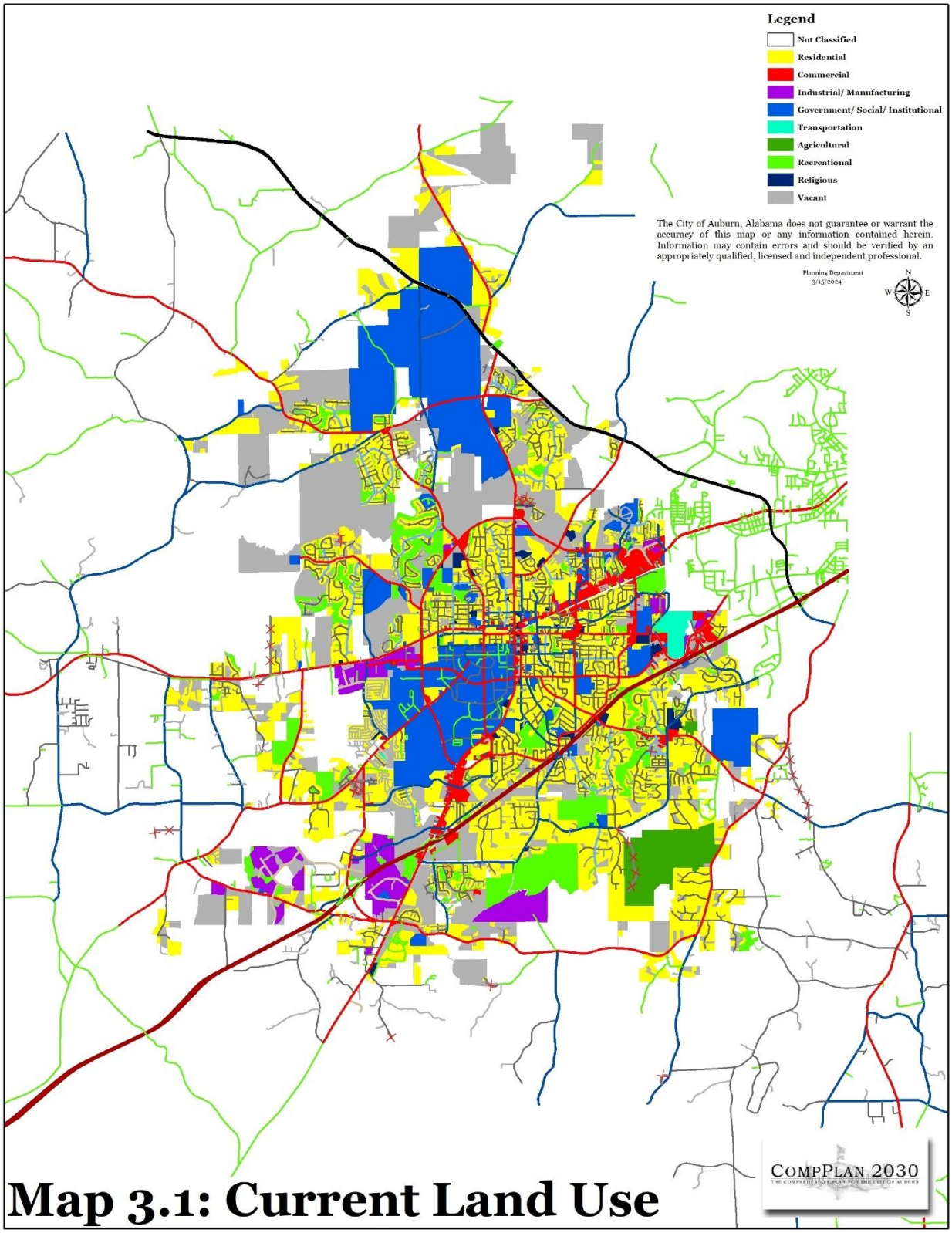
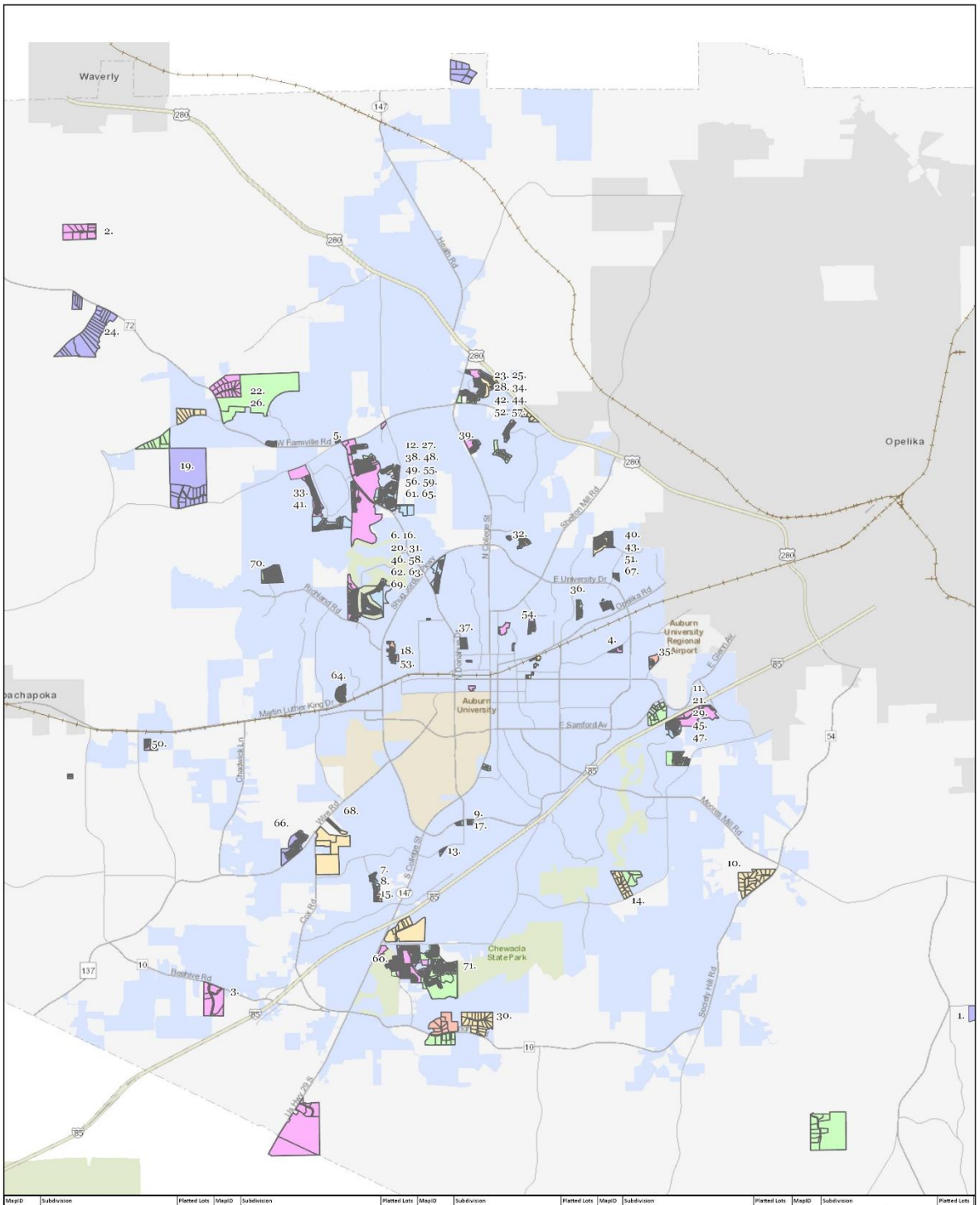


Map 3.1: Current Land Use

Platted Subdivisions 2018-2023

City of Auburn



MapID	Subdivision	Platted Lots	MapID	Subdivision	Platted Lots	MapID	Subdivision	Platted Lots	MapID	Subdivision	Platted Lots	MapID	Subdivision	Platted Lots
1	HEARN	10	16	YARBOROUGH FARMS OAKMONT PH1	17	31	SPYGLASS PH1	23	46	CAMDEN SOUTH PH1	40	61	WOODWARD OAKS PH 3	59
2	SPRING CREEK FARMS	10	17	PARKER PLACE TOWNHOMES	18	32	BRIDGEWATER PH2	24	47	GREENWOOD PH1	42	62	OWENS CROSSING	63
3	WEST TECH PARK ANNEX	10	18	PIPER GLEN PH1	19	33	CAMDEN SOUTH PH2	24	48	DONAHUE RIDGE	42	63	YARBOROUGH FARMS SAWGRASS	66
4	ANNALEE RIDGE	11	19	QUAIL CHASE PH1	19	34	FARMVILLE LAKES PH5B	24	49	DONAHUE RIDGE PH 4	42	64	HAVEN AT PLAINSMAN LAKE	67
5	HIGHLANDS, SECTOR ONE	11	20	SPYGLASS PH2	19	35	LOULLAS-YOUNG	26	50	WIMBERLY STATION PH3B	43	65	WOODWARD OAKS PH 2	74
6	SUTHERLAND	11	21	SUMMERLIN PLAT NO. 1	19	36	CENTRAL PARK 1ST PH1	28	51	LANDINGS AT ACADEMY DRIVE PH2	45	66	SLOS AT CONWAY THE	76
7	LONGLEAF CROSSING PHGA	12	22	VILLAGE AT THE PRESERVE	19	37	THE ARBORS	29	52	TUSCANY HILLS PHASE 7	45	67	ROSEMARY OAKS	78
8	LONGLEAF CROSSING PHGB	13	23	ASHETON LAKES PHASE 3C	19	38	WOODWARD OAKS PH 1	29	53	PIPER GLEN PH2	46	68	TIGERS SHADOW	83
9	COTTAGE HOMES AT EAST UNIVERSITY	14	24	CASH FARMS	20	39	EMBRACE	30	54	NORTHERN VILLAGE	48	69	YARBOROUGH FARMS THE PARC	94
10	GLENWOOD FARM PH1	14	25	FARMVILLE LAKES PH1	20	40	OAKWOOD PLACE	30	55	DONAHUE RIDGE PH7	52	70	EAST RICHLAND	105
11	SAMFORD COMMERCIAL	14	26	PEARSON FARMS	20	41	CAMDEN WEST PH1	31	56	WOODWARD OAKS PH 4B	52	71	VIMMS TRAB	442
12	DONAHUE RIDGE PH5	16	27	DONAHUE RIDGE PH 6	21	42	TUSCANY HILLS PH 6	37	57	TUSCANY HILLS PHASE 5	55			
13	EAST LONGLEAF TOWNHOMES	16	28	TUSCANY HILLS SECTION 8	22	43	LANDINGS AT ACADEMY PH1	38	58	WEBER FARMS SOUTH	56			
14	KENT FARMS	16	29	BRENTWOOD PH 2	23	44	FARMVILLE LAKES PH7	39	59	CAMDEN WEST PH2	58			
15	LONGLEAF CROSSING PH4	17	30	HUNTERS HILL	24	45	SUMMERLIN PLAT NO. 2	39	60	INNS CROSSING	59			

Subdivisions with 10 or more lots

Subdivisions 2018-2023
YEAR
2018
2019
2020
2021
2022
2023

N

Planning Department
04/04/2024

0 0.5 1 2
Miles

3.2 Future Land Use Plan

3.2.1 Principles

The development of the Future Land Use Plan was an iterative process that incorporated community input, advanced modeling, and the best practices of planning. The principles that follow were developed from community input as well as the best practices of planning. They helped shape the Future Land Use Plan map itself as well as the recommendations that follow. This 2017 update is based on the same advanced modeling, the Auburn Interactive Growth Model, and continued best practices of planning.

Promote infill development and redevelopment and reduce sprawl.

One thing that became clear as analysis was completed on the City's pattern of current land use was that many opportunities exist for developing close-in areas and redeveloping areas that are in decline. This can help to reverse the City's pattern of sprawl and encourage investment in areas that are already well-served by City services. In December 2011, the City made changes to the Article VII of Zoning Ordinance that regulated nonconformities to help with infill development and redevelopment.

Provide an expanded urban core.

Downtown Auburn is the heart of the City, and is well-loved by both residents and visitors. The growth of Auburn's population, though, has out-paced the growth of downtown, so opportunities exist to expand downtown to meet the needs of Auburn's growing population. In 2015, the City adopted a Downtown Master Plan that expanded the Urban Core an additional 23 acres to the south along College and Gay Streets. In addition the plan created three urban neighborhoods areas with a focus on more urban design characteristics.

Provide options for developing new mixed-use centers.

Auburn's existing mixed-use centers, such as downtown and the area centered on the intersection of Moore's Mill and Ogletree Roads, are some of Auburn's best-liked neighborhoods, offering daily needs in close proximity to residences and a visitor experience that is not centered on the automobile. Opportunities exist to provide new mixed-use centers (hereafter referred to as *nodes*) throughout the City. More information on nodes, including a full listing of their benefits, is in Nodes, Section 3.3.

Encourage a development pattern that promotes transportation choices.

The dominant form of transportation of Auburn is and in the future will remain the automobile. Auburn's road network, however, will face increasing strain in terms of providing an adequate level-of-service to get those automobiles from place to place. Opportunities exist to reduce the strain on the road network by providing for alternate forms of transportation, including walking, biking, and bus service. Encouraging infill development and mixed-use centers are two ways to develop that are supportive of these alternate forms of transportation.

Limit multi-family development to infill and mixed-use areas.

Auburn has seen a significant amount of multi-family construction in the last several years, with 3,007 multi-family units approved between 2007 and 2011 with an additional 3,144 since 2011. However, there has also been some demolition of older, obsolete multi-units, such as the Hyatt House and Castilian Condominiums, which will be replaced by commercial uses, the Center Court Apartments, which are being redeveloped as a mixed-used development, and the Carolyn Apartments which will be used as a surface parking lot. As the demographics of the City shift to include a smaller proportion

of students, the need for additional multi-family units will decline. Placing new multi-family units in infill and mixed-use areas will help encourage development of those areas and lessen the strain on the City's road network. As part of the zoning changes associated with the 2015 adoption of the Downtown Master Plan, the City created a new housing type, Private Dormitory, which is only permitted in the Urban Neighborhood areas to help promote student housing within walking distance to Auburn University. In addition, the city through zoning changes, has identified additional areas where mixed use is to be required on the first floor in portions of the Urban Core and Urban Neighborhood areas.

3.2.2 Auburn Interactive Growth Model

The Future Land Use Plan was developed with the assistance of the Auburn Interactive Growth Model (AIGM). The AIGM is a rule-based (zoning) and analytical tool for predicting the total population and population distribution of Auburn over time. The model helps the City predict the location of future growth based on a variety of factors. Other components of the model assist in predicting optimal future locations for schools, parks, commercial centers, and fire stations.

The AIGM consists of a number of separate but linked models, including demographic, economic, socio-political, spatial relationship, and land resource models. The AIGM is a very complex model applied to a very complex environment, but it provides the City of Auburn with a valuable tool in predicting where future population growth will occur. AIGM modeling serves as the foundation of the Future Land Use Plan.

The AIGM allows City staff to test what impact changes to land uses, zoning, or other factors will have on our future growth. As part of the development of the future land use plan, three scenarios were examined:

- 2009 baseline scenario
- Optimal boundary scenario
- Concept plan scenario

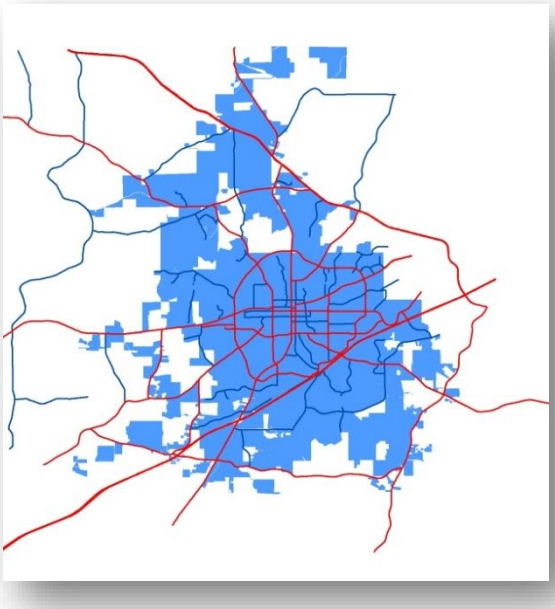
2009 Baseline Scenario

Briefly, the 2009 baseline scenario:

- Used the 2009 city limits and zoning
- Assumes area outside city develops at 1 unit per acre
- Updated annually

The baseline scenario tells us where growth and development is projected to occur by 2030 based on existing city limits and zoning and the model's internal features. This scenario is what will occur if Auburn's existing zoning and city limits do not change between now and 2030.

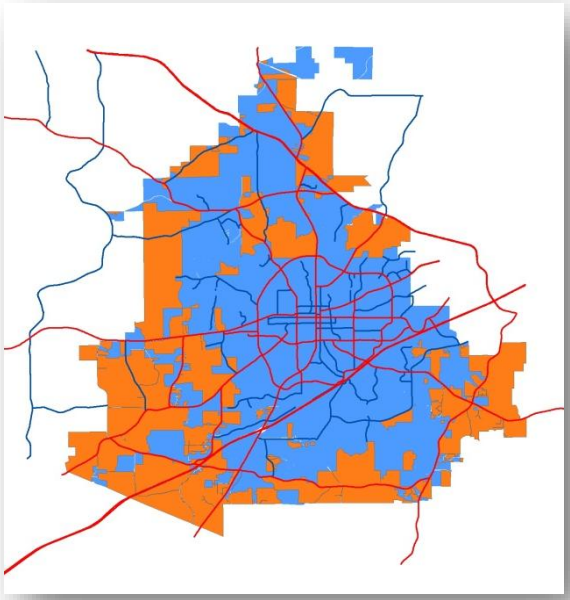
2009 Baseline Scenario



Optimal Boundary Scenario
Briefly:

- Uses 2009 zoning inside city limits (blue)
- Assumes optimal boundary (orange) will develop at 1 unit per 3 acres
- Optimal boundary will be part of City by 2030

Optimal Boundary Scenario



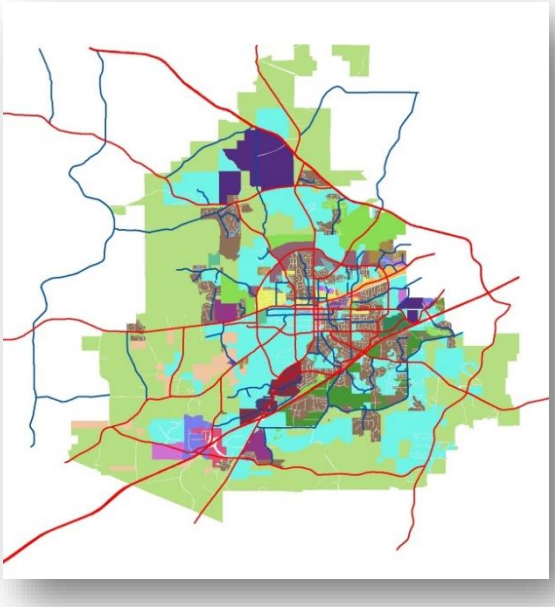
The AIGM allocates population in the study area based on the existing corporate boundary of the City. Since it is understood that the City's corporate boundary will continue to grow over time, it was necessary to attempt to project where it might be most desirable for the City to grow geographically over the next twenty years. Developing the optimal 2030 corporate boundary was the first step in developing the land use plan.

The boundary was developed using a GIS model developed at the City of Auburn. For more information on the model, see Appendix C. The resulting boundary, an area of approximately 37 square miles, consists of those areas that are most logical to be part of the City in 2030 based on the priorities of the CompPlan. The Future Land Use Plan provides recommendations for this area as well as the existing City limits.

Concept Plan Scenario
Briefly:

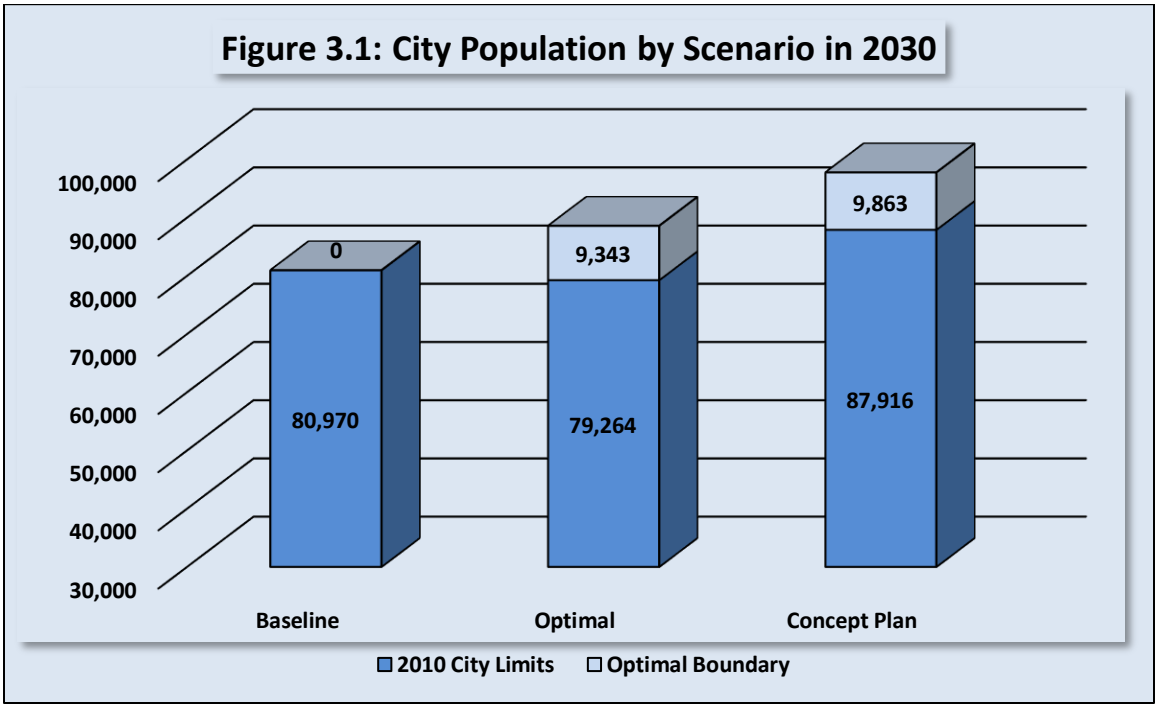
- Tested effect of focusing development within the existing city limits
- Future Land Use Plan was developed from this scenario

Concept Plan Scenario



Once an optimal boundary was established, a final scenario was run. The concept plan scenario tested changes to Auburn's current growth pattern, and began with the optimal boundary scenario as its basis. The concept plan scenario focused on infill development and transition of close-in rural land to denser residential uses. The scenario identified areas of change, no change, transition, and redevelopment. The resulting scenario showed increased density in and around the urban core as well as in areas currently zoned rural that will transition to denser uses under the Future Land Use Plan. The Future Land Use Plan is derived directly from the concept plan scenario, with limited changes.

Infill Focus



The chart above shows Auburn's projected population in the year 2030 by scenario. As noted above, one of the defining factors used in developing the concept plan scenario was a focus on infill development. This focus is apparent when comparing where the City's future population is projected to live. Under the concept plan, 87,916 people are projected to live in the approximately 56 square miles that makeup the existing City limits. Only 9,863 are projected to live in the 37 additional square miles of the optimal boundary. This focus on infill development will help limit sprawl and ensure the City is able to effectively and efficiently deliver services in the future.

3.2.3 Future Land Use Plan Categories

Each parcel on the Future Land Use Map has a designation. The following list describes each category in detail. Some areas are also covered in additional detail in the focus areas section immediately following this section. When a category specifies a desirable percentage of uses, that percentage is intended to be maintained across all parcels in the category, not any individual parcels.

Category List

- Conservation/Cluster Residential
  - Conservation subdivisions are encouraged, with a five (5) acre minimum size for conservation subdivisions. Conservations subdivisions may develop at two (2) dwelling units per acre; all other development may develop at one (1) dwelling unit per acre.
- Corridor Protection Zone (overlay)
  - Maintain the long-term development potential of the corridor by focusing on access management and cross-connectivity. Most uses should be conditional, and a 300-foot buffer should be implemented for residential uses along the corridor.

- Corridor Redevelopment
    - Redevelopment is encouraged, with incentives for redevelopment, reduced setbacks, shared parking, and possible City investments in infrastructure. The average breakdown of uses should be 85% commercial, 5% office, and 10% residential (12 du/ac).
- Corridor Redevelopment (Preservation)
    - Redevelopment is encouraged, but reuse and protection of existing historic structures is a priority. The average breakdown of uses should be 85% commercial, 5% office, and 10% residential (12 du/ac).
- Gateway Commercial
    - Broad mix of uses (see CDD zone) along existing corridors with emphasis on access management, corridor overlay requirements and quality aesthetics. Multi-family uses are conditional.
- Gateway Corridor Commercial
    - Broad mix of uses (see SCCD zone) along existing corridors with emphasis on access management, corridor overlay requirements and quality aesthetics. The primary land use focus is on commercial uses geared toward local, regional, and interstate markets. Residential, outdoor recreational and most institutional uses are not permitted.
- High-Density Residential
    - Maximum density of sixteen (16) dwelling units per acre. Permitted uses include all residential uses except manufactured homes.
- High-Density Residential (Redevelopment)
    - Maximum density of sixteen (16) dwelling units per acre. Permitted uses include all residential uses except manufactured homes. Incentives and assistance may be offered for redevelopment.
- Industrial
    - Existing industrial uses. Future industrial uses will be accommodated through future industrial parks, with locations to be determined.
- Institutional
    - Institutional uses include schools, churches, and government buildings.
- Interstate Commercial
    - Uses to serve the traveling public, such as hospitality uses, restaurants, and gas stations.
- Light Industrial
    - Intended to accommodate commercial support and light industrial uses, such as wholesale warehouses and services such as exterminators, plumbers, et cetera.
- Limited Residential
    - A density of no more than one (1) dwelling unit per acre. Permitted uses include single-family detached houses and limited, special residential uses (accessory dwelling units and B & Bs), institutional uses (schools, churches, cemetery, and day care homes) and public service uses (communications tower and public utility station or facility). Intended for areas in the rural periphery that are transitioning to a sub-urban residential character.
- Low-Density Residential
    - Average density of four (4) dwelling units per acre. Permitted uses include single-family detached and duplex.

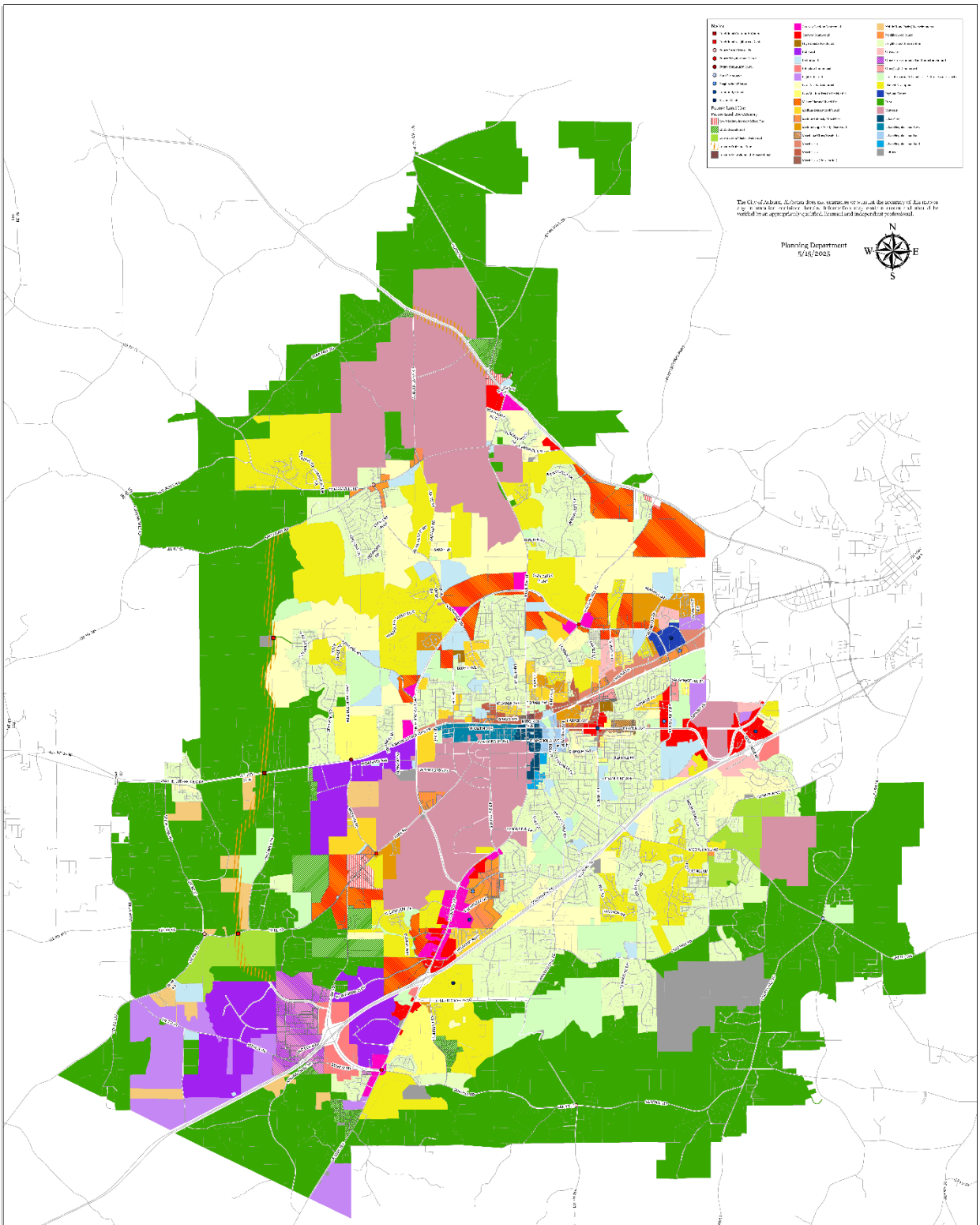
- Low-Density Residential (Redevelopment)
    - Average density of four (4) dwelling units per acre. Permitted uses include single-family detached and duplex. Incentives and assistance may be offered for redevelopment.
- Low/Medium-Density Residential
    - Average density of six (6) dwelling units per acre. Permitted uses include single-family detached, zero lot line, townhouse, duplex, and traditional neighborhood development.
- Low/Medium-Density Residential (Redevelopment)
    - Average density of six (6) dwelling units per acre. Permitted uses include single-family detached, zero lot line, townhouse, duplex, and traditional neighborhood development. Incentives and assistance may be offered for redevelopment.
- Low/Medium-Intensity Mixed-Use
    - Provides a transition between rural/low-density areas and developed areas on the city's periphery by introducing limited commercial uses in a mixed-use setting. Permitted uses would include low and medium density residential, office, and neighborhood commercial uses. Indoor and most commercial recreational, agricultural support, and limited road service uses are also permitted. Average residential density is six (6) dwelling units per acre. Prohibited uses include: conventional subdivisions, farm product processing, auto dealerships, flea markets, race tracks, stadiums, and building material sales.
- Master-Planned Mixed-Use
    - This use category provides for a collaboration of developer, municipality and public when larger tracts of land are proposed for development. Master-planned mixed use developments can include a broad mix of uses which are contextually appropriate and specific to its surrounding area. Development must provide an internal network of streets and incentives are offered for implementing nodal principles.
- Medium-Density Residential
    - Average density of eight (8) dwelling units per acre. Permitted uses include single-family detached, zero lot line, townhouse, duplex, and traditional neighborhood development.
- Medium-Density Residential (Redevelopment)
    - Average density of eight (8) dwelling units per acre. Permitted uses include single-family detached, zero lot line, townhouse, duplex, and traditional neighborhood development. Incentives and assistance may be offered for redevelopment.
- Medium-Intensity Mixed-Use
    - Permitted uses include low and medium density residential, office, and neighborhood commercial.
- Medium/High-Density Residential
    - Average density of eight (8) dwelling units per acre for medium-density (75% of area) and sixteen (16) du/ac for high-density (25% of area). Permitted uses include single-family detached, zero lot line, townhouse, duplex, apartments, and traditional neighborhood development.

- Medium/High-Density Residential (Redevelopment)
    - Encourage redevelopment with similar mix of uses and densities. Average densities of sixteen (16) dwelling units per acre for multi-family (50% of overall area), 7.5 du/ac for duplexes (40% of overall area), and 3.5 du/ac for single-family (10 % of overall area).
- Mixed Use 1
    - This category represents the area located along the Opelika Road beginning at Old Stage Road extending easterly (excluding the intersection of East University Drive and the shopping mall) to the city limits and Martin Luther King (MLK) Drive starting west of the Moton Apartments and continuing to the intersection with Richland Road. This designation may include retail, commercial, residential and office uses. Setbacks are intended to be larger and lot coverage to be smaller than the centers. Connectivity between parking lots is encouraged, along with shared parking. A mixture of uses is expected to be more horizontal than vertical. Due to the high quantity of commercial uses, residential uses are conditional except for single family detached which is not permitted.
- Mixed Use 2
    - This category is intended to provide a more urban character to areas near the Urban Core, particularly along major transportation corridors such as Bragg Avenue, Opelika Road and East Glenn Avenue between downtown and Dean Road. The Mixed Use 2 category provides a transition from the downtown to more suburban character areas. Uses are focused on retail and adaptive reuse of existing structures, where possible. Residential uses are permitted in integration with retail uses, albeit at a lower intensity than in the Neighborhood Centers. Mixed uses are permitted both horizontally and vertically, with vertical mixtures to be more appropriate closer to downtown.
- Mixed Use 2 (Preservation)
    - Redevelopment is encouraged, but reuse and protection of existing historic structures is a priority. The average breakdown of uses should be 85% commercial, 5% office, and 10% residential (10 du/ac).
- Mixed-Use Office/Residential
    - Allows office and residential uses as horizontal or vertical mixed-uses. Live-work units are encouraged. The average residential density is eight (8) dwelling units per acre, with an average breakdown of uses at 75% office/25% residential.
- Mobile Home Parks
    - Existing mobile home parks
- Natural Area – Protected
    - Protected natural areas that are not developable.
- Neighborhood Center
    - Permitted uses include neighborhood-serving commercial uses as well as residential uses. The Neighborhood Center designation allows both horizontal and/or vertical mixed-uses. Many uses are permitted within this area, the focus being high density residential, retail and entertainment uses; the main exceptions are single-family detached housing, heavy industrial, commercial support and storage facilities. Should be developed in accordance with neighborhood nodal guidelines.

- Neighborhood Preservation
  - Designation for stable existing neighborhoods. Existing density and housing types should be retained.
- Office Park
  - Uses in a campus setting. Average breakdown of use is 85% office, 15% commercial.
- Office Park/Commercial and Industrial Support:
  - This category envisions the transition of these parcels to either office park or commercial and industrial support uses. Prior to development or redevelopment, some of these properties may need to undergo lot consolidation to create lots that are an appropriate development size for the intensity proposed.
- Office/Light Commercial
  - Average breakdown of uses is 85% office, 15% commercial. Allows service-oriented commercial uses.
- Parks, Recreation and Cemeteries
  - Existing parks & recreation facilities and cemeteries.
- Planned Development
  - Existing areas with an approved master development plan. For more information on the uses permitted in a specific planned development, please contact the Planning Department.
- Regional Center
  - This area is intended to focus on entertainment and retail uses, but may be supported by office and residential uses. Any residential component, however, shall be limited to no more than 50% of the allowable dwelling units per acre. The Regional Center provides goods and services citywide and regionally with a diverse mixture of land uses at higher permitted densities. Roadways within this area are more automobile-focused, and larger front setbacks (20' min.), rear setbacks (20' min.) are plausible in comparison to the Neighborhood Center category. Building heights should be no more than three stories. Many uses are permitted within this classification, the focus of which is retail, commercial and office uses that serve the community at-large; the main exceptions are single-family detached housing, heavy industrial, commercial support uses and storage facilities.
- Rural
  - Allows single-family detached residential at a density of one (1) dwelling unit per three (3) acres, as well as agricultural and other uses as permitted in the Rural zoning district.
- Rural Crossroads
  - Allows low-intensity service commercial uses, such as gas stations and feed stores
- University
  - Property owned by Auburn University
- Urban Core
  - The Urban Core is intended to serve as the retail, financial, service, historical, and religious focal point of Auburn. High-density residential uses and commercial as vertical mixed-uses are permitted. Private Dormitories are not permitted in the Urban Core. The average floor area ratio should be 5.0 but may be as high as 8.5.

- Urban Neighborhood – East
    - The UN-E represents a diverse mixture of uses, where commercial, residential, and institutional uses coexist. Residential densities are allowed up to 85 bedrooms per acre. The maximum height of new development will be limited to 45 feet, except where properties are adjacent to Neighborhood Conservation districts and limited to 35 feet.
- Urban Neighborhood – West
    - The neighborhood west of the Urban Core is envisioned to serve the needs of the University, while improving the pedestrian environment. The primary purpose for this area is to support the University's student housing needs by the development of new student housing on undeveloped land and the redevelopment of older, lower-quality student housing. Commercial uses should be limited to primary corridors in close proximity to campus and be typically oriented toward the needs of the student residents of the area. Residential densities allowances are the highest in the city at 255 bedrooms per acre. The maximum height of new development is allowed to be up to 75 feet east of North Donahue and 50 feet west of North Donahue.
- Urban Neighborhood – South
    - New development should be encouraged to replace noncontributing or dilapidated structures and should be sensitive to the existing built environment. Expansion of neighborhood commercial uses should be encouraged with a form that enhances the pedestrian experience. Residential densities are allowed up to 85 bedrooms per acre. The maximum height of new development will be limited to 45 feet, except where properties are adjacent to Neighborhood Conservation districts and limited to 35 feet.
- Utilities
    - Utilities include water, sewer, power, and telecommunications providers.

COMPPLAN 2030
THE COMPREHENSIVE PLAN FOR THE CITY OF AUBURN



Map 3.3: Future Land Use Plan

3.2.4 Focus Areas

Completed Focus Area Studies

As part of the original CompPlan 2030, there were areas identified that should be evaluated more in-depth with regard to current and future land use designation. The following focus areas have been reviewed and changes to land use and zoning have taken place or is recommended since the 2011 adoption of CompPlan 2030.

Conservation/Cluster Residential (South of I-85): Recommend changes as follows:

- The land use for the area north of Hamilton Road east of the Moores Mill Master Development area change to Low Density Residential.
- The land use for the area west of the Moores Mill Master Development and Grove Hill areas and south of I-85 to Low Density Residential.
- The land use along the north and west side of Ogletree Road across from Eastlake Subdivision to the Lake Wilmore property change to Neighborhood Preservation.
- The land use along Wrights Mill Road between I-85 and Ogletree Road change to Low Density Residential.
- The land use west of Ogletree Road and north of Shell Toomer Parkway change to Neighborhood Preservation.
- The land use south of Hamilton Road and north of Moores Mill Road west of the Auburn University property change to Conservation/Cluster Residential.

Corridor Redevelopment: Result – The Renew Opelika Road Plan was completed in 2014 which resulted in land use and zoning changes for the eastern portion of the Corridor Redevelopment Focus Area. The western portion of the Corridor Redevelopment area, Martin Luther King/Bragg Avenue, was included in a broad neighborhood plan, The Northwest Auburn Plan that kicked off in August 2016 and was adopted by the Planning Commission in February 2018 and by the City Council in March 2018. Land use, zoning, and a comprehensive infrastructure and general services plan has been completed.

East Samford Avenue Focus Area: Result – New High School Property.

Indian Hills Focus Area: Result – Medium to high density residential has been allowed in this area as a result of the Spring Lake Master Planned Development changing the focus of the future land use from commercial land use to a mixed-use area with the Indian Hills Subdivision itself remaining "low density residential."

South College Focus Area: Result – South College Corridor District (SCCD) zoning changes removed most non-retail uses from being allowed in the district.

Urban Core – Urban Core 2 – Urban Core 3: Result – Downtown Master Plan, land use and zoning changes, which included the expansion of the urban core and a focus on creating a more urban form of development in the surrounding "urban neighborhoods."

Harper Avenue Focus Area: Result – The Harper Avenue Focus Area study was completed in 2019 and resulted in land use and zoning changes. The land use changes included extending the Medium/High Density Residential land use category east to Summer Hill Road and south to

Harper Avenue between the east side of Cook Street east to Summer Hill Road. The change excluded properties which are non-residential or front on East Glenn Avenue. Properties on the west side of Cook Street, along East Glenn Avenue, along the south side of Harper Avenue and three parcels at the eastern end on the north side of Harper Avenue, and properties along both sides of Old Stage Road, and the east side of Summer Hill Road north of Bryant Circle were changed to Mixed Use 2 to allow greater opportunities for commercial and residential uses. The remaining properties east of Summer Hill Road along Florence and Village Drives will remain in the Low/Medium Density Residential Land Use category.

Glenn/Dean Focus Area: Result – The Glenn/Dean Focus Area study was completed in 2019 and resulted in land use and zoning changes. The land use changes included changing; 1) the Corridor Redevelopment land use areas along the west side of North Dean Road north of East Glenn Avenue and the north side of East Glenn Avenue from Charleston Place to the Walgreens Pharmacy property was changed to Mixed Use 2 to encourage a transition from residential to mixed use, 2) the portion of the multiple unit residential property at the northest corner of Annalue Drive and North Dean Road to High Density Residential to align with the current land use. The zoning for the area where the land use was updated, with the exception of the apartments, was also changed to allow and encourage mixed use development with a focus on walkable, neighborhood scale uses.

Recommended changes to the land use south of East Glenn Avenue were to extend the Mixed Use 2 along the properties which front on the east side of Dean Road from McKinley Avenue north to include the block of properties on the southeast corner of the Glenn/Dean interchange bounded by Short Street on the east. Recommended changes to parcels located south of McKinley that front South Dean Road on the west side and parcels between South Dean and Maple Street on the east side were changed from Neighborhood Preservation to Low and Low/Medium Density to encourage redevelopment and more diverse housing styles. Changes in zoning were also adopted to encourage more diverse housing styles beyond the current permitted single-family dwellings.

Cox and Wire Road Corridors Focus Area: Result – The Cox and Wire Road Corridors Focus Area study was completed in 2020. This was the first in depth study of an area where a majority of the parcels were unincorporated. The Cox and Wire Road area contains several mobile home parks with a total number of mobile homes greater than 1,500, compared to approximately 250 other types of residential dwellings. The recommendation for future land use changes were focused primarily on parcels which were mobile home parks, or located along Wire Road, particularly parcels with non-residential uses. Also due to the many large parcels in this study area, the staff amended the practice of only placing one Future Land Use category on a parcel by recommending Master-Planned Mixed-Use and the Limited Residential categories on parcels adjacent to the intersection of Cox and Wire Roads.

The outcome of the study resulted in: the creation of two new future land use categories; Limited Residential and Low/Medium Intensity Mixed-Use, and amending the definition of the Master-Planned Mixed-Use future land use category. The Future Land Use Map changes included replacing the Mobile Home Parks (Redevelopment) category on properties along Webster Road with the Medium Density Residential category to allow for more diverse housing types at similar unit densities to the current mobile home parks. The other properties with a future land use

designation of Mobile Home Parks (Redevelopment) along Wire and Cox Roads were changed to either Low/Medium Intensity Mixed-Use or Master-Planned Mixed-Use. The areas at the intersection of Cox and Wire Roads, including the previous mentioned mobile home parks, were changed from Rural to Master-Planned Mixed-Use. There was a change to approximately 30 acres on the west side of Cox Road (south of Longleaf Drive) from Rural to Low Density Residential and a Neighborhood Center node was placed at the Cox/Longleaf intersection. The Limited Residential future land use designation was recommended to be placed on the western portion of the Conway Acres mobile home park, the southern portions of the Swann and Dawson family properties on Cox Road, and the properties with access to Sunset Drive.

U.S. Highway 280 Focus Area Study: Result – The U.S. Highway 280 Focus Area Study was completed in Spring of 2021 after delays caused by the COVID-19 pandemic and focusing staff resources toward Short-Term Rental regulations and revisions to the Downtown Design Standards. This study focused on reviewing development potential for the area in accordance with existing and proposed infrastructure as the majority of the property in the study area is undeveloped and outside of the city limits. Staff identified several clusters of property along the southern portion of U.S. 280 in the Shelton Mill Road area and a potential commercial node at the U.S. 280 & North College Street intersection that may be ripe for development/redevelopment. Other recommended changes focus on cleaning up inconsistencies with the Future Land Use plan and existing uses such as university property that has been newly acquired, institutional uses like churches and cemeteries, and applying the Limited Residential designation on existing single-family lots that are non-conforming to the Rural designation.

The previous recommendations and results for the above-mentioned areas can be found in Appendix K.

Future Focus Study Areas

Mobile Home Parks

Mobile home parks within the City of Auburn have continued to decline in recent years. Those that have been in reasonable proximity to the Auburn University campus have been targeted for redevelopment opportunities by the private sector for multi-family housing designed for the student population. The mobile home parks have been attractive for acquisition because they are generally of substantive size and, equally important, are generally under unified ownership. Existing mobile home parks are largely on the City's periphery and located in Lee County, but within the optimal boundary identified for Auburn as part of this plan. The largest assembly of mobile home parks, specifically, exists in the southwest quadrant of Auburn's growth area, along the Cox Road and Webster Road corridors. These corridors will become of increasing strategic importance now that the City's newest interstate interchange (Exit 50) located in the vicinity of I-85 and Beehive/Cox Roads has been completed.

Recommendation

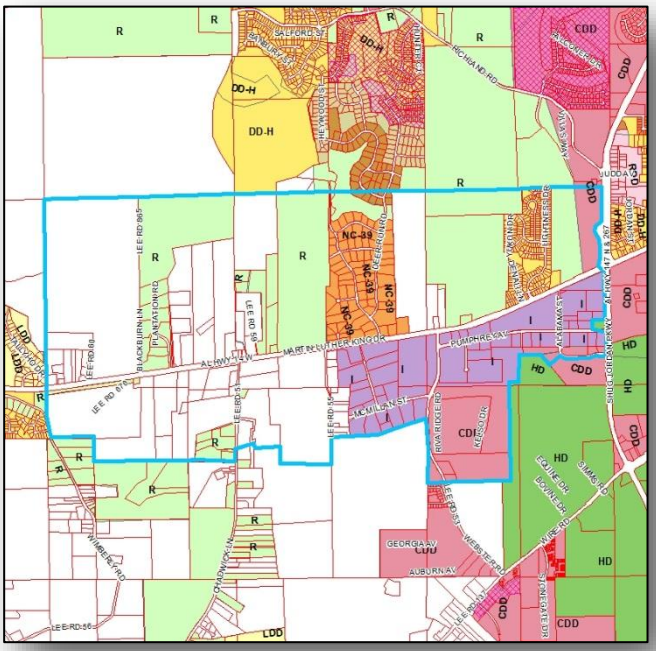
Evaluate future land use classifications along the aforementioned corridors in light of the new interchange initiative. Acknowledge the importance of Webster Road as the primary access way to the Auburn Industrial Park from the south. Consider targeting strategic parcels for annexation and potential redevelopment as a means to better control access and curb cuts along the Cox, Beehive and Webster Road corridors.

Highway 14 Focus Area

The Highway 14 focus area comprises approximately 2,450 acres of land along both sides of Highway 14. The study area commences immediately west of Shug Jordan Parkway and extends westward to Wimberly Road and is adjacent to, but does not include, Woodland Park Subdivision, Phase I. The area is predominantly rural in nature and includes two sizable residential subdivisions. Willow Creek subdivision is a large lot, low-density residential subdivision that is rural in character. Solamere subdivision is a higher-density, smaller-lot subdivision that is more suburban in character, and it is located on the "city" end of the focus area. Both subdivisions precede the adoption of *CompPlan 2030* in October 2011.

The study area is quite large due to it containing very large, deep rural tracts of land on the north side of the corridor. Properties on the north side of the Corridor (with the exception of the two aforementioned residential subdivisions) are either zoned Rural or are in unincorporated Lee County. The CSX railroad serves as a hard boundary and runs along the south side Highway 14. As such, challenges to development are greater, as railroad crossings are limited, and the current development pattern on this side of the Corridor reflects that impediment.

The Auburn Industrial Park comprises the eastern half of the study area on the south side of the corridor, but largely has an inward orientation, meaning it is largely screened from Highway 14 and most of its traffic is oriented toward Shug Jordan Parkway and southward toward I-85.



It should be expected that there will be continued future residential development demand along Highway 14, particularly on the north side of the Corridor between Willow Creek and Solamere. Development pressures will likely be enhanced by the knowledge of new Auburn City School facilities (new elementary and high school) proposed to be located immediately north of the Corridor north along Richland Road.

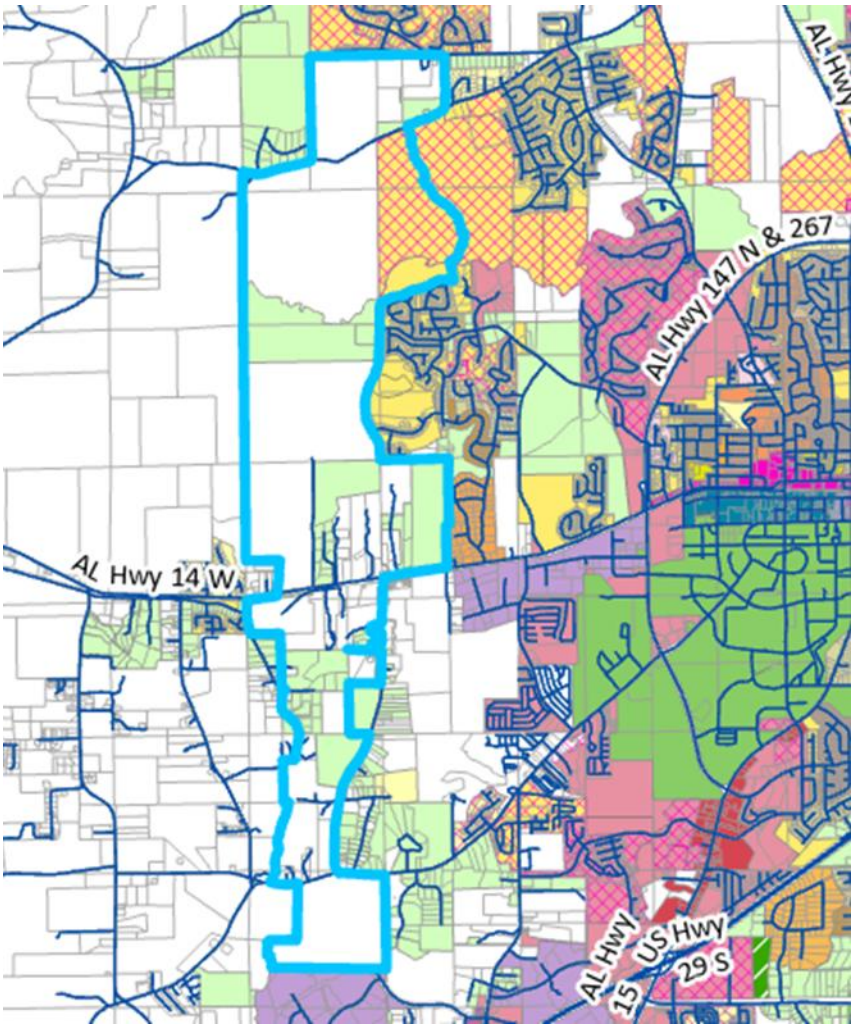
Recommendation

Analyze and evaluate current future land use designations along the north side of the Corridor, in particular. An assessment of the land located at the northwest corner of the Shug Jordan Parkway/Highway 14 intersection for future commercial/mixed-use purposes use should be performed and future land use map amendments considered. Maintaining the rural character of the study area west of Willow Creek is recommended.

West Outer Loop Focus Area

The western section of the outer loop consists of a proposed arterial roadway which connects Mrs. James Road in north Auburn to Corporate Parkway and ultimately to US I-85. While the preliminary alignment and design of the roadway is on-going, completion of this major thoroughfare will have significant impacts to the use of land on the western side of Auburn. This area is predominately rural and undeveloped today, but it is anticipated that the opening of the roadway will generate a number of development opportunities and challenges.

The study area contains approximately 4,100 acres and follows the potential alignment of the Outer Loop roadway. Development opportunities to create commercial nodes exist at major intersections of Mrs. James Road, Richland Road, Martin Luther King Drive (AL Hwy 14), and Wire Road. Potential connectivity to the outer loop from large residential clusters such as The Preserve, Old Samford, Richland Road area developments, and future development in the southwest quadrant should be examined.



Recommendation

Analyze and evaluate current future land use designations along the proposed corridor in preparation for increased demand of non-residential uses along the roadway. Special attention should be given to creating an access management plan with appropriately spaced service drive access points to maintain the roadway's ability to maintain through traffic movement.

3.3 Nodes[1]

3.3.1 What is a node?

Nodes are physically and aesthetically unified, concentrated mixed-use areas containing commercial, office, institutional, high- and medium-density residential uses, and parks and open spaces, arranged in a walkable, compact, pedestrian- and transit-friendly manner. All elements and land uses are designed to function as an integrated whole (rather than as a series of unconnected, unrelated

[1] Some language in this section comes from the Chattanooga-Hamilton County, TN Comprehensive Plan

developments). They are focal points for the surrounding neighborhood and community, and should have a strong sense of identity.[2]

Nodes can be magnets for activity and development that affect urban form, environmental quality and the transportation network in a positive way. Nodes can provide focus for the community and convenient access to employment, goods and services. Nodes promote the efficient use of land and public services such as water, sanitation, fire and police protection, recreation and open space, and transportation.

The three mixed-use node types (neighborhood, community, and regional) are intended to accommodate a significant amount of the City's projected commercial demand in the year 2030. This is further discussed in the Node Locations section.

Some nodes are pedestrian-friendly environments that are supportive of public transportation.
Some existing nodes feature an automobile-dominated development pattern and often have little or no relationship to surrounding residential neighborhoods. These types of nodes generally feature buildings that are set far back from streets with parking between the building and the street, or are completely surrounded by parking. Conventional commercial development is generally aligned along major thoroughfares in a strip pattern, with large concentrations frequently found at major intersections.

Nodes other than rural crossroads should be connected by public transit or major travel routes such as interstates, freeways, and arterials.

3.3.2 Why do we need nodes?

- Reduce sprawl and promote compact, efficient development with a strong sense of place
- Reduce vehicle trips by providing daily needs (commercial and civic) in close proximity to housing
- Limit the emergence of new commercial corridors (strip commercial) by concentrating development at crossroads and in mixed-use centers along corridors
- Promote transportation choices by creating walkable neighborhoods of sufficient density to make mass transit a viable option
- Maintain the excellent quality of life currently enjoyed by citizens of Auburn
- Promote redevelopment of existing corridors and expansion of the urban core
- Promote efficiency in delivery of city services

3.3.3 Node Components

Nodes are generally composed of three areas: the core, the transition, and the edge.

Core. The core consists of the most intense urban buildings in both mass and in land use, and is considered to be the center of pedestrian activity. Buildings in the core are often vertically mixed-use, providing opportunities for housing and office uses above ground level retail. Like most main streets,

[2] From Town of Cary, NC Comprehensive Plan

retail and eating establishments should be physically concentrated in the core, providing the critical mass of shopping and pedestrian activities that identifies it as an activity center or a destination point.

Transition Area
The transition area serves as the transition from the high intensity level of the core to the surrounding and supporting neighborhood areas. The transition area, due to its physical proximity to the core is the ideal location for medium-density residential. Housing is supported by the commercial core and vice-versa, along well-connected, pedestrian-scaled streets. In addition, where transit stops are located, or proposed to be located, there is a significant user population within walking distance to the transit stop.

Edge
While these areas are seamlessly connected to the core by pedestrian-oriented streets, transitions from the neighborhood to the core of the activity center should be accomplished through proper design of the street, appropriate massing, scale, and architectural design of the buildings.

3.3.4 Node Types
Nodes vary in size and function. Rural crossroads will not typically exhibit the same mix of uses and pedestrian orientation that is seen in the other node types. The other three node types (neighborhood, community, and regional) are of gradually increasing scales. It should also be noted that these recommendations are intended to primarily apply to future centers; for recommendations for uses in existing centers, consult the Future Land Use Plan map. Existing centers within focus areas may also have specific recommendations in the Focus Areas section of the plan.

Rural Crossroads
Rural crossroads are intended to provide limited commercial services to low-density rural areas. They should be located at the intersection of collectors or arterials.

Neighborhood Center
Neighborhood centers are small, compact, clustered, low-intensity and low-traffic generating developments that support the common day-to-day demands of surrounding neighborhoods for goods and services. The core of the neighborhood center should contain a diverse mix of land uses and intensity levels. Neighborhood centers should balance pedestrian and automobile needs with pedestrian access being an integral element of the commercial core and the surrounding residential neighborhoods. A continuous network of sidewalks in the commercial and residential areas encourages people to walk from their homes to retail shops, parks, and open spaces. To make the commercial core more attractive for pedestrians, landscape amenities and public open spaces should be provided.

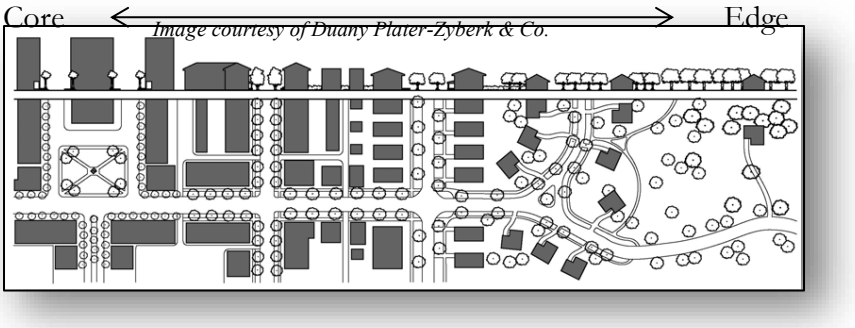


Image courtesy of Duany Plater-Zyberk & Co.

Neighborhood centers are encouraged to develop as mixed-use or multi-use centers that are generally within a five-minute walk of the surrounding neighborhoods they serve. The core of the activity center should radiate one quarter mile, or an area equivalent to a 5-minute walk from the core to the edge. Neighborhood centers generally serve a few neighborhoods within a several mile radius. Land uses within neighborhood centers typically include uses found in a grocery store anchored shopping center, even though they front on a pedestrian-friendly grid of streets rather than a parking lot. They may also contain a variety of small-scale retail shops, small drug store, convenience stores, eating establishments, offices, and personal and business service establishments. Civic and institutional uses, as well as open spaces, neighborhood parks, greens, and squares should also be included within the core. Medium to high-density housing is also appropriate within the core, either in mixed-use structures, or in single-use developments. Housing densities generally should be the highest within the core, transitioning to progressively lower densities moving outward from the core to the edge.

The actual amount and types of land uses within the core will likely vary according to different circumstances such as physical constraints of the site and the free market. Generally, as a guide, the core of the neighborhood center should be between 3 and 10 acres in size. Building heights in the core of the neighborhood center should be the highest and transition to lower heights moving outward from the core to the edge. Buildings at the edge of the activity center should be comparable in height and mass to adjacent and nearby properties, as well as surrounding neighborhoods. The maximum height of any structure located within the core of the neighborhood center is typically two stories.

Neighborhood centers are appropriate for those areas divided into four quadrants by the intersection of two arterial classified streets, or the intersection of an arterial and a collector classified street.

Neighborhood centers should include the following features:

- Predominantly horizontal mixed-uses
- Well-defined neighborhood edges
- Moderate to high residential densities, with higher-densities concentrated toward the core
- Wide range and mix of housing styles, types and sizes to accommodate households of all ages, sizes and incomes.
- Convenience retail uses (typically found in a grocery store-anchored center)
- Neighborhood-serving office and service uses
- Civic and institutional uses
- Compact development patterns
- Include public spaces well-integrated into the development pattern
- Pedestrian-oriented
- Accessible via public transit
- Interconnected street grid or network of streets, sidewalks, alleys, and paths that facilitate walking, bicycling and driving.
- Streets and rights-of-way are shared between vehicles, bicycles and pedestrians.
- On-street parking.
- Surface parking placed behind or to the side of buildings.

Design Features:

- Buildings in core built to street

- Streetscaping provided
- Buildings no taller than two stories
- Parking at rear or side
- Civic uses or park space as focal point of development

Community Center

Community centers are dense, compact, medium-scale and medium-intensity areas designed to provide convenient goods and services for a number of surrounding neighborhoods. The core of the community center should contain a diverse mix of land uses and intensity levels. Community centers should balance pedestrian and automobile needs with pedestrian access being an integral element of the commercial core and the surrounding residential neighborhood. A continuous network of sidewalks in the commercial and residential areas encourages people to walk from their homes to retail shops, parks, and open spaces.

To make the commercial core more attractive for pedestrians, landscape amenities and public open spaces should be provided. Community centers are encouraged to develop as mixed-use or multi-use centers with the core of the center generally radiating a 1/2 mile, or an area equivalent to a 10-minute walk from the core to the edge. They generally serve several neighborhoods within a 10-mile radius.

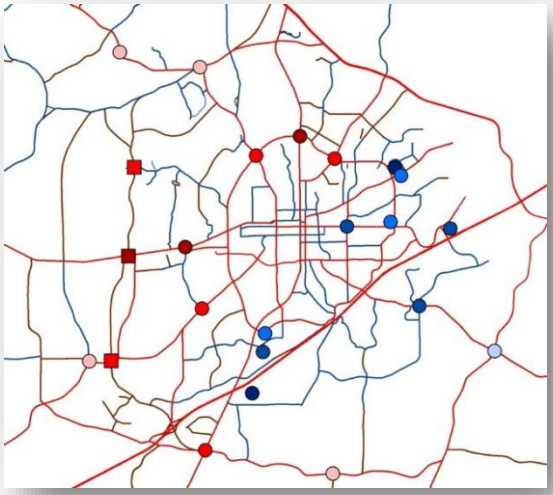
Land uses within community centers typically include large-scale supermarkets, community-sized drug stores, smaller discount retail stores (big-box), convenience stores, eating establishments, and entertainment uses (movie theaters, bowling alleys). Employment intensive offices and personal service establishments such as beauty/barbershops, financial services, and dry cleaners are appropriate uses. Parks, open spaces, greens, plazas and squares, civic, and institutional uses are appropriate land uses within the core. Medium and high-density housing should also be located within the core, primarily in mixed-use structures. Housing densities should be highest within the core, transitioning to progressively lower densities moving outward from the core to the edge. The actual amount and types of land uses in the core will likely vary according to different circumstances, such as physical constraints and the free market. Generally, as a guide, the core of the community center is typically between 10 and 30 acres in size. Building heights should be greatest in the core and should transition to lower heights moving outward from the core to the edge. Buildings at the edge of the activity center should be comparable in height and mass to adjacent and nearby properties as well as surrounding neighborhoods. The maximum height of any structure located within the core of the community center is typically 3-4 stories.

Generally, community centers are appropriate for those areas divided into four quadrants by the intersection of two arterial classified streets. These centers also benefit from being located along major public transportation routes.

Community centers should include the following features:

- Vertical and horizontal mixed-uses
- Well-defined neighborhood edges
- Moderate to high residential densities, with higher-densities concentrated toward the core
- Wide range and mix of housing styles, types and sizes to accommodate households of all ages, sizes and incomes.
- Full range of retail, office, and service uses

- Civic and institutional uses
- Compact development patterns
- Include public spaces well-integrated into the development pattern
- Access to external arterial streets
- Access management via network of internal streets
- Pedestrian-oriented where feasible
- Accessible via public transit
- Interconnected street grid or network of streets, sidewalks, alleys, and paths that facilitate walking, bicycling and driving.
- Bicycle and pedestrian uses are separated from arterial street right-of-way
- Surface parking placed behind or to the side of buildings where feasible.
- Shared parking



Design Features:

- Buildings in core built to street
- Streetscaping provided
- Buildings no taller than four stories
- Parking at rear or side
- Civic uses or park space as focal point of development

Regional Center

Regional centers are existing and planned large concentrated centers of mixed-use or multi-use areas that are generally anchored by a regional shopping center. Regional centers provide goods and services citywide and regionally. Regional centers contain a diverse collection of retail uses such as general retail uses, large big-box retailers, convenience stores, eating establishments, offices, institutional and civic uses, entertainment uses, high-density residential, and automotive related uses. A regional center has the potential for a more diverse mixture of land uses and intensity levels than either community or neighborhood centers.

The actual amount and types of land uses in a regional center will likely vary according to different circumstances such as physical constraints of the site and the free market. However, as a guide, regional centers will likely be 30 or *more* acres in size, and contain big-box centers, strip shopping centers, and freestanding stores. They generally serve many communities within a 30-mile radius or greater.

Due to the overall size of these centers, regional orientation, and traffic generating characteristics, regional centers should have a high level of accessibility to and within the center, including public transportation. Regional centers should be located with easy accessibility from interstate/freeway interchanges. Ideally, regional centers should be close to or directly served by a major radial and/or

circumferential arterial street (such as East University Drive) and should be ringed by an arterial street network. They should be served by a high level of public transportation service.

Regional centers were originally designed for automobile access and circulation. Existing centers should redevelop over time to give equal attention to pedestrian access and circulation so they can evolve into truly integrated mixed-use or multi-use centers. Intensification should take place within the current boundaries of the regional center rather than spread outward.

Regional centers should include the following features:

- Vertical and horizontal mixed-uses
- Well-defined neighborhood edges
- Moderate to high residential densities, with higher-densities concentrated toward the core
- Wide range and mix of housing styles, types and sizes to accommodate households of all ages, sizes and incomes.
- Grocery stores and smaller big-box retailers
- Community-serving office and service uses
- Entertainment and hospitality uses
- Civic and institutional uses
- Compact development patterns
- Include public spaces well-integrated into the development pattern
- Portions of core pedestrian-oriented
- Accessible via public transit
- Interconnected street grid or network of streets, sidewalks, alleys, and paths that facilitate walking, bicycling and driving.
- Streets and rights-of-way are shared between vehicles, bicycles and pedestrians.
- On-street parking.
- Surface parking placed behind or to the side of buildings where feasible.
- Shared parking

Design Features:

- Where feasible, building built to street
- Streetscaping provided
- Buildings no taller than six stories
- Where feasible, parking at rear or side
- Civic uses or park space as focal point of development

3.3.5 Node Locations

Node locations are set in part by the Auburn Interactive Growth Model, and are subject to change. Future nodes are intended to meet a significant proportion of Auburn's future commercial and office space needs. Node sizes and locations (except for rural crossroads) are linked to the sizes of centers in the AIGM commercial sub model. Node locations may move as the AIGM is updated. If mixed-use zoning already exists at a node location, the node is a development **option**. If existing zoning is not mixed-use and the desire is to build a mixed-use development, the node is a **requirement.** The

conditional nodes shown on the Future Land Use Map to be constructed only if the Outer Loop is funded and constructed, and their final locations are subject to the final alignment of the Outer Loop.

3.4 Analysis

3.4.1 Infill Development

As was noted earlier, a major focus of the Future Land Use Plan is a strategy of focusing on infill development. Infill development is development or redevelopment in established areas of the City. This might be developing a vacant lot or redeveloping an area with more intense or dense uses. The benefits of infill development are many. The infrastructure that must be constructed with greenfield development is typically already in place, saving the City and developer money. Infill development often results in increased density, which is needed to support the types of businesses and transportation modes (such as transit) that are needed for successful compact, walkable communities. It also discourages urban sprawl, thus protecting outlying areas from overdevelopment and limiting the inevitable strain placed on City services when it becomes necessary to serve far-flung developments.

Infill development is typically more expensive than greenfield development. It is therefore imperative to reduce regulatory barriers to infill development and redevelopment. This can include providing density and intensity bonuses, expedited permitting, and other measures to help promote infill development. It should also include a review of the zoning in areas that are likely candidates for infill development where the previous zoning has impeded infill development and redevelopment. Certain areas, such as Opelika Road, the Urban Neighborhood areas and the Northwest Auburn Neighborhood, have all had comprehensive studies done on the existing land use and zoning. Land use and zoning adjustments have been implemented for Opelika Road and the Urban Neighborhoods while new land use and zoning regulations are currently being finalized for Northwest Auburn and should be implemented in 2018. Finally, it will be imperative to review the City's zoning and subdivision regulations, as well as the Public Works and Water Resource Management Design and Construction manuals, for provisions that conflict with the Comprehensive Plan. A major focus of the CompPlan 2030 implementation effort will be completing that review and adopting recommended changes.

3.4.2 Mix of Housing Types

In 2011, Residential uses made up 74% of Auburn's land use; by 2016, that number has risen to 79.6%. It is no exaggeration to say that residential development has an immense influence on the type of place Auburn is and will become. Auburn's diverse population requires a diverse mix of housing types. This can already be seen in Auburn today with 44.6% of Auburn's housing units made up of multi-family units. The large supply of multi-family units has traditionally served the City's large student population. When CompPlan 2030 was initially written, Auburn University stated student enrollment would be capped at 25,000; however, the enrollment for the 2016 academic year was 28,290[3]. As the City's population continues to increase, Auburn's demographics will begin to transition, with older residents and families with children making up a larger proportion of the population. This will both slow the need for additional multi-family units (though many existing units are aging and increasingly suitable for redevelopment) as well as increase demand for various other housing types, such as detached single-family homes and townhouses. The decreased demand will not necessarily result,

[3] https://oira.auburn.edu/factbook/enrollment/enrtrends/ebcuagsf.aspx

however, in decreased multi-family construction. The City has amended the zoning ordinance to require conditional use approval for multi-family development in all but the Urban Core and Urban Neighborhood zoning districts in order to promote multi-family development where services exist and to encourage density to support future mixed-use centers and alternate transportation choices. The United States is also experiencing the aging of the baby boomer population. This generation has entered retirement age, and as a result the demand for housing that allows seniors to "age-in-place" (that is, to remain in their homes for as long as possible) will significantly increase. Auburn can plan ahead for this demand by encouraging the development of housing that has features designed to accommodate seniors.

3.4.3 Expansion of the Urban Core

As noted in the guiding principles for the Future Land Use Plan, downtown Auburn is the heart of the City, and is well-loved by both residents and visitors. The growth of Auburn's population, though, has out-paced the growth of downtown, so opportunities exist to expand downtown to meet the needs of Auburn's growing population.

In June 2013, the City kicked-off the Downtown Master Plan (DMP) with an open house and three public meetings continuing into 2014. The DMP was officially adopted by the City on September 15, 2015. The DMP created a vision with goals and objectives centered on downtown growth and development, housing and mixed uses, walkability and streetscapes, open space, transportation and circulation, parking, identity and vitality, and partnership and implementation. The plan provided for an expanded urban core and identified the unique characteristics of the neighborhoods to the north, south, east and west and recommended three new land use areas, Urban Neighborhood – East (UN-E), Urban Neighborhood – West (UN-W), and Urban Neighborhood – South (UN-S). With the creation of these three new neighborhoods, a new type of performance residential use was created, private dormitory, to address purpose-built student housing. Private dormitory development is only allowed in the UN areas and was created to encourage student housing to be developed within walking distance of the University. Another change related to the DMP is how density is measured in the UN areas. The new density measure is bedrooms per acre instead of the traditional units per acre. The UN-W district allows up to 255 bedrooms per acre, while the UN-E and UN-S allow only 85 bedrooms. The intent of higher density is to allow the highest density of students in the area immediately north of the University in an area where there is little, if any, single-family residential use and limiting the intensity near the traditional single-family residential areas to the east and south of Downtown. Multi-family residential is still permitted in the Urban Core with no density caps; however, Private Dormitory development is not allowed in order to encourage housing that would appeal to all market segments of the population. The overall goal of the DMP is to increase the population of the Downtown and immediate urban areas and promote walkable mixed use development.

3.4.4 AU/City Cooperation

The City of Auburn/Auburn University town-gown relationship is of vital importance. Both entities have a track record of cooperation on various projects and programs, such as the Yarbrough Tennis Center, the Auburn Research Park, and in providing public safety services to campus. Both entities are or will be guided by long-range plans for future development. Where possible, coordination on long-range planning issues should take place. It is also important for the City to be aware of future changes to the enrollment cap, as such changes will influence City land use policies.

3.4.5 Mixed-Use Centers

Mixed-use centers (nodes) are discussed in Section 3.3.

3.4.6 Form-Based Codes

One key implementation tool for building nodes as well as other mixed-use neighborhoods indicated in the Future Land Use Plan is the use of form-based codes. Form-based codes are a form of zoning that "address the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. The regulations and standards in form-based codes are presented in both words and clearly drawn diagrams and other visuals. They are keyed to a *regulating plan* that designates the appropriate form and scale (and therefore, character) of development, rather than only distinctions in land-use types."[4]

"This approach contrasts with conventional zoning's focus on the micromanagement and segregation of land uses, and the control of development intensity through abstract and uncoordinated parameters (e.g., FAR, dwellings per acre, setbacks, parking ratios, traffic LOS), to the neglect of an integrated built form. Not to be confused with design guidelines or general statements of policy, form-based codes are regulatory, not advisory. They are drafted to implement a community plan. They try to achieve a community vision based on time-tested forms of urbanism. Ultimately, a form-based code is a tool; the quality of development outcomes depends on the quality and objectives of the community plan that a code implements."[5]

3.4.7 Annexation Policy and the Optimal Boundary

As discussed in Section 3.2.2, the development of the optimal boundary was necessary to determine areas the City might logically make part of the corporate boundary in the future, for modeling purposes and for inclusion into the Future Land Use Plan. Because the methodology for developing the boundary included review of many factors for determining the desirability of annexation for each parcel, the optimal boundary serves as a reference point for property annexation. Prior to the adoption of CompPlan 2030 the City's annexation policy was not strategic in nature, but rather provided guidelines for determining whether individual annexations were permissible, such as requirements for contiguity and minimum acreage of individual lots to be annexed. In 2012, the city revised the annexation policy, addressing Land Use Goal 5 of CompPlan 2030, by requiring the analysis of the property to determine if the property is ripe as a logical extension to the corporate boundary of the City as how it is rated according to the CompPlan 2030 Optimal Boundary. Applicants are not guaranteed that City services will be provided to them. The optimal boundary could serves as a useful guide for whether or not an area should be eligible for annexation based on the City's plan for future growth. Additional review and revisions of the annexation policy should be drafted, with emphasis placed on annexing those areas that are enclaves, surrounded by existing City limits, and the ability of the City to provide services at little or no additional costs. The City should also implement a level-of-services review for future annexations, both to determine the true cost of annexations as well as to ensure that annexed properties receive services equal to that provided to properties already inside the corporate boundary.

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[4] From http://www.formbasedcodes.org/what-are-form-based-codes

[5] From http://www.formbasedcodes.org/what-are-form-based-codes

3.5 Goals, Objectives, and Policies

LU 1: Continue to maintain a Future Land Use Map guiding the distribution, location and extent of future land uses by type, density and intensity. The Future Land Use Map should promote protecting natural and man-made resources and the City's unique character, providing essential services in a cost-effective manner, discouraging urban sprawl and providing for the expansion of the City's population growth and its physical boundaries commensurate with the highest quality standards that define the City's character.

LU 1.1: Continually review and update the Future Land Use Map categories of land uses to provide varying densities and intensities in order to provide for the full range of activities.

LU 1.2: Encourage infill development and provide appropriate incentives as a means to efficiently utilize existing infrastructure, discourage urban sprawl, and promote walkable neighborhoods and alternative transportation choices.

LU 1.2.1: Provide for density and intensity bonuses, expedited permitting, and possible fee waivers, where such measures can be effectively used to promote infill development. Evaluate those uses that may require additional parking (such as multi-family) as part of this process.

LU 1.2.2: Along older commercial corridors such as the Glenn Avenue/Dean Road area, review existing zoning provisions that serve to impair redevelopment/infill objectives.

LU 1.2.3: Recognizing that the City's zoning ordinance and subdivision regulations are the principal regulatory implementation tools of CompPlan 2030, their current provisions will be analyzed for consistency with this Comprehensive Plan. Where significant conflicts exist, the zoning ordinance and subdivision regulations will be recommended for amendment.

LU 1.2.4: The non-conforming use provisions of the Zoning Ordinance should continue to be reviewed to determine whether specific provisions impede infill development.

LU 1.2.5: Recognizing that the City's Public Works and Water Resource Management Design and Construction Manuals have a significant influence on the built environment, their current provisions will be analyzed for consistency with the Comprehensive Plan and will be amended where significant conflicts exist.

LU 1.3: Provide a mix of housing types to meet the needs of Auburn's changing population.

LU 1.3.1: Encourage future housing designed to meet the needs of the elderly. These could include wider door portals or locating the unit on the first floor when elevators are not provided.

LU 1.3.2: The City should continue to conduct in-depth inventory of existing housing stock as to its condition, affordability and occupancy in an effort to determine a baseline of housing conditions and needs.

LU 1.3.3: Traditional neighborhood developments of detached/attached single family homes in such configurations as zero lot line, duplex and small lot (approximately 5,000 square feet) subdivisions will be encouraged to provide for greater diversity of the housing stock and for the growing demographic of young families and the aging population, especially to promote infill and nodal development.

LU 1.3.4: Monitor the supply of units in existing multi-family housing. Future multiple unit developments in areas not recommended by the future land use plan will require a market analysis justifying need.

LU 2: Provide for the expansion, infill, redevelopment, open space, parking, increased densities and commercial intensification of downtown Auburn consistent with forecasted population growth to the year 2030.

LU 2.1: Promote downtown infill, redevelopment, increased densities and commercial intensification to accommodate the City's growth over time and the need for additional downtown land uses that serve the general public and the University.

LU 3: Encourage continued cooperation and coordination between the City and Auburn University with regard to land use issues and opportunities.

LU 3.1: Coordinate with Auburn University to integrate and absorb growth of campus while increasing coordination between the City's Comprehensive Plan and the Auburn University Master Plan.

LU 3.1.1: Encourage coordination between the City and Auburn University regarding any future proposed changes to the enrollment cap, to allow ample consideration of the impact of such an increase on the City's long-range plans.

LU 3.1.2: Determine opportunities for cooperation or areas of concern regarding the impact of the Auburn University Master Plan and Strategic Plan on the City of Auburn and the impact of Comprehensive Plan 2030 on Auburn University.

LU 4: Promote mixed-use development expansion and redevelopment within designated nodes for neighborhood, community and regional centers and infill along existing commercial corridors.

LU 4.1: Provide for commercial development at various levels of intensity and scale to accommodate population growth over time, located and designed to reduce traffic trips and to maximize the use of current public services and infrastructure.

LU 4.1.1: Significant future commercial growth will be encouraged to locate within the commercial nodes depicted on the Future Land Use Map, recognizing that additional commercial uses will be located outside nodes in downtown and along existing corridors where infill development will be encouraged.

LU 4.1.3: Densities within each node will be highest within the core, and step down in density within transition areas to ultimately blend into abutting or nearby edge residential neighborhoods at the same approximate density and building mass.

LU 4.1.4: Residential development proposals within nodes will be reviewed as to their qualities, including, but not limited to, open space, connectivity to public transit, walkability, ease of accessibility to other uses within the node and on–street parking.

LU 4.1.5: Consider use of a form-based code overlay zone to implement mixed-use development at appropriate locations, including nodes.

LU 4.1.6: Parking requirements may be reduced when it can be shown that some of the commercial land uses occur at different times of the day or night (such as church and office uses located adjacent to each other).

LU 4.1.8: Small commercial centers that provide for basic commercial services will be strategically located to provide reduced traffic trips to residents in West Auburn. Preference will be given to those locations well served by public infrastructure and at intersections.

LU 5: Encourage the annexation of land that lies within the City's optimal boundary, with an emphasis on enclaves created between the city limits as they were in 1984 and land annexed thereafter, and after analysis of criteria and impacts of the true costs and benefits of individual annexation proposals has been performed.

LU 5.1: Provide incentives related to future annexations within the optimal boundary.

LU 5.1.1: Enclaves created between the city limits as they appeared in 1984 and land annexed thereafter will receive expedited review of annexation proposals and possible filing fee waivers or reductions.

LU 5.1.2: Implement a level-of-services review for all requested annexations, with the goal of ensuring that services will be provided at a level equal to that provided to properties already in the City of Auburn.

CHAPTER FOUR: NATURAL SYSTEMS

4.0 Background

Auburn's natural environment has always been of importance to its citizens. The natural environment played a pivotal role in the settlement of Auburn. Judge John J. Harper and his family moved to a promising wilderness of abundant clear water and fertile cotton land to found Auburn in 1836[1]. Over one hundred and eighty years later, many people continue to relocate to Auburn because of its natural environment.

Auburn sits on the fall line at the juncture of the piedmont plateau and the coastal plain. The last foothill of the Appalachian Mountains extends to Chewacla State Park, located in southeast Auburn. Due to the confluence of these three physical features, Auburn's natural environment is diverse. Some regions of the city are marked by plains, flat lands with very few trees, while other areas are marked with thick forests and deep hollows. Auburn is also very fortunate to have several creeks and streams that meander through the city limits. These diverse lands and waterways provide the City with a unique sense of place and are just as important to Auburn's citizens today as they were when the city was founded.

Auburn has experienced years of significant growth and is currently one of the fastest growing metropolitan areas in Alabama. As Auburn continues to grow, it is imperative natural systems and the habitats they provide are protected for future generations to enjoy.

As Auburn has grown, the City has expanded geographically as well as increased the intensity of its development in infill areas. The cumulative effect of sprawl development on the natural environment is often detrimental, so this plan pursues an integrated strategy of protecting natural systems while encouraging infill development in an effort to allow the City to grow responsibly.

4.1 Land Resources

4.1.1 Tree Cover

Understanding the structure, function and value of an urban forest can promote management decisions that will improve human health and environmental quality. According to the *Dictionary of Forestry*, urban forestry is the "art, science, and technology of managing trees and forest resources in and around urban community ecosystems for the physiological, sociological, economic, and aesthetic benefits trees provide society."[2] Tree cover (also known as canopy cover) is typically expressed as a a percentage that represents the amount of a given area covered by tree canopy. Cities often set tree cover goals in an effort to increase the amount of tree canopy cover within their jurisdiction. The benefits of urban forests are summarized as follows:

[1] Auburn, A Pictorial History of the Loveliest Village
[2] Planning the Urban Forest: Ecology, Economy, and Community Development

4.1.2 Environmental Benefits of Urban Forests

Trees help to improve water quality by intercepting rainwater, slowing stormwater runoff and filtering pollutants out of the water before they enter creeks and streams. By shading surfaces such as concrete, asphalt and brick, trees prevent sunlight from reaching those surfaces, ultimately reducing the heat that radiates from them. This is commonly called the urban heat island effect, a phenomenon of warmer air occurring in city centers, compared to lower ambient air temperatures in the surrounding countryside. Trees also act as air purifiers, as they remove many pollutants from the atmosphere. Trees in our urban forests also provide a habitat for a variety of wildlife.

4.1.3 Social and Health Benefits of Urban Forests

Trees help protect against harmful sun exposure, which can lead to skin cancer. Air pollution is reduced by trees. Air pollution can affect the health of people in areas with high air pollution rates and may be contributed to increased asthma rates in recent years[3]. An acre of trees also absorbs 2.6 tons of carbon dioxide, which is equivalent to the emissions emitted by a car driven 26,000 miles annually.[4]

Aerial view of Auburn University's campus

4.1.4 Economic and Aesthetic Benefits of Urban Forests

Urban forests contribute to the economic value of both commercial and residential properties. A 1999 study[5] found that customers who shopped at venues with tree-lined landscapes believed the quality of the merchandise sold there to be higher, and were willing to pay, on average, 12 percent more for goods and services. The quality of landscaping along approach routes to business districts has been found to positively influence consumer perceptions. According to the same 1999 study, property values may be up to six percent greater than in similar areas without trees.

4.1.5 Auburn's Urban Forest

Understanding the structure, function and value of an urban forest can promote management decisions that will improve human health and environmental quality. An assessment of the vegetation structure, function, and value of the Auburn urban forest was conducted during 2008, with a report produced in 2010. Data from 100 field plots located throughout Auburn were analyzed using the Urban Forest Effects (UFORE) model, developed by the U.S. Forest Service, Northern Research Station.[6]

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[3] National Institutes of Environmental Health Sciences https://www.niehs.nih.gov/
[4] Planning the Urban Forest: Ecology https://www.na.fs.fed.us/urban/planning_uf_apa.pdf
[5] Planning the Urban Forest: Ecology https://www.na.fs.fed.us/urban/planning_uf_apa.pdf
[6] I-Tree Ecosystem Analysis – Auburn

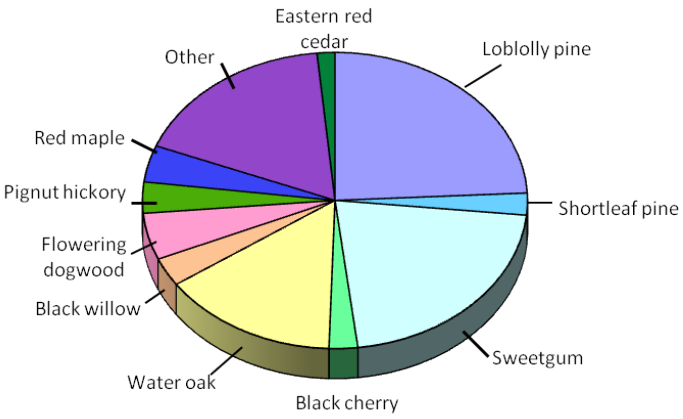
4.1.6 Benefits of Auburn's Urban Forest

The key findings from the January 2010 Urban Forest Effects and Values study, conducted by Auburn University, found the following in regard to the City of Auburn. Included are estimated monetary values of the pollutant removal and storage effects of Auburn's urban forest:

- Number of trees: 19,536,000
- Tree cover: 49.2%
- Most common species: Loblolly pine, Sweetgum, Water oak
- Percentage of trees less than 6" (15.2 cm) diameter: 81.9%
- Pollution removal: 1,080 metric tons/year ($5.75 million/year)
- Carbon storage: 636,000 metric tons ($14.5 million)
- Carbon sequestration: 46,800 metric tons/year ($1.7 million/year)
- Structural values: $400 million
- Statistics on building energy savings and reduced carbon emissions were not available.

Pollution: [ozone (O3), carbon monoxide (CO), nitrogen dioxide (NO2), particulate matter less than 10 microns (PM10), and sulfur dioxide (SO2)]
Metric ton: 1000 kilograms
Carbon storage: the amount of carbon bound up in the above-ground and below-ground parts of woody vegetation
Carbon sequestration: the removal of carbon dioxide from the air by plants through photosynthesis
Structural value: value based on the physical resource itself (e.g., the cost of having to replace a tree with a similar tree)

Figure 4.1: Tree species composition in Auburn



Loblolly pine	24.2%
Sweetgum	21.5%
Water oak	14.9%
Red maple	4%
Flowering dogwood	5.1%
Pignut hickory	3.4%
Black willow	3.1%
Shortleaf pine	2.4%
Black cherry	2.4%
Other	17.5%
Eastern red cedar	1.5%

4.1.7 Soils

Soils play a vital role in the natural environment. Some of the functions that soils perform include: sustaining plant and animal life; regulating water flow; filtering, buffering, degrading, and detoxifying pollutants; storing and cycling nutrients; and providing support to structures.

The most recent *Soil Survey of Lee County, Alabama* was performed by the United States Department of Agriculture's Soil Conservation Service from 1973 to 1978. The detailed soil map from the survey shows that a majority of the soil within the Auburn city limits is Pacolet sandy loam of 1 to 6 percent slopes and 6 to 10 percent slopes. Following is a description of these two soils:

Pacolet sandy loam, 1 to 6 percent slopes
"This is a moderately deep, well drained, gently sloping soil on moderately broad to broad ridgetops of the Piedmont Plateau. Slopes are smooth and convex. Typically, the surface layer is brown sandy loam about six inches thick. The subsoil is yellowish red sandy clay loam to a depth of 11 inches, red clay to a depth of 23 inches, and red sandy clay to a depth of 33 inches.

This soil is low in natural fertility and in content of organic matter. It is strongly acidic or very strongly acid throughout, except for the surface layer where lime has been added. Permeability is moderate, and the available water capacity is low. The soil has fair to good tilth and can be worked within a moderately wide range of moisture content. The root zone is moderately deep and is easily penetrated by plant roots.

This soil is used for pasture and cultivated crops as well as woodland. It has good potential for most urban uses. Low strength is a moderate limitation for roads and streets[7].

Pacolet sandy loam, 6 to 10 percent slopes
This is a moderately deep, well drained, sloping soil on narrow ridgetops and side slopes of the Piedmont Plateau. Slopes are smooth to complex and convex. Typically, the surface layer is reddish brown sandy loam about three inches thick. The subsoil is yellowish red sandy clay loam to a depth of seven inches, red clay to a depth of 26 inches, and red clay loam to a depth of 34 inches.

This soil is low in natural fertility and in content of organic matter. It is strongly acidic or very strongly acidic throughout except for the surface layer where lime has been added. Permeability is moderate, and the available water capacity is low. The soil has fair to good tilth and can be worked within a moderately wide range of moisture content. The root zone is moderately deep and is easily penetrated by plant roots.

This soil is used for pasture and cultivated crops as well as woodland. It has fair potential for most urban uses. Slope is a moderate limitation that can be easily overcome by proper design and installation. Low strength is a moderate limitation for roads and streets."[8]

4.1.8 Green Space

As cities develop, they typically grow both upward and outward. Outward growth of cities requires the use of land that was previously used for some other purpose; often this land was undeveloped or used for agriculture. As the population of the United States has become increasingly urbanized (20.0% of the U.S. population lives in rural areas as of 2020, according to the Census), the pressure to develop

[7] Soil Survey of Lee County, AL
[8] Soil Survey of Lee County, AL

outward in the form of sprawl has grown, with a resulting loss of land that was once open space. It is this loss of open space that has led to increased consideration being given to open space preservation.

Open space, a term often used interchangeably with greenspace, is an area of land whose primary purpose is to remain open and undeveloped. While both terms can be used, the City of Auburn Zoning Ordinance defines open space in more specific terms with defining criteria and mechanisms for their preservation, making open space a type of greenspace.

The Zoning Ordinance states that open space is:
Any parcel or area of land or water, either publicly or privately owned, set aside, dedicated, designated, or reserved for the private use or enjoyment of owners or occupants of land adjoining such open space, or for the public at large. Any parcel or area or land or water that is essentially unimproved and devoted to an open space use for the purpose of (1) the preservation of natural resources; (2) the managed production of resources; (3) outdoor recreation; or (4) public health and safety. It is protected as such, providing a guarantee that future development will not occur on that site.

Green space is beneficial to communities in numerous ways: green space helps in creating a high quality of life that attracts tax-paying businesses and residents to communities, safeguarding drinking water, promoting sustainable development, and preventing flood damage. Green space can provide valuable wildlife habitat, help act as a city's "lungs" by providing space for trees to grow, remove pollutants and carbon dioxide, and it can provide valuable areas for recreation. Green space can be active space, which includes parks and playgrounds, or passive spaces encompassing other uses typically designated for sitting and relaxing. Passive green spaces are addressed in this section; for more information on active green spaces, please see the Parks and Recreation section.

The City of Auburn has long had a great interest and concern with green space preservation, and as early as the 1970s began formulating policies to address this concern. The *City of Auburn Subdivision Regulations* were developed and adopted in 1976 to guide the division of land and mandated that consideration be given to suitable sites for common areas of public use (e.g. schools, parks, playgrounds). The adoption of the *City of Auburn Zoning Ordinance* in 1984 contained a detailed section for the preservation of open space and natural resources. After the creation of the Greenspace Taskforce in 1999, and the issuance of their final report to the City Council, the Greenspace Advisory Board was developed. A goal of the Greenspace Advisory Board is to preserve greenspace, natural beauty, wildlife habitats, and critical environmental areas as the City of Auburn continues to develop and expand. Promoting both infill and compact developments as well as encouraging higher density residential and greater non-residential development intensity should result in conservation of public resources and slow developments in the periphery of the City. However, infill and redevelopment can have a negative impact on green space in older portions of the City. While infill development and new development on the edge of the City is appropriate for some of the rural lands, areas in need of protection should be prioritized for protection, such as acquisition of larger undeveloped tracts for future parks and greenspace.

Conservation & Performance Subdivisions
Conservation subdivisions are a tool that can be used successfully to protect and preserve environmentally sensitive areas, farmland, or natural resource areas. Developers have not taken advantage of conservation subdivisions and may not be aware of the benefits associated with them,

such as the clustering of development and a smaller infrastructure footprint in exchange for a fifty percent open space preservation. Since the implementation of conservation subdivision regulations, four such subdivisions have been developed. Further review of the zoning and subdivision regulations should be explored to help promote preservation of open space, such as the ability to convey to a public agency such areas for use as parks, schools or other public facilities.

Performance residential subdivisions require the designation of open space. The amount of open space varies from 15 to 30 percent depending on the underlying zoning classification. The platted open space is to be used as recreation, agriculture, resource protection, or as an amenity available as passive or active recreation for all of the residents of the subdivision.

It is common practice when dedicating open space to designate undevelopable areas, such as steep slopes and wetlands: however, the dual nature of open space (some for passive uses and some for active uses) is to provide some areas as safe and desirable for human activity. The location of the open space is also important, centrally located common lawns or park space, and not a buffer area along the periphery of the subdivision.

The Trust for Public Land, a national non-profit organization that focuses on creating parks and protecting land, divides open space for conservation into three categories: working lands (timberlands and agricultural lands), heritage lands (lands with historic significance), and natural lands (places of exceptional natural beauty or significance). While the City of Auburn has planning documents and regulations related to open space, there is not currently a master plan for the acquisition and preservation of open space. This plan recommends developing a city-wide open space and preservation plan, in the form of an element added to the Greenspace/Greenways Plan. Any such plan should include a comprehensive inventory of open space by the categories listed above, as well as development of a conservation toolbox of open space preservation methods for use in Auburn. Dialogue with large local landowners and Auburn University would also be productive in identifying open space for conservation.

Green space in Auburn can be categorized in the following ways:

Auburn University Green Space includes undeveloped land that is owned by Auburn University. Some of the larger tracts of land include the Forest Ecology Preserve and the Fisheries Unit located along North College Street, the Fraley property located along Moore's Mill Road, the pastures used by the Veterinary School located along Shug Jordan Parkway and Wire Road, and the Turfgrass Research field located along South College Street.

City of Auburn Green Space is made up of land publicly owned by the City of Auburn. The properties included are used for recreational activity by the entire community, such as parks, soccer fields, and playgrounds. This includes cemeteries and undeveloped properties that will be used in the future for community recreational use as well as land used for natural resource preservation, such as for wetland protection.

Private Green Space is land associated with natural and recreational facilities that are privately owned. The Auburn – Opelika area is very fortunate to have two privately owned golf courses which are enjoyed by residents and the many visitors as well Lake Ogletree which provides Auburn's primary water supply.

Common Open Space is land that has usually been dedicated as open space during subdivision plat approval and is freely accessible to all residents of the development. This type of open space may serve as either passive or active recreation to the residents of a development or serve a visual role in separating a development from existing public ways or from other existing or potential developments. Land that is designated as open space cannot be separately sold, subdivided, or developed, and no structures can be built on such land with the exception of recreational areas that are designed for specific, active recreational uses. Common open space and subdivision amenity lots in Auburn can be further divided into (from § 417.01 of the City of Auburn Zoning Ordinance):

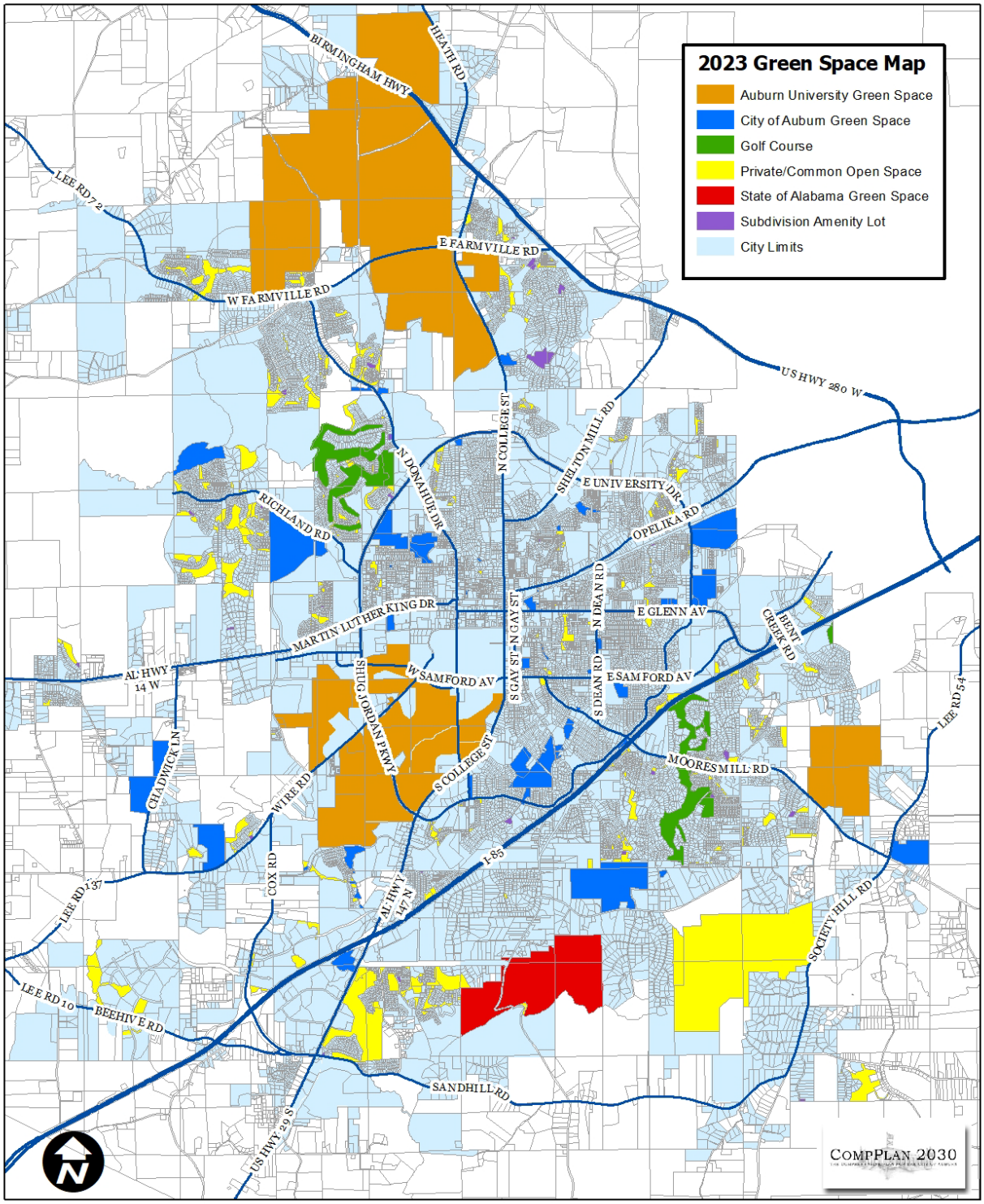
- Natural areas: areas of undisturbed vegetation or areas replanted with vegetation after construction; includes wetlands, woodlands, and natural water courses.
- Agricultural uses
- Garden plots: the division of open space into plots for cultivation as gardens
- Recreational areas (see also subdivision amenity lot): areas designed for specific, active recreational uses having minimal requirements for structures, such as tennis courts, swimming pools, softball fields, and golf courses.
- Greenways: are linear green belts linking residential areas with other open space areas. These greenways are encouraged to designate developed bicycle paths, footpaths, bridle paths, fitness trails, or other similar development.
- Commonly-owned lawns: consisting of grass with or without trees.

A Subdivision Amenity Lot is land within a subdivision that is secondary and incidental to the principal residential uses. Amenity lots serve only residents of the subdivision in which they are located or other developments that are directly adjacent and can include but are not limited to, swimming pools, playgrounds, parks, and courts or fields for particular sports such as tennis or basketball.

Photo of Solamere subdivision pool and playground. Provided by www.realestateinauburn.com.

State of Alabama Green Space is land that is owned by the State of Alabama. These properties include Chewacla State Park and undeveloped land that is adjacent to Chewacla State Park.

All six types of green space are important and each contributes to the overall quality of life in Auburn. Green spaces and open spaces help to preserve and protect natural features such as groundwater and wildlife habitats. The protection of these significant resources will play an important role in guiding the future sustainability of our community. It is important to note that while Private Green space and Common Open Space are generally considered stable and non-buildable, portions of such privately owned lands in this category may become developed over time. Map 4.1 shows the location of all the classifications of open space within the City.

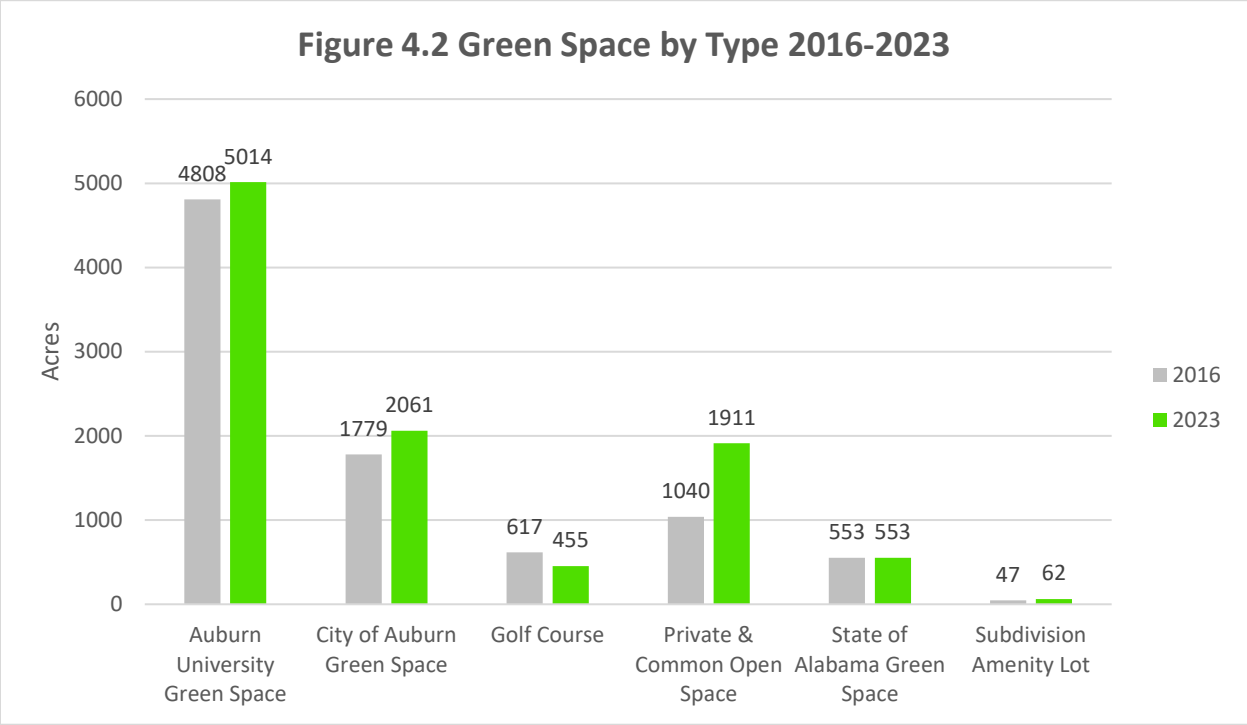


Map 4.1: Green Space in Auburn

The City of Auburn, Alabama does not guarantee or warrant the accuracy of this map or any information contained herein. Information may contain errors and should be verified by an appropriately qualified, licensed and independent professional.

As the community continues to grow, there has been an additional 870 acres of private green space, over 200 acres of City owned green space, and 15 acres of Subdivision Amenities. See also Figure 4.2 below.

Figure 4.2 Green Space in Acres 2023



The City of Auburn's Greenspace Task Force reported that "preserving open space is a means of managing growth, while concomitantly reflecting a community's awareness of the value of the natural environment and an understanding of the importance of protecting natural and scenic amenities[9]."

Acquiring areas of land to protect as open space is a critical step in preserving existing natural resources. The City of Auburn Greenspace Advisory Board lists several methods used for acquiring land for protection as open space. Some of these methods used include:

- Conservation Easement – a legal agreement between a landowner and the City that permanently limits the uses of the land in order to protect the conservation or recreational value and conveys a permanent right of public access across the property for a greenway
- Land Donation – an outright donation of land for the purpose of open space
- Bargain Sale - Sale by the landowner of land to the City for less than the appraised fair market value of the land
- Fee Simple Acquisition - The outright sale of land by a private landowner to the City, based upon an agreed upon price

[9]City of Auburn Greenspace Task Force Final Report

- Land Trust - non-profit, community-based organizations that employ all of the methods of land acquisition previously described to protect land for future generations.

4.2 Local Water Resources and Quality

A watershed, also referred to as a drainage basin, is defined as a collective area of land that drains to a particular point. By this definition, a watershed can be delineated from any particular point along a concentrated path of flow, such as a stream, creek, or river. Regardless of the method of delineation or point of origin, they are all part of a larger watershed. For example, Lee County is divided along a north-south axis where land drains westward to the Tallapoosa River and eastward to the Chattahoochee River. Each of these watersheds combine with other watersheds before finally discharging into the Gulf of Mexico. Watershed protection is necessary to support a habitat for plants and wildlife in addition to providing safe and quality drinking water for people. They also provide an opportunity for recreation and the enjoyment of nature. As such, it is important to protect our watersheds to maintain the health and well-being of all living things, both now and in the future.

> "What we do in the watersheds where we live has a direct effect on the quality of water in our local streams. As rainwater flows across the land, it picks up and carries pollutants to our creeks, rivers, and lakes. We commonly refer to this as stormwater and we refer to this type of pollution as polluted runoff or nonpoint source pollution because it does not come from any one source. Land uses such as forestry operations, mining, road construction, urban development, and certain farming practices can increase nonpoint source pollution and negatively impact water quality, if they are not properly managed." - Protecting Our Waters: The Tallapoosa River Basin"

The City of Auburn lies within a unique transitional zone between the Piedmont and Coastal Plain regions of the Southeastern United States. More specifically, the City is located within the Level IV sub-ecoregion known as the Southern Outer Piedmont. This ecoregion is generally characterized as having lower elevations, less relief, and less precipitation than that exhibited in other regions of the Piedmont. Specific to these transitional areas in the southeast is the presence of the "fall line," the geographic divider between the Piedmont and Coastal Plain.

The City's presence within this sub-region provides for a unique fluvial geomorphic diversity of water features. There are three "major" watersheds that encompass the surrounding areas, of which Auburn lies at, or near, the headwaters of each. These three watersheds are Chewacla Creek, Saugahatchee Creek, and Uphapee Creek, all of which ultimately drain to the Tallapoosa River. Contributing to these "major" watersheds are numerous smaller streams which are scattered throughout the City limits. Of these smaller streams, six are named USGS water bodies. These are Choctafaula Creek, Moore's Mill Creek, Parkerson Mill Creek, Town Creek, Little Loblockee, and Loblockee Creek. Each of these water bodies and/or their respective tributaries exhibit varying degrees of current and historical impacts, ranging from agricultural use modifications to excessive erosion and/or modification from rapid urbanization."[10]

[10] City of Auburn Annual Surface Water Quality Report, 2022

Water Quality
With the Auburn – Opelika area ranked as one of the fastest growing areas in the southeast and with this growth and development comes the additional risk of erosion and sediment control issues caused by construction stormwater runoff.

Impaired Water Bodies
The United States Environmental Protection Agency or EPA defines "impaired waters" as waters that are too polluted or otherwise degraded to meet the water quality standards set by states, territories, or authorized tribes for their designated uses(s). In Alabama, bodies of water that are considered impaired are placed on the State's 303(d) list. This list is submitted to the EPA for approval after public comments are received. The list includes the causes and sources of water quality impairment for each water body listed and a schedule for development of Total Maximum Daily Loads (TMDLs) for each pollutant causing impairment.

The primary water quality concerns in the City of Auburn are attributed to sediment, nutrients, and pathogens. Sediment pollution can come from a number of sources but is usually attributed as a non-point source pollutant of construction site stormwater, streambank erosion, agricultural runoff, runoff from dirt/gravel roads, and unauthorized discharges. Excess nutrients in waterbodies can cause harmful algal blooms and deplete oxygen levels in the water leading to detrimental water quality impacts such as taste and odor issues in drinking water derived from surface water sources (Lake Ogletree and Saugahatchee Lake), . Excess nutrients are typically a result of improper fertilizer and lawn chemical use, as well as nutrient-laden household detergents and chemicals. Pathogen pollution is typically a result of human or animal waste and is often the result of an illicit discharge (sanitary sewer overflow, sanitary/storm sewer cross connection, etc.) or animal defecation.

The stormwater runoff risk from the Auburn University campus is augmented during football season, when thousands of visitors use the campus for recreational purposes. Illegal dumping, littering, and illicit discharges from RV septic systems are all potential threats to water quality. Other risks include additional impervious surfaces from roadways and development, recreational fields such as large golf courses, commercial developments, and housing developments within the City of Auburn and the surrounding area which pose a potential for elevated use of fertilizers, pesticides, herbicides, and other lawn and household maintenance chemicals."[11]

The City of Auburn's Water Resource Management Departments operates and manages numerous programs that are developed specifically to "protect, preserve, and restore our local water resources". The keystone of these programs is the City's Phase II Municipal Separate Storm Sewer System (MS4) program. Mandated by federal and state law, the City performs five principal control measures to minimize pollution to local waters. These five control measures are: 1) Public Education and Public Involvement; 2) Illicit Discharge Detection and Elimination; 3) Construction Site Stormwater Runoff Control; 4) Post-Construction Stormwater Management: and 5) Good Housekeeping and Pollution Prevention. Although these are the minimum requirements, the City prides itself in going above and beyond the federal and state mandated_minimum requirements to protect its local water resources, including performing numerous water quality studies, operating an extensive Source Water Monitoring Program, promoting and implementing the use of Green Infrastructure and Low Impact

[11] City of Auburn Annual Surface Water Quality Report, 2022

Development Practices, and supporting numerous local programs and initiatives associated with water resource protection, preservation, and/or restoration.

4.2.1 Chewacla Creek Watershed

Chewacla Creek's headwaters emerge in Opelika and converge with Uphapee Creek near Tuskegee National Forest. The Chewacla Creek watershed drains an approximate 143 square mile territory. "The majority land cover is forested and the majority land use pattern within this watershed is agricultural, with varying degrees of urbanization around its headwaters in Opelika and its headwater tributaries in Auburn. Lake Ogletree, the City's main source water supply reservoir, is located on Chewacla Creek. The location of this reservoir is the reason for dual designation of Chewacla Creek as both a Public Water Supply and Fish and Wildlife habitat. The contributing drainage area of Lake Ogletree is approximately 33 square miles, of which the majority is within the Lee County or Opelika Planning Jurisdiction. The Water Works Board of the City of Auburn (AWWB) constructed a new labyrinth spillway in 2017 to replace the older, broad crested spillway (originally constructed in the late 1930's to early 1940's). This new spillway raised the full pool elevation from 486' Above Mean Sea Level (AMSL) to 486.5 AMSL, increasing storage capacity by ~50 million gallons. Lake Ogletree now covers a surface area of 301 +/- acres and provides an estimated water storage capacity of 1.60 billion usable gallons of water. Aside from serving as the City's primary source water supply, the surrounding 500+/- acres is owned by the AWWB and serves as source water protection, a sanctuary for fish and wildlife, and limited recreational activity."[12]

Lake Ogletree – photo provided by City of Auburn Water Resource Management

To help protect this valuable water resource, new developments over 10 acres within the City's planning portion of Lake Ogletree Watershed are afforded an optional method of development through the City's Conservation Subdivision Regulations (see Section 4.1.8). These regulations were put in place in 2007 to protect water quality in the Lake Ogletree Watershed through increased restrictions on lot density, septic tank usage, impervious surface ratios, and open space management. Projects in the Lake Ogletree Watershed are required to develop and submit to the City a stormwater quality analysis and treatment plan to provide proof of adequate targeted pollutant removal efficiency.

4.2.2 Saugahatchee Creek Watershed

"Saugahatchee Creek is a large perennial stream with headwaters originating northeast of Saugahatchee Lake in Opelika, from which it flows west until its discharge into Yates Lake at the Saugahatchee

[12] City of Auburn Annual Surface Water Quality Report, 2022

Embayment. The contributing watershed encompasses a 220 +/- square mile region with agriculture as the majority land use type and mixed forest and pasture as the majority land cover. Saugahatchee Creek is a multi-use designated waterbody and is classified as best used for public water supply, swimming, and fish and wildlife."[13]

The Saugahatchee Embayment, where Saugahatchee Creek discharges into Yates Lake, was placed on the final 303(d) list from 1996 – 2008. The Embayment was placed on the 303(d) list primarily for excess nutrients and organic enrichment. ADEM (Alabama Department of Environmental Management) and the EPA issued the final TMDL for excess nutrients and organic enrichment/dissolved oxygen for Pepperell Branch and the Saugahatchee Embayment in April 2008. Pepperell Branch is a small tributary of Saugahatchee Creek located in southwest Opelika. In 2018, Saugahatchee Creek was listed on ADEM's 303(d) list for pathogens.

Saugahatchee Watershed Management Plan (SWaMP)

The Saugahatchee Watershed Management Plan (SWaMP) was written in February 2005 as a joint effort between local stakeholder groups and Auburn University to address the specific water quality issues related to the listing of Saugahatchee Creek on the State's 303(d) list of impaired waters. The SWaMP group received implementation funding from ADEM in 2007. SWaMP completed the first three (3) years of implementation (Phase I) in January 2010 with the final report submitted in March 2010. SWaMP received a Phase II implementation grant in January 2011, which was implemented until its expiration in December 2013 and the final report was submitted in January 2014. The Phase II Implementation provided funding for numerous best management practices to reduce nutrient pollution in the Saugahatchee Watershed. Through strategic use of data collection and assessment, education and outreach, and best management practices, SWaMP was able to significantly reduce nutrient and sediment pollution into Saugahatchee Creek from non-point sources. Recent studies by the ADEM suggest that these reductions have resulted in improvements in water quality that may lead to a recovery of Saugahatchee Creek and removal from the states 303(d) list of imparted waters.

Save Our Saugahatchee

Save Our Saugahatchee (SOS) is a grass-roots citizen effort to raise awareness and response about point-source and non-point source pollution loading in Saugahatchee Creek. Formed in 1997, SOS has conducted on-going efforts of citizen water quality monitoring, training and education, lobbying for stricter local and state water policies, and hosting of recreational activities on Saugahatchee Creek. SOS has numerous monitoring locations throughout the watershed that serves a pivotal role in the protection and ongoing effort to restore water quality in Saugahatchee Creek. The City of Auburn provides support to SOS's citizen water quality monitoring activities, which in-turn provide valuable water quality data to the City for the purposed of investigating pollutant sources.

[13] City of Auburn Annual Surface Water Quality Report, 2022

4.2.3 Choctafaula Creek Watershed

"Choctafaula Creek is a large perennial tributary of Uphapee Creek and lies along the western limits of the City. Its headwaters originate along State Highway 14 and it discharges at the confluence with Uphapee Creek near Tuskegee National Forest. The drainage area of the Choctafaula Creek Watershed encompasses +/- 62 square miles with agriculture/silviculture as the majority land use type, with a mostly forested landcover. Choctafaula Creek has a designated use category as supporting of Fish and Wildlife. Similar to the headwaters of Chewacla Creek, Choctafaula Creek exhibits frequent riffle-pool complexes near its headwaters with an increasing frequency of pools and runs as its longitudinal profile shallows near the coastal plain. Choctafaula Creek is listed as "Critical Habitat" for the three species of threatened and endangered freshwater mussels known to occur in Lee and Macon Counties – the Ovate Clubshell Mussel *(Pleurobema perovatum)*, the Southern Clubshell Mussel *(Pleurobema decisum)*, and the Fine-Lined Pocketbook Mussel *(Lampsilis altilis)*. These three species of mussels are the same as the "listed species" known to occur in Chewacla Creek and those identified in the Chewacla Creek Safe Harbor Agreement (SHA)."[14]

Chewacla Creek Safe Harbor Agreement

The Water Works Board of the City of Auburn (AWWB) entered into the Chewacla Creek Safe Harbor Agreement (SHA) with the US Fish and Wildlife Service, Martin-Marietta Aggregates, and several surrounding property owners in 2003 to provide for a continuous and "steady" flow of 2 MGD (million gallons per day) in Chewacla Creek between the Lake Ogletree Dam and what is designated as "Gauge Station 4" (near downstream end of Martin-Marietta property) in the SHA. The primary goal of the SHA is to protect the existing populations of threatened and endangered freshwater mussel species in Chewacla Creek and to promote the natural recruitment and proliferation of future populations. In this agreement, the AWWB agrees to provide a discharge of not less than 2 MGD at the base of the Lake Ogletree dam. Obligations of the other parties in the agreement vary, but are meant to ensure the continuous flow of 2 MGD throughout the specified reach. To monitor the effectiveness of this agreement, a shared obligation of both the AWWB and Martin-Marietta is to provide funding for continuous stream flow monitoring and annual bioassessments at five strategic stations within the reach. Annual bioassessment requirements were completed in 2018. The SHA reports are completed annually.

4.2.4 Moore's Mill Creek Watershed

"Moore's Mill Creek is one of the many perennial tributaries of Chewacla Creek. Its headwaters originate just north of the intersection of Highway 280 and Interstate 85, from which its general flow direction is south-southwest until its confluence with Chewacla Creek, below the Chewacla State Park Lake. Moore's Mill Creek has a contributing drainage area of 11.5 +/- square miles, of which the majority land use type is medium to low-density residential. The current designated use is for Fish and Wildlife and Swimming."[15]

4.2.5 Parkerson Mill Creek Watershed

"Parkerson Mill Creek is also a perennial tributary of Chewacla Creek. Its headwaters originate on the Auburn University campus from which it flows generally south-southwest until it discharges at the

[14] City of Auburn Annual Surface Water Quality Report, 2007
[15] City of Auburn Annual Surface Water Quality Report, 2007

confluence with Chewacla Creek, immediately below the City of Auburn H. C. Morgan Water Pollution Control Facility. The Parkerson Mill Creek watershed encompasses 9.6 +/- square miles, of which the majority land use is divided between institutional, industrial, rural residential, and agricultural."[16]

> Parkerson Mill Creek has also been placed on the State's 303 (d) list of impaired water bodies for pathogen pollution due to urban runoff (ADEM 303(d) List of Impaired Waters, 2010) A draft Total Maximum Daily Load (TMDL) for Parkerson Mill Creek was issued for public comment in July 2011 and the final TMDL for Parkerson Mill Creek was issued and finalized in September 2011.
>
> The Parkerson Mill Creek Watershed Project is a cooperative effort between ADEM, Auburn University, the City of Auburn, the Alabama Cooperative Extension System at Auburn University, the Auburn University Water Resources Center, and other local stakeholders. This project supported the implementation of numerous best practices targeting pathogens and improving water quality and habitat for aquatic organisms in the Parkerson Mill Creek Watershed. The project also provided education/outreach opportunities for local citizens and Auburn University students to learn about the importance of protecting water quality. The most visible of these projects was the restoration of a large reach of Parkerson Mill Creek through Auburn University's main campus and in front of its new Wellness Kitchen. This project has served as a keystone demonstration project, serving as a model for integrating functional aquatic ecosystems in highly contained urban environments.

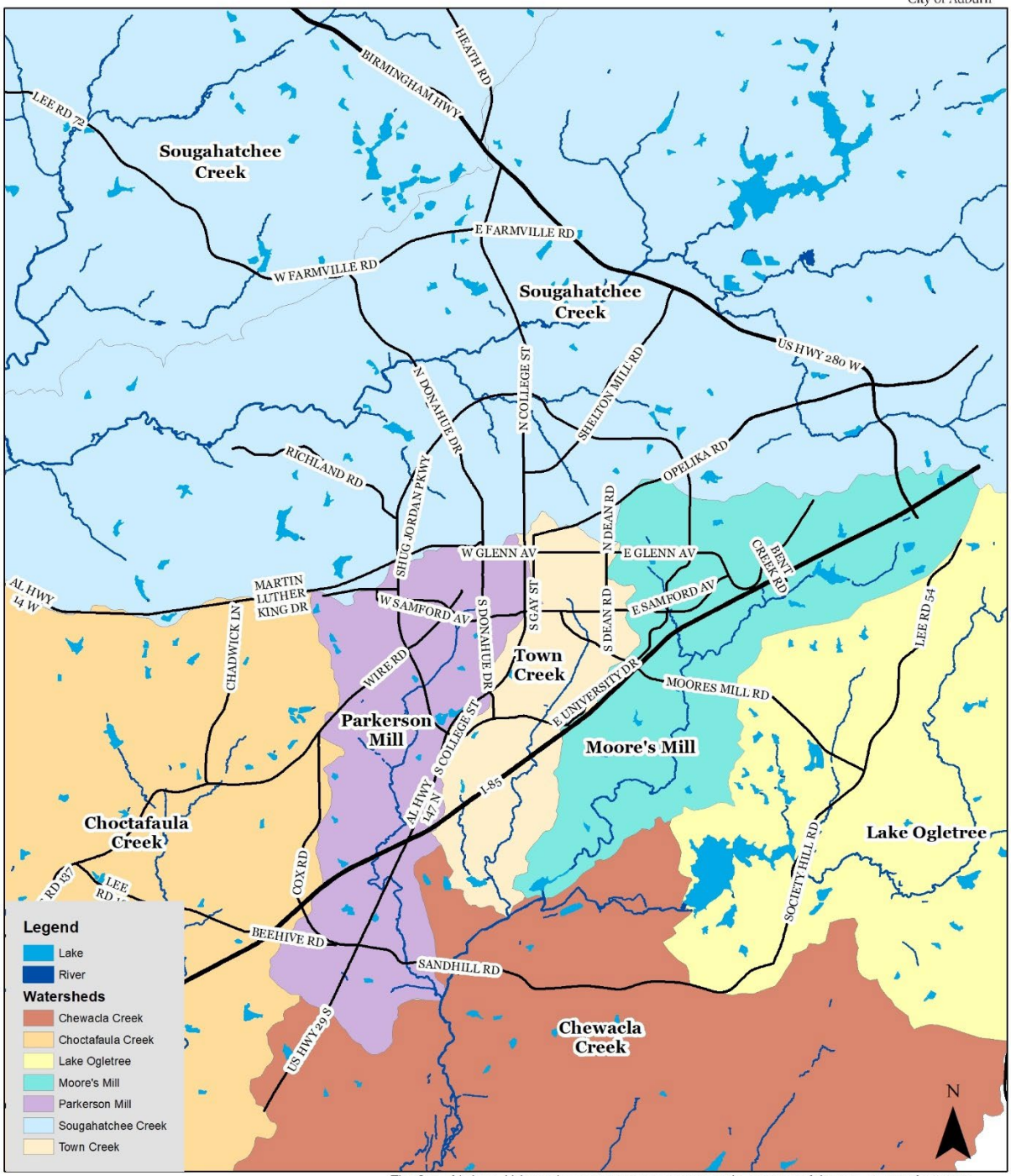
4.2.6 Town Creek Watershed

"As are Moore's Mill Creek and Parkerson Mill Creek, Town Creek is also a perennial tributary of Chewacla Creek. The headwaters of Town Creek originate near downtown Auburn from which it flows generally south and south-southwest until its confluence with Chewacla Creek immediately downstream of the old Wright's Mill Road bridge. The contributing watershed of Town Creek encompasses 5.6 +/- square miles and has a current majority land use of medium to low density residential and a majority landcover of forested and forested/developed."[17]

[16] City of Auburn Annual Surface Water Quality Report, 2007
[17] City of Auburn Annual Surface Water Quality Report, 2007

Map 4.2 Watersheds of Auburn

City of Auburn



The City of Auburn, Alabama does not guarantee or warrant the accuracy of this map or any information contained herein. Information may contain errors and should be verified by an appropriately qualified, licensed and independent professional.

4.3 Stormwater Management

Stormwater runoff is generated when precipitation from rain and snowmelt events flows over land or impervious surfaces and does not percolate into the ground. As the runoff flows over the land or impervious surfaces (paved streets, parking lots, and building rooftops), it accumulates debris, chemicals, sediment or other pollutants that could adversely affect the chemical, biological, and physical integrity of our water resources if the runoff is discharged untreated. The primary method to control stormwater discharges is the use of best management practices (BMPs). In addition, most stormwater discharges are considered point sources and require coverage under an NPDES (National Pollutant Discharge Elimination System) permit, administered by the Alabama Department of Environmental Management.

The National Pollutant Discharge Elimination System (NPDES) Stormwater Program regulates stormwater discharges from three potential sources: municipal separate storm sewer systems (MS4s), construction activities, and industrial activities. Most urban stormwater discharges are considered point sources because they are collected via storm sewer conveyance infrastructure and are discharged at a discernable outfall. Operators of storm sewer systems may be required to receive an NPDES permit before they can discharge stormwater to any receiving water bodies classified as a Waters of the State and/or Waters of the United States. This permitting mechanism is designed to minimize stormwater impacts to our nation's streams, rivers, lakes, wetlands, and coastal waters.

Auburn owns and operates a MS4 that is regulated under Phase II of the NPDES. This means that the City of Auburn is required to develop and implement a stormwater management program (SWMP) to reduce the contamination of stormwater runoff and prohibit illicit discharges. Additionally, the City must perform water quality monitoring if any stormwater is to be discharged to an impaired water or to a water for which a Total Maximum Daily Load (TMDL) has been approved by the EPA.

4.3.1 Educational Programs and Public Involvement

Public education and involvement is a vital component of the City of Auburn's Phase II Stormwater Management Program. The City conducts a wide variety of stormwater public education and outreach through programs such as: Open Line articles, brochures, website information, presentations, workshops, Earth Day activities for the City school system and the Lee County Water Festival. Additional information on these programs can be found in the City's annual Phase II Stormwater Reports as well as the City's Stormwater Management Plan (available on the City's website).

City of Auburn Water Resource Management staff teaches students about water quality, aquatic ecology, aquatic insects, and watershed management and protection at the 2011 Ogletree Elementary School Earth Week at Chewacla Park

The City actively engages and involves its citizens in the City's Phase II Stormwater Program through activities such as the Storm Drain Marking Program, the Auburn, Lee County, Opelika, Auburn University, and Smiths Station (ALOAS) Citizen Advisory Group, and a Citizen Survey. Information on these public involvement programs can be found in the City's annual Phase II MS4 Stormwater Reports as well as the City's Stormwater Management Plan

4.4 Air Quality

Because air pollution harms human health and damages the environment, EPA tracks pollutant emissions. Air pollutants are emitted from a variety of sources including stationary fuel combustion, industrial processes, vehicles, and non-road sources. These pollutants react in and are transported through the atmosphere. The EPA, other federal agencies, and state, local, and tribal agencies monitor air quality at locations throughout the United States. Data collected through ambient monitoring is used in models to estimate population and environmental exposures. Personal health monitoring is conducted via special studies to better understand actual dosage of pollutants. The EPA uses monitoring data, population exposure estimates, and personal dosage data to better understand health effects of air pollutants. Ambient monitoring data and models are also used to estimate environmental exposures to air pollutants.

Air pollution can have numerous effects on our environment. Ozone damages vegetation by injuring leaves, reducing photosynthesis, impairing reproduction and growth, and decreasing crop yields. Particulate Matter (PM) impairs visibility, adversely affects ecosystem processes, and damages soils and property. Lead is harmful to plants and wildlife, accumulates in the soil, and adversely impacts terrestrial and aquatic systems. Sulfur Dioxide contributes to the acidification of soil and surface water and mercury methylation in wetland areas. It also causes injury to vegetation and local species losses in aquatic and terrestrial systems." [18]

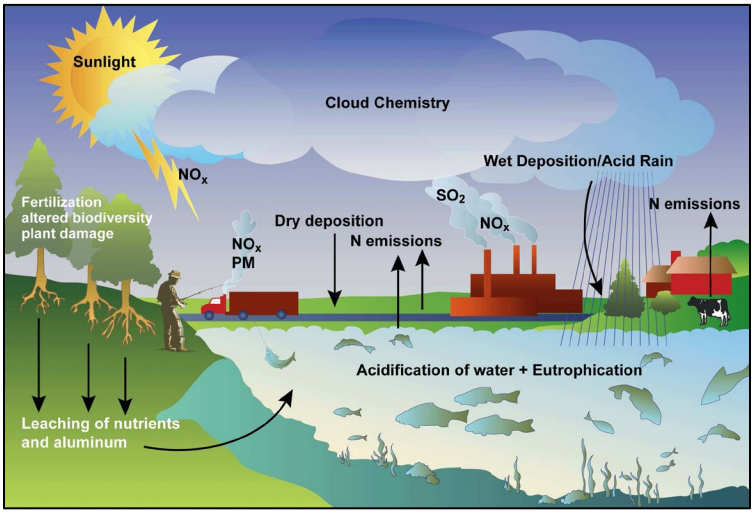


Image provided by www.epa.gov

The State of Alabama monitors air quality through an air quality surveillance system. This system is operated by the Alabama Department of Environmental Management (ADEM), the Jefferson County Department of Health (JCDH), and the Huntsville Department of Natural Resources (HDNR). The objectives of the air quality surveillance system are to ensure areas of the state are meeting the National Ambient Air Quality Standards (NAAQS), the Air Quality Index reporting for larger Metropolitan Statistical Areas MSAs, and to provide data to air quality researchers.

[18] EPA – Our Nation's Air – Status and Trends through 2008

Federal regulations require all states and local agencies meet the minimum monitoring requirements for the pollutants that are to be compared with the NAAQS. "These minimum requirements are for the most part based on population, the level of monitored pollutants and metropolitan statistical area boundaries as delineated by the Office of Management and Budget. The "minimum monitoring requirements were revised in 2006 for ozone, for particulate matter less than 10 microns PM10, and particulate matter less than 2.5 microns, (PM2.5). It has been determined by ADEM that due to the close proximity of ozone monitors in neighboring areas which were below the NAAQS, additional monitors would not be needed for the Auburn/Opelika MSA. The monitors in the adjacent areas still provide adequate monitoring coverage."[19] The Auburn/Opelika MSA is monitored by the monitoring stations in the Columbus, GA – Phenix City MSA. There are currently two monitoring stations in this area. One station is operated by ADEM in Ladonia (Russell County) and the other stations are located in Columbus, Georgia and are operated by the State of Georgia.[20]

Poor air quality is a common problem in many urban areas. It can lead to decreased human health, damage to landscape materials and ecosystem processes, and reduced visibility. The urban forest can help improve air quality by reducing air temperature, directly removing pollutants from the air, and reducing energy consumption in buildings, which consequently reduces air pollutant emissions from power plants.

Auburn's air quality is a major asset to the environment and scenic beauty of the town. The Urban Forest Effects model which was used to estimate tree cover in Auburn was also used to determine the amount of pollution that is removed from the air by trees and shrubs. Pollution removal by trees and shrubs in Auburn was estimated using field data and recent pollution and weather data available. Pollution removal was greatest for ozone. It is estimated that trees and shrubs remove 1,080 metric tons of air pollution (ozone), carbon monoxide, nitrogen dioxide, particulate matter less than 10 microns (PM10), and sulfur dioxide) per year with an associated value of $5.75 million (based on estimated national median externality costs associated with pollutants).[21]

4.5 Analysis of Existing Conditions

4.5.1 Trees and Landscaping

Trees and other landscaping provide benefits other than just their aesthetic purpose. There are many environmental benefits provided by trees (see Sections 4.1.1 through 4.1.6), so it is very important that the City work to preserve existing trees and expand efforts to plant additional trees throughout the City. Since 2011, the City has planted over 180 trees in parks and open space and added 130 street trees as part of improvements with street plans recommended in the Downtown Master Plan and the Renew Opelika Road Plan. The City should continue to do its part and plant additional trees in public spaces, along public streets and pedestrian pathways. Although the landscaping regulations were amended in 2007, further amendments are warranted to allow ample planting space for street trees which would allow them room to grow to maturity. In doing so, careful attention needs to be made with respect to tree planting for those developments with overhead power lines, water and sewer lines,

[19] 2016 Ambient Air Quality Monitoring Plan adem.alabama.gov/programs/air/airquality.cnt
[20] 2016 Ambient Air Quality Monitoring Plan adem.alabama.gov/programs/air/airquality/2016AmbientAirPlan.pdf
[21] 2010 I-Tree Ecosystem Analysis – Auburn

and other utilities. Planting trees now, only to find that they will interfere with utilities in years to come and have to be removed, should be avoided. Requiring appropriate setbacks for canopy trees along streets should be incorporated into the zoning ordinance. Performance residential subdivisions that have required buffer yards are currently the only residential developments that are required to plant trees and shrubs. New regulations should be put in place that would require all new residential construction to plant at least one canopy tree per parcel. Incentives to encourage tree preservation and reduce the need for landscape waivers should also be examined.

Education and communication are key elements in any effort to expand and preserve tree canopy in the City. Existing efforts such as the City's Arbor Day and Christmas Parade tree giveaway (approximately 12,000 seedlings given away) should be maintained, while efforts should be expanded to provide information to the public, including the development community, regarding the benefits of tree canopy preservation. The Greenspace Advisory Board and the Tree Commission could benefit from increased communication and collaborative efforts with the Planning and Parks and Recreation Departments. Consideration should also be given to promoting drought-tolerant and native tree species. In addition, the City should continue to draw on the resources of the Forestry Department at Auburn University.

4.5.3 Stormwater Management

Beneficial reduction and reuse of stormwater can help reduce runoff and provide an alternate non-potable water source for purposes such as irrigation and greywater reuse. Increased development will result in increased impacts to the floodplain, watersheds, and stormwater. Low-impact development techniques such as the stormwater quality best management practices found in the Water Resource Management Design and Construction Manual, City of Auburn Green Infrastructure Master Plan, as well as the Conservation Subdivision Regulations, can significantly reduce the amount of stormwater making its way off of individual sites and can promote beneficial recharge of the groundwater table. Reuse of stormwater via closed-loop systems or rainwater harvesting to reduce or eliminate the use of supplemental irrigation would be beneficial. This along with design standards for non-traditional best management practices such as bioretention/rain gardens, stormwater wetlands, and porous pavements will be achieved in part with the continued implementation of the Water Resource Management Design and Construction Manual.

As part of the Erosion and Sediment Control Ordinance adopted by the City Council in July 2002, a minimum 25-foot non-disturbed vegetative buffer zone was required for new developments on "blue line" streams and creeks identified on USGS 7.5-minute topographic maps. In May 2006, the City Council adopted new Stream Buffer regulations. The 2006 buffer regulations were based on a managed-use type buffer rather than a strict non-disturbed buffer approach. The 2006 regulations implement a 3-zoned buffer (streamside zone, managed use zone and upland zone) with the width of the buffer being based on the drainage area of the stream. A copy of the 2006 regulations can be found under Article IV in the City's Zoning Ordinance on the City's website. More than 656 acres of riparian corridors have been set aside since the adoption of the new regulations.

As with open space, education is one of the keys to expanded use of stormwater management best practices. Efforts should be made to expand educational offerings to the public and the development community regarding the benefits of reducing and reusing stormwater runoff.

Existing ISR (impervious surface ratio) standards in the zoning ordinance are used to limit the amount of impervious surface allowed on a particular site. While limiting ISR has several benefits, one clear potential benefit is reduction in stormwater runoff. A focused effort to review the effectiveness of ISR standards at reducing stormwater runoff would help determine the appropriateness of existing ISR ratios vis-à-vis stormwater reduction.

Detention and retention ponds are one of the most commonly used methods of stormwater management. Nearly every major development uses one or more detention or retention ponds. Typically fenced-off and often designed with little thought to aesthetics, ponds could become assets if incentives were provided to improve their appearance, and if they are designed as amenities, with consideration given to usability and aesthetics instead of simply stormwater management considerations.

4.5.4 Water Quality

As noted in Section 4.2, water quality is an ongoing concern in the City of Auburn, and the City is constantly striving to improve and/or maintain water quality in the City's watersheds through water quality monitoring, education and outreach, and enforcement of local ordinances. There are additional measures, if undertaken, can further enhance water quality in the City. Over time, implementation of a stormwater utility fee may be necessary to fund efforts to improve water quality and manage the City's stormwater program. Enabling legislation will be required before a stormwater utility can be created.

The City of Auburn's subdivision regulations are intended to protect both the Lake Ogletree and Martin Marietta Aggregates, Inc., Chewacla Quarry watersheds. Per the Safe Harbor Agreement, the City can obtain additional water from the Martin Marietta quarry when requested to supplement Lake Ogletree during drought conditions and to allow for a minimum discharge of 2.0 million gallons per day (MGD) from the reservoir. Most of the water that is diverted from the Chewacla Quarry pit to Lake Ogletree is groundwater that would otherwise be discharged to Chewacla Creek (for which Martin Marietta Aggregates, Inc. is permitted via an NPDES permit). The Chewacla Quarry pit has a relatively minor surface watershed.

Impaired watersheds require greater sensitivity in development and additional protection in the long-term. Currently, Moore's Mill Creek, Saugahatchee Creek and Parkerson Mill Creek are considered impaired within the City of Auburn. Moore's Mill Creek is currently on the State's 303(d) list for sediment and pathogens. A TMDL for the Saugahatchee Creek Embayment was issued by ADEM and the EPA in 2008 for excess nutrients/organic enrichment. Saugahatchee Creek was listed on the State's 303(d) list for pathogens in 2018. A TMDL for Parkerson Mill Creek was issued by ADEM in 2011 for pathogens. Future development in these watersheds is inevitable and it will be increasingly important to properly manage stormwater quality from developments within these watersheds. A Stormwater Quality Plan is required for all new developments within the watersheds encompassing 303(d) listed streams or TMDL streams (currently includes Saugahatchee Creek, Moore's Mill Creek and Parkerson Mill Creek) as well as any new development within the Lake Ogletree watershed.

Increased development will result in increased impacts to the floodplain, watersheds, and stormwater. Annexing of impaired or critical watersheds into the City limits will assist in protecting the watersheds by providing additional oversight and regulation. Not all threats to water in the City come from within the City's jurisdiction. Reporting known threats to water quality identified in the Source Water

Monitoring Program that are outside of the City's planning jurisdiction to the appropriate jurisdictional and regulatory agency and monitoring identified threats for correction is vital to improving and maintaining water quality. The Water Works Board of the City of Auburn (AWWB) conducts annual source water monitoring in the Lake Ogletree Watershed to identify potential pollutants and pollutant sources that could detrimentally impact the City's water supply. Monitoring and assessing the accuracy of the estimated pollutant removal efficient ratings used in the Site Development Review Tool to account for possible regional calibration is needed to determine the actual effectiveness of stormwater best management practices used in Auburn.[22] While the City is leading the way in water resource management, we should continue to develop new public education and outreach initiatives to protect the City's watersheds.

There are several local organizations that monitor the water quality of some of the area's watersheds. Organizations such as Alabama Water Watch and the AU Water Resources Center can be additional assets in water quality protection, and the City's current work with those organizations should be expanded. Interjurisdictional cooperation regarding water quality standards is also encouraged.

Site Development Review Tool

The City requires that a stormwater quality analysis and treatment plan be provided for any development being planned within the Lake Ogletree Watershed, or any other watershed deemed impaired by federal, state or local regulations, to provide proof of adequate targeted pollutant removal efficiency. The current list of impaired water bodies within the City of Auburn include: Saugahatchee Creek (nutrients/pathogens), Parkerson Mill Creek (pathogens) and Moore's Mill Creek (sediment/pathogens). To meet the water quality requirements, the City has developed a Site Development Review Tool. This tool uses a Microsoft Excel platform to aid in developing Stormwater Pollution Prevention Control Plans (SWPPC) and provide City staff an efficient and uniform manner to review plans. It allows for the assessment of various traditional and alternative combinations

Water Resource Management Design and Construction Manual

The Water Resource Management Design and Construction Manual along with the Engineering Design and Construction Manual, was adopted by the Auburn City Council in October 2010 and became effective January 1, 2011. It consolidates all design and construction standards related to potable water distribution systems, fire protection systems, wastewater collection systems, wastewater pumping stations, erosion and sedimentation control, and post-development storm water quality management that were previously published in the City Code, Zoning Ordinance, Subdivision Regulations, Standard Details and Standard Specifications. New stormwater management best practices are included in the manual.

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[22] The effectiveness of various water quality best management practices may vary by region. For example, the SDRT will say that one gets an 80% total suspended solids reduction by using a stormwater wetland as a water quality best management practice. Monitoring will allow the City to determine whether the 80% reduction is the result in this region or if the effectiveness is something different (60%, 70%, 90%, etc.). This will allow the City to calibrate stormwater models to be more accurate for this region rather than using generally accepted removal efficiencies that inevitably vary by region.

4.6 Goals, Objectives & Policies

NS 1: Expand efforts to preserve and acquire open space.

NS 1.1: Encourage the preservation of open space in new development.

NS 1.1.1: Research and incentivize the use of conservation subdivisions, particularly in environmentally-sensitive areas.

NS 1.1.2: Review existing conservation subdivision regulations to make their use more desirable.

NS 1.1.3: Consider implementing an open space requirement for conventional subdivisions.

NS 1.1.4: Review open space requirements to encourage more usable open space.

NS 1.1.5: Monitor existing open space to ensure that it is protected, maintained and used as required.

NS 1.1.6: Review existing parking requirements to assess the impact of excessive parking on open space.

NS 1.2: Identify and protect environmentally-sensitive areas such as wetlands and riparian corridors along streams.

NS 1.2.1: Develop an environmental protection model to assess areas in need of protection.

NS 1.2.2: Work with Water Resource Management and other partners to refine the results of the environmental protection model and identify other areas in need of protection.

NS 1.2.3: Develop a plan to implement open space protection recommended by NS 1.2.1 and NS 1.2.2.

NS 1.2.4: Continue implementation of the City's stream buffer regulations.

NS 1.2.5: Continue and expand efforts to eliminate invasive species, especially in environmentally-sensitive areas.

NS 1.3: Identify and consider measures to protect working lands (farm, timberlands and agricultural lands), heritage lands (lands with historic significance), and natural lands (places of exceptional natural beauty or significance).

NS 1.3.1: Review and assess conservation methods (such as conservation easements or land trusts) for use in preserving working lands, heritage lands, and natural lands.

NS 1.3.2: Engage large local landowners to determine if open space preservation is feasible.

NS 1.3.3: Develop an Open Space and Preservation Plan element of the Greenspace/Greenways Master Plan.

NS 1.3.4: Engage in formal dialogue with Auburn University on issues of open space preservation.

NS 1.3.5: Continue to develop a unified Geographic Information System (GIS) resource with proposed greenways, open space, parks, *et cetera.*

Note: Refer to HP 3.2 for additional recommendations related to heritage lands (Chapter 9).

NS 2: Expand efforts to plant trees in public spaces and along streets and pedestrian pathways, while educating the public about the benefits of planting and preserving trees.

NS 2.1: Expand efforts and programs to plant trees in public spaces and along streets and pedestrian pathways.

NS 2.1.1: Give consideration to look for opportunities to employ street trees along new streets.

NS 2.1.2: Work to resolve potential conflicts between street trees and utilities, both above and below ground, such as by increasing the amount of space allocated for trees, requiring coordination between utilities and landscaping prior to construction and encouraging the use of underground utilities.

NS 2.1.3: Continue and expand efforts to provide citizens with free trees, such as through the Arbor Day tree giveaway, at City Fest, and at the Christmas parade.

NS 2.1.4: Encourage the use of greenspace planting agreements for tree plantings in areas with inadequate space in the right-of-way.

NS 2.2: Work to educate the public about the benefits of planting and preserving trees.

NS 2.2.1: Work with the Auburn University School of Forestry and Wildlife Sciences to educate the public about the many benefits of planting and preserving canopy trees.

NS 2.2.2: Increase communication and collaborative efforts between the Parks and Recreation Department, the Planning Department, the Environmental Services Department, the Greenspace Advisory Board, and the Tree Commission.

NS 2.2.3 Continue to regulate private plantings in City right-of-way to reduce conflicts with infrastructure.

NS 3: Promote the preservation of existing tree canopy and the planting of plentiful canopy trees as development occurs.

NS 3.1: Preserve existing tree canopy using a combination of regulatory tools and incentives.

NS 3.1.1: When tree credits are requested, increase efforts to ensure that tree preservation plans are provided prior to issuance of permits allowing tree clearing.

NS 3.1.2: Work with Auburn University and the Tree Commission to provide information to the public, the development community, and all persons preparing landscape plans in the City of Auburn regarding the benefits of preserving existing tree canopy.

NS 3.1.3: Consider the development of requirements for tree protection for small projects such as remodeling.

NS 3.2: Promote the planting of plentiful canopy trees as development occurs.

NS 3.2.1: Consider allowing parking orchards as a landscape option for parking lots.

NS 3.2.2: Provide incentives to reduce the use and need for landscaping waivers, including using the existing tree trust account administered by Parks & Recreation as a "tree bank."

NS 4: Manage stormwater to reduce runoff and impacts to local waterways.

NS 4.1: Promote reduction in the amount of stormwater runoff from existing and newly-developed sites and smart reuse of stormwater.

NS 4.1.1: Promote the use of reclaimed stormwater (greywater) for use in irrigation and the creation of more closed-loop systems/water catchments.

NS 4.1.2: Provide information to the public and the development community about the benefits of reducing and reusing stormwater runoff.

NS 4.1.3: Improve the aesthetics of detention/retention ponds by offering incentives.

NS 4.1.4: Promote the distributed use of volume-reducing best management practices (low-impact development) while simultaneously promoting dual use/expanded use of larger peak-flow best management practices.

NS 4.1.5: Consider the use of detention/retention ponds as amenities, designed to ensure usability for recreational activities.

See the Utilities section for additional recommendations related to water conservation.

NS 5: Protect and improve water quality in the City's watersheds.

NS 5.1: Continue to provide regulations and programs to protect and improve water quality within watersheds that feed the City's municipal water sources.

NS 5.1.1: Promote the use of conservation subdivisions within the Lake Ogletree and Martin-Marietta Quarry watersheds to reduce impervious surfaces and protect open space.

NS 5.1.2: Work to clearly delineate the boundaries of the Martin-Marietta Quarry watershed so that areas within the watershed receive appropriate protection.

NS 5.2: Continue to provide regulations and programs to protect and improve water quality within all of the City's watersheds.

NS 5.2.1: Support open space preservation programs, as these can contribute to better water quality.

NS 5.2.2: Continue to prioritize annexation of critical and impaired watersheds to provide additional oversight and regulation.

NS 5.2.3: Report known threats to water quality identified in the Source Water Monitoring Program that are outside of the City's planning jurisdiction to the appropriate jurisdictional and regulatory agency and monitor the identified threat for correction.

NS 5.2.4: Continue to identify and correct sources of sanitary sewer overflows to protect the City's watersheds.

NS 5.2.5: Monitor and assess the accuracy of the estimated pollutant removal efficient ratings used in the Site Development Review Tool (SDRT) to account for possible regional calibration.[23]

NS 5.2.6: Continue to develop new public education and outreach initiatives to protect the City's watersheds.

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[23] The effectiveness of various water quality best management practices may vary by region. For example, the SDRT will say that one gets a 80% total suspended solids reduction by using a stormwater wetland as a water quality best management practice. Monitoring will allow the City to determine whether the 80% reduction is the result in this region or if the effectiveness is something different (60%, 70%, 90%, etc.). This will allow the City to calibrate stormwater models to be more accurate for this region rather than using generally accepted removal efficiencies that inevitably vary by region.

NS 5.2.7: Expand work with various partners to improve water quality protection in and around the City of Auburn.

NS 5.2.8: Encourage improved interjurisdictional cooperation regarding water quality standards, such as between local governments.

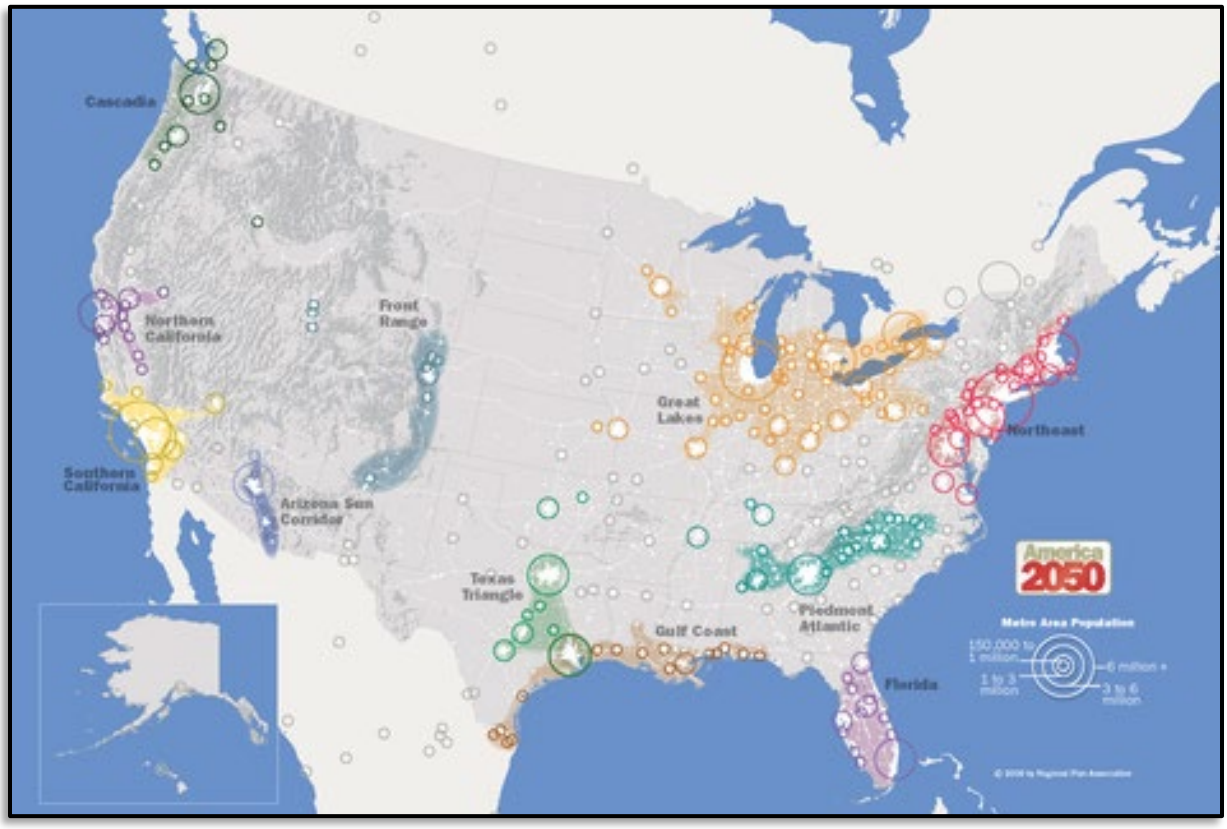
CHAPTER FIVE: TRANSPORTATION

5.0 Overview of Transportation Planning

Transportation planning deals with the movement of people and goods throughout a city or a region and is not limited to automobiles and streets only. In fact, it is multi-faceted and includes several systems; a road network for motorized vehicles; pedestrian and bicycle networks; transit; and networks for rail, freight and aviation. CompPlan 2030 recognizes that all of these networks are vital to maintaining a healthy, well-connected, mobile region in the future.

While CompPlan 2030 focuses on transportation systems for the City of Auburn, it acknowledges that the transportation systems locally are part of a larger system of transportation networks in the region. The figure below shows how Auburn is situated on the edge of an emerging megaregion known as the Piedmont Atlantic Region. This megaregion is anchored by Atlanta, Georgia, but extends east to west from Raleigh, North Carolina to Birmingham, Alabama. The estimated population of the region, 17.6 million (2010), is anticipated to grow to 21.7 million by 2025.[1]

Figure 5.1



Source: http://www.america2050.org/megaregions.html

[1] http://www.america2050.org/piedmont_atlantic.html

Auburn is connected to the heart of this region by highways that include Interstate 85, US Highway 29, US Highway 280 and other state and local highways.

Auburn has access to air travel through Hartsfield-Jackson Atlanta International Airport, Birmingham-Shuttlesworth International Airport, Columbus Metropolitan Airport, and Montgomery Regional Airport. Locally, flights come to Auburn directly by way of the Auburn University Regional Airport.

Passenger rail service is provided by Amtrak via the Crescent line connecting New Orleans, and New York. The closest stations to Auburn are in Birmingham and Anniston, Alabama as well as Atlanta. The Federal Government continues to consider high speed rail service[2] that would follow the basic route currently used by the existing Amtrak line. Alabama is a member of the Southern Rail Commission (SRC) established in 1982 with a mission to support the establishment and advancement of high speed and other passenger rail service in Alabama, Louisiana and Mississippi.

Long distance bus service is available along the I-85 corridor with a station in Opelika. Shuttle service to the Hartsfield –Jackson Airport can be accessed directly in Auburn.

5.1 Transportation Planning in the Region

Transportation facilities within the City of Auburn are built, owned or maintained by federal, state and local governments as well as private sector organizations with transportation planning at all levels.

5.1.1 Federal

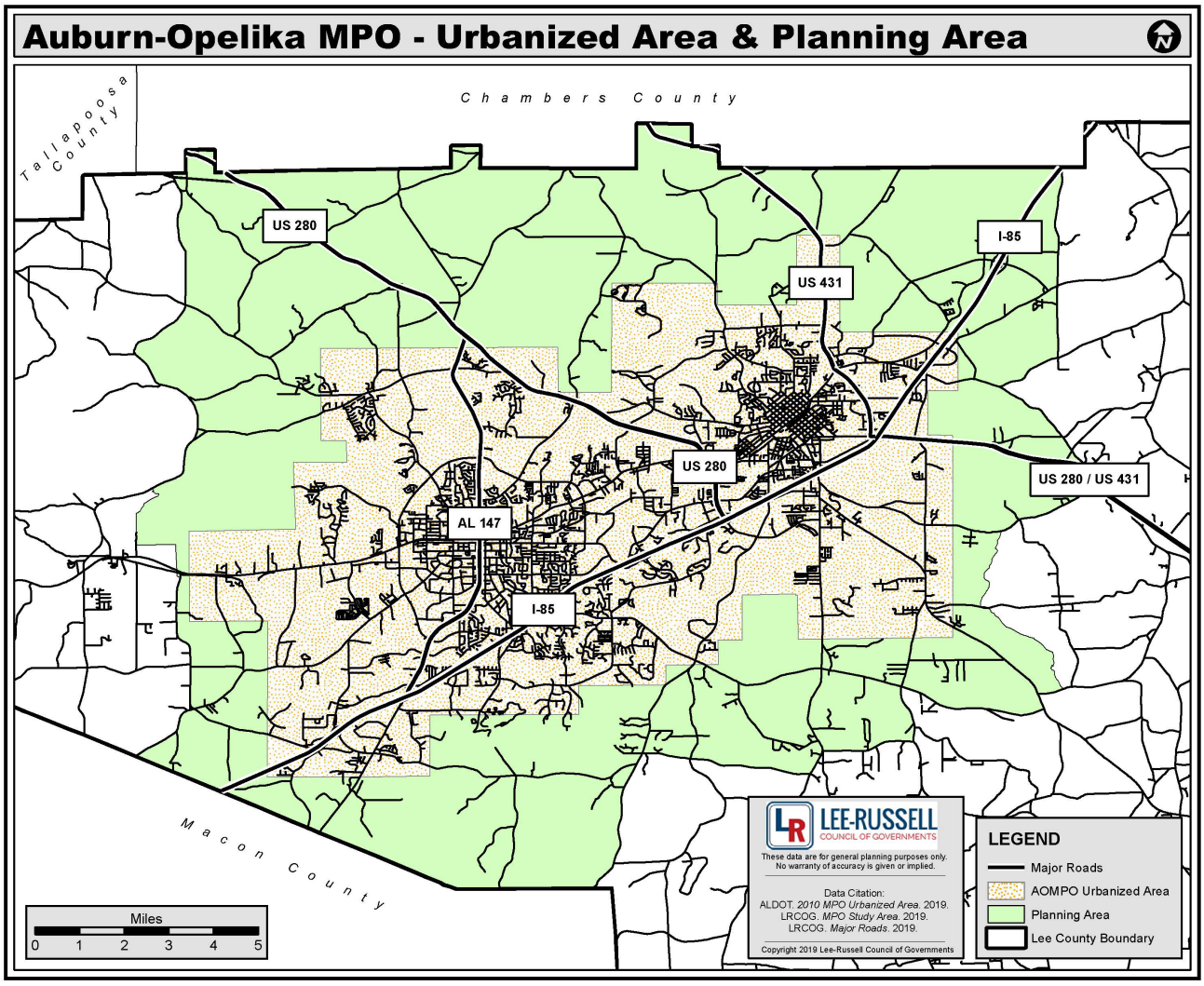
Legislation has focused on engaging all levels of government for the funding, planning, construction and maintenance of transportation systems. This legislation has generally involved authorization bills that program transportation funding and policies for a limited future timeframe. Prior to the sunset date of each bill, Congress must reauthorize the funding through passage of a new bill.

On November 15, 2021, the Infrastructure Investment and Jobs Act (IIJA), was signed into law. This law provides $550 billion dollars from FY2022-2026, one of the largest infrastructure investments in history. IIJA replaces the Fast Act which allocated over $61 billion dollars through FY 2020.

In order to allocate transportation resources locally, the focus of federal funding laws, and prior transportation reauthorization bills, has been on Metropolitan Planning Organizations (MPO). Created in the 1970's, an MPO is a transportation policy-making body made up of representatives from local government and transportation agencies. The MPO is required in all urbanized areas with a population of 50,000 people or more. The Auburn-Opelika Urbanized Area reached this population threshold in the 1980 Census, with the creation of the Auburn-Opelika MPO (AOMPO) in 1982. The MPO is administered through the Lee–Russell Council of Governments and has transportation planning authority and responsibility over federal transportation funds that are channeled to the urbanized area. The map below shows the Auburn-Opelika Urbanized Area in red. The study area, shown in blue, represents the area that the MPO has predicted to be urbanized by the forecast year of their long-range transportation plan. All MPO plans, programs, and projects are limited to the study area.

[2] http://www.fra.dot.gov/eLib/Details/L02833

Figure 5.2



Source: Lee-Russell Council of Governments

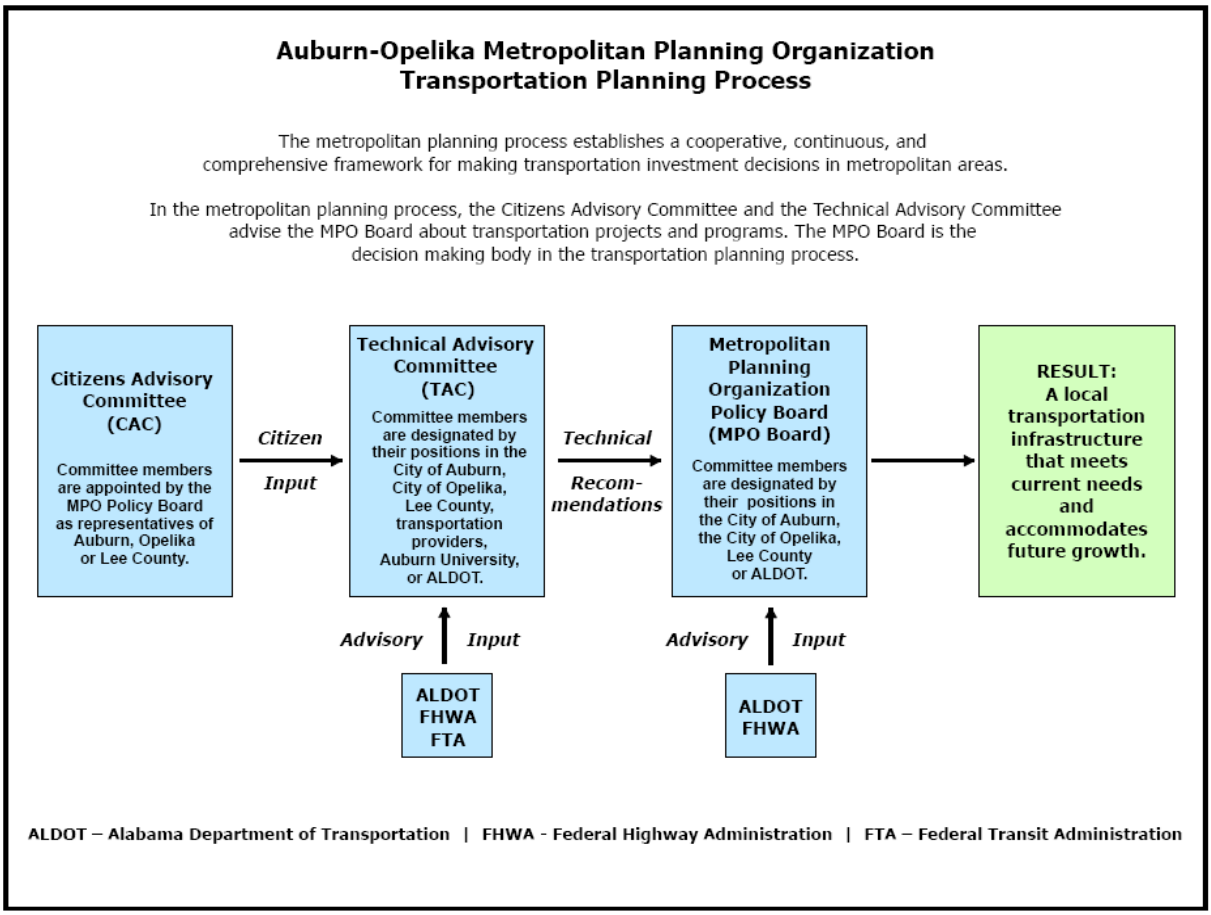
The voting members of the MPO include elected and appointed officials from Auburn, Opelika and Lee County, as well as a representative from the Southeast Region of the Alabama Department of Transportation (ALDOT). There are also two non-voting members; another ALDOT representative and a member of the Federal Highway Administration.

The MPO is supported by two advisory committees, the Technical Advisory Committee (TAC) and the Citizens Advisory Committee (CAC). The TAC provides technical guidance for the planning process. It is composed of planners, project engineers, transit managers and various other professionals who can determine if developed plans will be feasible for the MPO study area. The CAC provides advisory input from a citizen's perspective on plans, programs and projects in the MPO study area.

Figure 5.3 on the following page is a chart showing the organization of the AOMPO within the transportation planning process.

The primary work products of the MPO are the Unified Planning Work Program, the Long Range Transportation Plan, and the Transportation Improvement Program.

Figure 5.3



Unified Planning Work Program

The Unified Planning Work Program (UPWP) is the instrument for coordinating metropolitan transportation planning activities in the cities of Auburn and Opelika, and in Lee County, Alabama. The Program contains transportation budgets and work tasks for the fiscal year. Topics and activities addressed by the Program include administration of the MPO, data collection and analysis, mapping, traffic analysis, public involvement, environmental mitigation and streamlining, air quality planning, greenhouse gas reductions, long range transportation planning, transportation improvements programming, public transportation, bicycle/pedestrian planning, freight planning, transportation management and operations planning, education and training and safety/security planning.

Long Range Transportation Plan

The Long Range Transportation Plan (LRTP) is one of the key documents of the MPO and looks well into the future. The most recent plan approved by the MPO looks forward to 2045. According to federal law, the LRTP must meet the following criteria:

- Address a 20-year planning horizon
- Include long-range and short-range multimodal strategies that facilitate efficient movement of people and goods
- Be updated at least every five years
- Identify transportation demand over the plan horizon
- Include citizen and public official involvement and participation in the plan development process
- Consider local comprehensive and land use plans
- Include a financial plan

The LRTP sets the goals and policies for transportation in the MPO planning area to meet future transportation demands in the planning area. This document is then used as the foundation for creating the Transportation Improvement Program (TIP) that lists actual transportation projects to be completed in the MPO study area and allocates associated funding for each project.

Within the 20 year planning horizon, the LRTP includes the following:

- Goals
- Data collection
- Identification of transportation needs and strategies for :
    - Roadways
    - Bicycle facilities
    - Pedestrian facilities
    - Rail facilities
    - Transit facilities
    - Freight movement
    - Aviation
- Programming of projects
- Financial plan

Transportation Improvement Program

The current Transportation Improvement Program (TIP), adopted in 2019, is a prioritized list of funded transportation projects for the MPO planning area and the associated funding to be programmed for each project. Projects in the TIP are taken from the list of projects in the Long Range Transportation Plan; however, where the LRTP looks 20 years ahead, the TIP looks at projects to be programmed within a four-year horizon. The MPO revises the TIP every fiscal year. It is a "financially constrained" plan, meaning that projects are only listed where funding is actually available. The sum of all project costs cannot exceed the available federal allocation for the MPO plus a local match. In the most recent TIP, the MPO reported anticipated federal funds in the sum of $1,889,452 for each fiscal year 2019 through 2023. Federal funds are then combined with a 20% match from local funds for an annual total of $2,361,815 for each fiscal year 2019 through 2023.

On August 7, 2019 the MPO Policy Board approved the FY2020-2023 Transportation Improvement Program (TIP). Projects in the TIP are submitted to the State Department of Transportation where they are incorporated in the Statewide Transportation Improvement Program (STIP).

Federal legislation specifies that Metropolitan Planning Organizations (MPO) must provide for consideration of projects and tasks that meet the objectives of the eight planning factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility options available to people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.

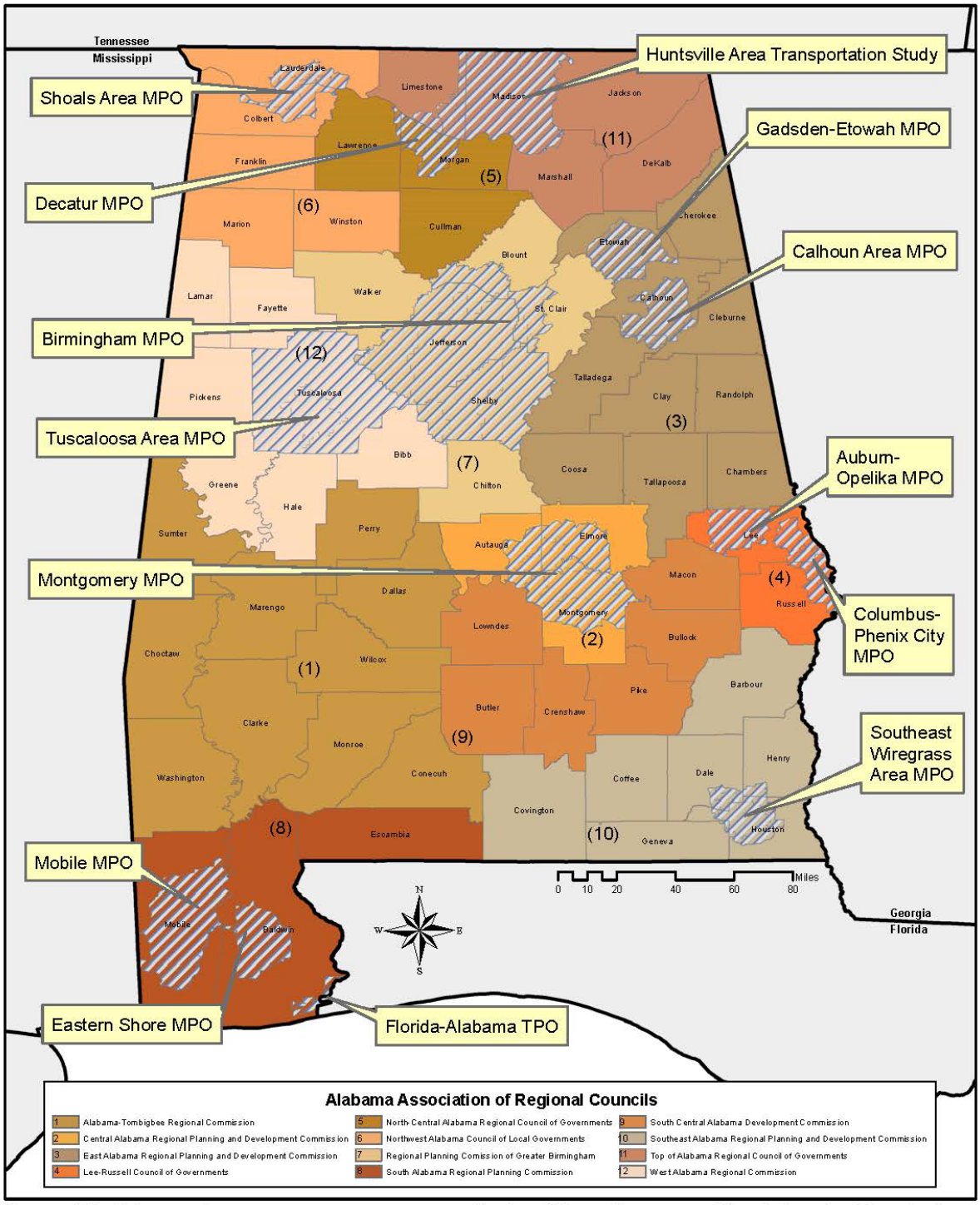
5.1.2 State

The State of Alabama also has a statewide transportation planning program, much of which follows a similar organization set up by Federal legislation. Two key documents are the Alabama Statewide Transportation Plan, whose MPO counterpart is the Long Range Transportation Plan mentioned above; and the Statewide Transportation Program, whose MPO counterpart is the Transportation Improvement Plan. These two guiding documents rely heavily on input from the LRTP and TIP respective to each MPO.

Alabama Statewide Transportation Plan (SWTP)

The Alabama Statewide Transportation Plan presents long range multimodal assessments of the State's transportation program. Federal regulations guide development of the SWTP and require that it address transportation needs for a minimum of 20 years into the future. The most recently adopted plan looks forward through the year 2040. The plan was developed in cooperation and coordination with regional and metropolitan transportation planning efforts, including that of the Metropolitan Planning Organization mentioned earlier. The SWTP does not identify projects; rather, it contains recommendations that focus on transportation programs and policies. The State also relies on Regional Planning Councils and Rural Planning Organizations in areas outside of an MPO. The figure on the next page is from the SWTP and shows how the State is divided into different planning areas with MPOs identified in each area.

Figure 5.4 MPO Map



Source: http://alarc.org/

Regional Councils represent Rural Planning Organizations by serving as staff to local officials. More information can be found at: http://alarc.org/the-councils/

6-06-2017

Statewide Transportation Improvement Program (STIP)
The SWTP provides long-range policy guidance for improvements that are identified in the Statewide Transportation Improvement Program (STIP). The STIP looks ahead on a four-year horizon and programs federal funding and state funds for transportation projects.

The STIP generally consists of projects from the various TIPs from each respective MPO as well as projects programmed for rural and small urban areas. Similar to the MPO's TIP discussed earlier, the STIP is financially constrained, meaning that there are sufficient funds available to complete the four-year program of projects. Projects in urbanized areas that do not have an identified funding source can be included in the program as "illustrative" projects.

5.13 Local

In addition to the planning efforts of the MPO and State of Alabama, the City of Auburn maintains long-range and short-range transportation plans that are administered by the Engineering Services Department. Programming of funds takes place through the City's Capital Improvements Program, part of the City's Biennial Budget.

Transportation planning documents produced or commissioned locally by the Engineering Services Department include:

Auburn Comprehensive Traffic Study
The City has been closely reviewing the transportation system through a consultant commissioned study to understand the long-term needs of the city. The City Council approved the original study in 2005. A new city-wide traffic study was adopted by the City Council in May 2019. The results of the study yielded a list of intersections and roadways where improvements are needed. The projected improvements have been prioritized to guide budgeting decisions. The traffic study has included the following components:

- Bicycle and Pedestrian Planning
- School Traffic Study
- Citywide crash study
- Isolated intersections
- Focused corridor studies
- Traffic circulation and Traffic Impact Study Requirements

Auburn Citywide Traffic Study Signal System Report
This report published in 2020 assessed several signalized corridors to study the timing and efficiency of signalized intersections. Recommendations were provided to improve signal performance.

Revised Long Range Transportation Plan
This commissioned plan was completed in June 2006. The goal of this plan was to look at the transportation modeling and outcomes of the MPO and to refine the Auburn-specific portions of the MPO's Long Range Transportation Plan so that the Auburn plan might alleviate all roadway capacity deficiencies for the year 2030. The result was a list of proposed improvements on twelve of the city's major roadways that the City could use to advocate for in the MPO's Long-Range Transportation Plan.

Bicycle Plan
This plan became a significant portion of *Auburn 2020*, the strategic plan for the City adopted in 1998. This plan discussed:

- Bicycling history
- Existing conditions of the bicycle network
- Benefits of bicycling
- Legislative issues
- Goals and objectives to expand and improve the bicycle network
- Implementation strategies to realize the goals and objectives of the plan

In addition to the Auburn Bicycle Plan, the Lee-Russell Council of Governments adopted its first Bike-Ped Plan in 2017.

Major Street Plan
This is a map of the street network produced in 2007 that shows existing and proposed streets in their respective classifications: arterial, collector, and residential collector. The Major Street Plan is updated approximately every 5 years with the last update occurring in 2019.

Outer Loop Feasibility Study 2002
Completed in August 2002, the goal of this study was to identify a preliminary corridor for an outer loop transportation facility around Auburn. The study considered existing conditions, traffic projections, design criteria, typical road sections and corridor alignments to identify issues and guide further development of the facility. As part of the Transportation Improvement Plan, the City is in the process of developing a scope of services for consultant selection to determine which segment of the outer loop should be constructed first.

Sidewalk Master Plan
This is a map of the sidewalk network produced in 2007 that shows streets where there are existing sidewalks and where sidewalks are proposed. The map is reviewed and updated annually and included in the Engineering Design and Construction Manual.

5.2 City of Auburn Engineering Design and Construction Manual

In January 2011, the City adopted the Engineering Design and Construction Manual (originally Public Works Design and Construction Manual). This document combined all design and construction standards previously published in various other City codes and regulations into one document. The document included sections for general topics, traffic signal design, traffic calming, street sign policies, and traffic impact studies.

Because the effects of transportation systems transcend many other areas such as land use, parks and recreations and the environment, there are a number of plans produced or commissioned by the City Administration or other departments. These also shape transportation policy implementation. These documents include:

Auburn 2000 Comprehensive Plan
Adopted in 1983, this plan was specifically billed as a comprehensive plan to involve long range planning for Auburn and addresses the fundamental questions about the kind of community Auburn citizens wish to build and the goals they wish to attain.

As part of this process, a Transportation and Utilities Subcommittee studied the condition of the network of streets, water, and sewer systems serving Auburn and used growth projections for the City to the year 2000. The subcommittee identified needs for capital improvements in these systems as well considering the cost-efficient maintenance and delivery of service to the people of Auburn.

Improvements proposed in the plan included:

1. Completion of the "outer loop" system that consisted of Shug Jordan Parkway and East University Drive. This loop has been completed and as previously noted, a feasibility study will be undertaken to determine where a new outer loop should be constructed and which segment will be constructed first.
2. Extension and/or widening of east-west arterials.
    a. Opelika Road/Martin Luther King Drive.
    b. Glenn Avenue from Hemlock Drive to the west city limits and to I-85 to the East. Glenn Avenue from Hemlock to Byrd has been resurfaced, restriped, and had sidewalks added. The eastern portion of Glenn Avenue have been resurfaced and restriped.
    c. Magnolia Avenue from Hemlock Drive on the west to Ross Street on the east.
3. Extension and widening of north-south arterials.
    a. Dean Road from East University Drive on the south to Opelika Road on the north. Improvements to Dean Road from Annalue Drive to Opelika Road are in the CIP. Other portions of Dean Road have been resurfaced and restriped, including the addition of a left turn lane at Harper Avenue.
    b. Gay Street from Samford Avenue on the south to Drake Avenue on the north. Improvement will be made to the section from East Glenn and Mitcham Avenue beginning in 2017 as part of a new mixed use development at the corner of North Gay Street and East Glenn Avenue.
    c. College Street through the entire city.
    d. Donahue Drive from East University Drive on the south to Shug Jordan Parkway on the north. The portion between Cary Drive and Bedell Avenue has been widened to accommodate three lanes and complete extensions of sidewalk. The widening between Martin Luther King Drive and Cary Drive is in the CIP.
    e. Foster Street north from Martin Luther King Drive to Donahue Drive.
4. Enhancement of the "inner loop" system: Foster Street (with extension to Donahue Dr.), Hemlock Drive, Samford Avenue, Dean Road.
5. Bicycle/Pedestrian System that would provide an alternative transportation mode and connect the university campus to other points in town. It also envisioned the formation of an advisory committee that would represent a range of constituencies.

Auburn Land Use Plan 2004

Comp Plan 2030 has replaced this document, but the plan outlined a number of transportation policies and directions that became part of CompPlan 2030, such as:

- Protecting natural lands, open space and ecosystems
- Guiding development of the city to create a collection of connected villages
- Maintaining and enhancing community character
- Expanding transportation and accessibility opportunities

  - Reducing dominance and impact of automobiles
  - Integrating and mixing land uses to encourage pedestrian activity, bicycle usage and transit.
- Protecting and reinvesting in neighborhoods and commercial corridors

Auburn 2020 – Auburn 2020 is a long-range plan established to help guide the future of the City by setting goals, policies, and programs for positive change. The plan focused on the areas of Education, Growth and Development, Intergovernmental Relations, Transportation, Utilities and Technology, Family and Community and Public Safety and created 22 goals for 2020, designed as a blueprint for Auburn's future. The plan listed a number of transportation recommendations that focused on:

- Access
- Connectivity to regional systems
- Safe and efficient movement
- Funding
- Creating an aesthetic environment along transportation corridors
- Maintaining a viable downtown
- Inter-jurisdictional coordination (Auburn, the University, Opelika, Lee-Russell Council of Governments)
- Creation of an advisory organization

City of Auburn Biennial budget – The two-year budget, reviewed annually, includes the operating budget and the capital improvements program, both of which provide funding for the maintenance of the existing transportation system and programming of funds for projects that will enhance and expand the transportation system.

City of Auburn Citizens Survey – For more than twenty-five years, the City of Auburn has conducted an annual survey of its citizens. A portion of the survey focuses on transportation systems with the results serving as a tool to measure the quality of City services and gauge budget priorities for the future. The survey also helps further the City's efforts to involve citizens in their local government. Results of the Citizen Survey revealed an overall high level of citizen satisfaction with the quality of life in Auburn and City services. Traffic flow and transportation consistently rank as areas of concern for residents. The 2022 Citizen Survey revealed the overall satisfaction with ease of travel by car fell from 76% in 2015 to 55% in 2022. Satisfaction with ease of pedestrian travel dropped by 12% to 54% but remains higher than the 47% satisfaction rating from the 2006 survey. Satisfaction with ease of bicycle travel fell from 41% to 35%.

The following categories have been identified as the top two city services that should be emphasized the most over the next two year period in the 2022 survey:

1. Flow of traffic and congestion management, ranked number one since 2011, except for 2014 where it ranked number two.
2. Maintenance of city infrastructure ranked number two in 2011, 2012, 2016, and 2022. It ranked number three in 2013, 2014, and 2015.

City of Auburn US 29 Corridor Planning and Supplemental Guidelines

The intent of this plan was to establish a framework that would give direction to long range development along the South College Street corridor (formerly US 29). The corridor was assessed for strengths and opportunities as well as constraints or threats. The plan encouraged mixed use in the corridor, establishing the I-85 interchange as a gateway into the city, preserving traffic capacity, focusing on consistent land use along the corridor, and making business development feasible. Included in this was a supplemental set of Development Guidelines. The guidelines direct development along the corridor with regard to site access, site layout, placement of buildings, parking, pedestrian circulation, fencing, screening and lighting.

5.3 Transportation and Land Use

Transportation and land use are inextricably linked and are so closely related that it is impossible to make changes to one without affecting the other. For transportation systems to be feasible, they require users who pay to either recoup construction and maintenance costs or to justify their existence. Transportation systems also rely on land uses at points of departure or arrival that allow enough users in a high enough concentration to support the necessary demand to keep a transportation system running or justify its creation and maintenance.

Access to land determines whether or not a parcel of land is feasible for development. The ability to get people, goods and services to and from a site can turn an inexpensive piece of land with few development options to one with many options and high value. At the same time, land use regulations affect the ability to develop a property, which, in turn, can affect the supply of transit users to a transportation system.

Generally, roads, transit, and other transportation elements shape land development, while the distribution and types of land uses affect travel patterns and transportation facilities.
Low-density development relies heavily on cars as the primary mode for transportation, while denser development can combine different land uses in closer proximity, encouraging pedestrian activity, biking, transit and other non-motorized forms of travel.

5.3.1 Transportation and the Auburn Interactive Growth Model

Between 1970 and 2015, the City of Auburn tripled in both area and population. The development pattern has been dispersed outward creating a challenge to provide infrastructure to the increased population and area while maintaining the existing infrastructure. Understanding the needs of an ever-growing population and city boundary is absolutely vital to planning for future growth. In order to more accurately forecast population growth and distribution, the City created a growth model that considers current growth trends and can be adjusted as growth takes place. The dynamic nature of the model allows the consideration of different scenarios of "build-out" based on changing assumptions of zoning and land use.

Better understanding population and dispersion will allow the City to optimize the greatest return on public investments to serve future development and to set priorities. This will be ~~a~~ key to understanding how growth affects existing transportation systems and where the City should allocate resources to address transportation demands. Both the Metropolitan Planning Organization and the City have been using the data in their latest long range planning efforts.

5.3.2 Transportation and the Environment

The convenience and economic value of transportation systems come with environmental trade-offs. Construction and maintenance of transportation systems often affect: air and water quality, noise, wildlife, natural resources, cultural and historic resources, wetlands, floodplains, agricultural land, parks and open space. Additionally, because the location of transportation systems is so closely linked to economic development and land use, there has been growing attention paid to environmental justice in the field of transportation planning. Environmental justice seeks to avoid, minimize or mitigate disproportionally higher negative impacts on minorities, and low-income populations. Alabama's Statewide Transportation Plan (July 2017) describes environmental issues as follows:

Table 5.1

RESOURCE / ISSUE	SIGNIFICANCE	REGULATORY BASIS
Air Quality	Public health, welfare productivity, and the environment are degraded by air pollution	Clean Air Act of 1970; 40 CFR Parts 51 & 93; State Implementation Plan
Noise	Noise can irritate, interrupt, and disrupt, as well as generally diminish the quality of life	Noise Control Act of 1972; ALDOT's highway Traffic Noise Analysis Policy and Guidance
Wetlands	Flood control, wildlife habitat, water purification; applies to both State and federally funded projects	Clean Water Act of 1977; Executive Order 11990; 23 CFR 777
Threatened and Endangered Species	Loss of species can damage or destroy ecosystems, to include the human food chain	Endangered Species Act of 1973; 7 CFR 355
Floodplains	Encroaching on or changing the natural floodplain of a water course can result in catastrophic flooding of developed areas	Executive Order 11988; 23 CFR 650; 23 CFR 771
Farmlands	Insure conversion compatibility with State and local farmland programs and policies	Farmland Protection Policy Act of 1981; 7 CFR 658
Recreation Areas	Quality of life; neighborhood cohesion	Section 6(f) of the Land and Water Conservation Fund Act; Section 4(f) of the DOT Act of 1966 (when applicable); 23 CFR 771
Historic Structures	Quality of life; preservation of the national heritage	National Historic Preservation Act of 1966 (Section 106); the DOT Act of 1966 [Section 4(f)]; 23 CFR 771; 36 CFR 800
Archaeological Sites	Quality of life; preservation of national and Native American heritage	National Historic Preservation Act of 1966 (Section 106); the DOT Act of 1966 [Section 4(f)]; 23 CFR 771; Executive Order 13175

Environmental Justice	To avoid, minimize, or mitigate disproportionately high impacts on minorities and low-income populations; basic American fairness	Title VI, Civil Rights Act of 1964; Executive Order 12898

The Federal Highway Administration (FHWA) has determined that climate change should be integrated into transportation planning at the state, regional, and local levels, and that consideration of potential long range effects by and to the transportation network be addressed. To that end, FHWA requires the following excerpt be present in the TIP, LRTP, and other selected documents:

> According to the FHWA report *Integrating Climate Change into the Transportation Planning Process*, there is general scientific consensus that the earth is experiencing a long-term warming trend and that human-induced increases in atmospheric greenhouse gases (GHGs) may be the predominant cause. The combustion of fossil fuels is by far the biggest source of GHG emissions. In the United States, transportation is the largest source of GHG emissions, after electricity generation. Within the transportation sector, cars and trucks account for a majority of emissions.
>
> Opportunities to reduce GHG emissions from transportation include switching to alternative fuels, using more fuel efficient vehicles, and reducing the total number of miles driven. Each of these options requires a mixture of public and private sector involvement. Transportation planning activities, which influence how transportation systems are built and operated, can contribute to these strategies.
>
> In addition to contributing to climate change, transportation will likely also be affected by climate change. Transportation infrastructure is vulnerable to a predicted rise in sea levels and increases in severe weather and extreme high temperatures. Long-term transportation planning will need to respond to these threats.[3]

5.4 Road Network

The City of Auburn is located within a large web of regional highways that make up the National Highway System (NHS). The NHS consists of over 223,668 miles of interconnected principal arterials and highways that serve major population centers, international border crossings, ports, airports, public transportation facilities, other intermodal facilities and major destinations. Alabama contains 3,956 miles of NHS roadways comprises of the following elements:

- **Interstate Highways** – The Dwight D. Eisenhower National System of Interstate and Defense Highways consists of limited access facilities of the highest importance to the nation built to uniform geometric standards and connecting metropolitan areas, cities and industrial centers.
- **Strategic Highway Network (STRAHNET)** – STRAHNET roadways are those which would be used for the rapid mobilization and deployment of armed forces. According to the US Military's Transportation Engineering Agency, these routes connect military bases to the

[3] Introduction to Integrating Climate Change into the Transportation Planning Process - Federal Highway Administration, Final Report, July 2008

Interstate highway network and include over 61,000 miles of roadway, including 1,074 miles within Alabama.

- **Congressional High Priority Corridors** – Corridors designated by Congress to address travel and economic development needs in regions which are not adequately served by the Interstate highway system. High Priority Corridors receive preferential treatment for funds related to planning and construction projects designed to improve long distance personal travel and freight movement. There are six such corridors in Alabama, one of which is US 80.
- **Other Federal and State Highways** – Several other highways on the federal and/or state system are designated for inclusion in the NHS network. These connect communities not located along an Interstate highway, STRAHNET route or Congressional High Priority Corridor.
- **Key Intermodal Connectors** – Several short roadway segments around the state link airports and docking facilities with one of the four previously defined classes of roadway and are also defined as part of the NHS network.

In addition to providing Auburn a connection to the entire country, the highway system also serves a safety function. US 431 is a hurricane evacuation route that starts in the Florida Panhandle and terminates in the Auburn-Opelika area.

5.4.1 Local Street Network

The existing system of roads maintained by the City of Auburn continues to grow. Currently, the City's maintained road network consists of 339 miles of roadway. This network is composed of streets of varying classifications. The City's Traffic Circulation Standards are included in the Engineering Design and Construction Manual and include the following types:

Arterial Street
Collector Street
Residential Collector Street
Local Commercial Street
Local Residential Streets
Cul-de-sac
Alley

Table 5.2: Miles of roadway by classification type

Road Type	Miles
Arterial roadways	66.5
Collector	53.9
Local Commercial	7.1
Local Residential	157.1
Cul-de-sac	44
Alley	0.55
Total	**330.65**

In addition to the miles of roads listed above, the Major Street Plan includes 59.2 miles of planned roadways The Major Street Plan (Figure 5.5) is on the next page.

The primary planning for the road network that the Engineering Department has accomplished through their planning efforts includes the Comprehensive Transportation Plan FY 2010, the Auburn Comprehensive Traffic Study, and the Revised Long Range Transportation Plan. In their research, the Department has provided additional information summarizing the existing street network.

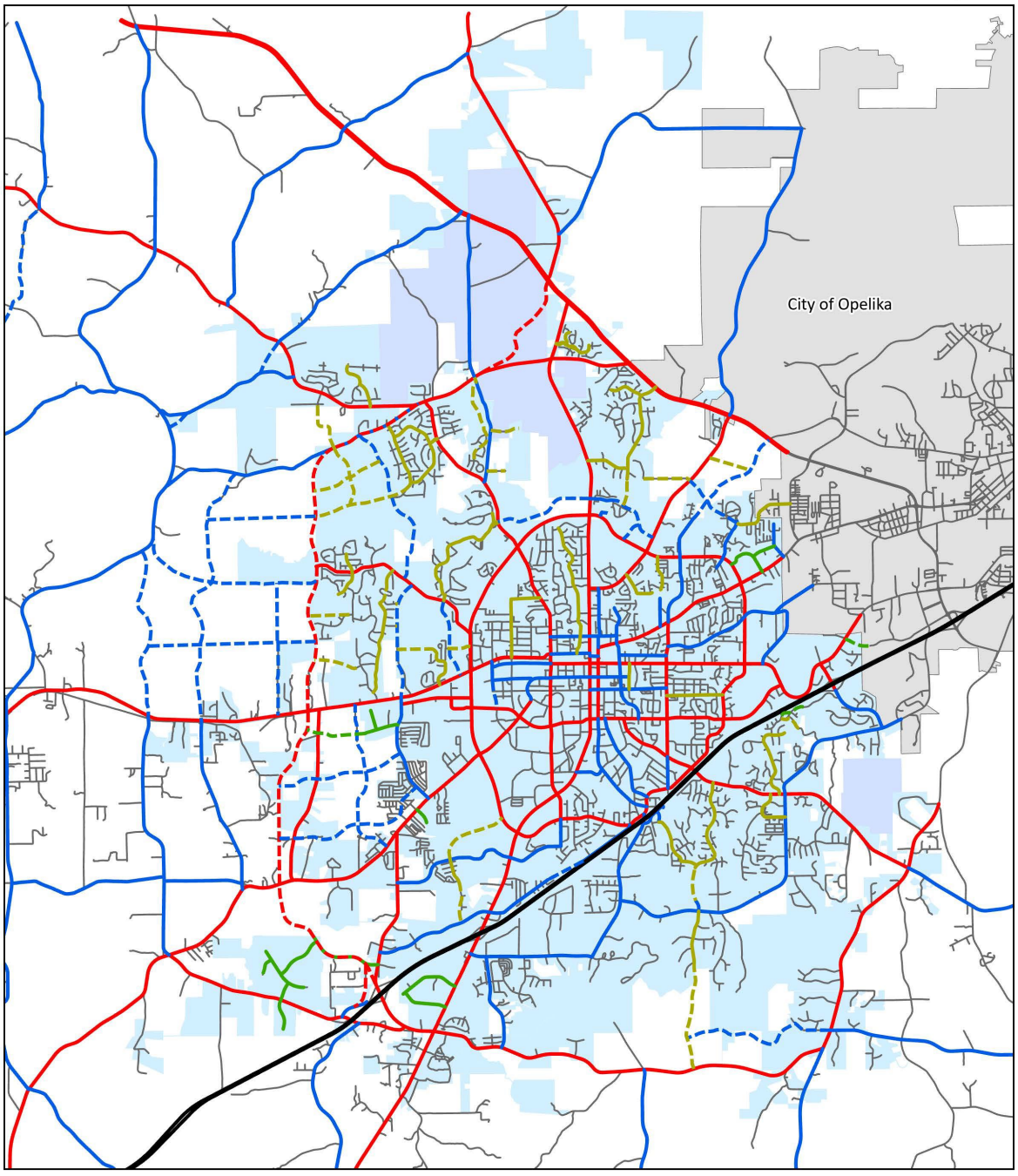
Table 5.3: Average ADT of Busiest Roadway Segments

Opelika Road between Dekalb St and Saugahatchee Rd	23,500+ ADT
South College St between I-85 & S Donahue Dr	23,000+ ADT
Shug Jordan Pkwy between AL Hwy 14 and N Donahue Dr	23,000+ ADT
Opelika Road between Dean Road and Gentry Drive	25,000+ ADT
E University Dr between N College St and Opelika Rd.	22,000+ ADT
E University Dr between Opelika Rd and E Glenn Av	23,000 ADT
E Glenn Av between Bent Creek Rd amd E University Dr	23,000+ ADT

Source: Average Daily Traffic 2016-2022

Figure 5.5 Major Street Plan

City of Auburn



The City of Auburn, Alabama does not guarantee or warrant the accuracy of this map or any information contained herein. Information may contain errors and should be verified by an appropriately qualified, licensed and independent professional.

5.4.2 Future Roadway Network

The Revised Long Range Transportation Plan that the City of Auburn commissioned in 2006 took a closer look at the regional long range planning that the Auburn Opelika Metropolitan Planning Organization had done. The goal of this work was to look at the transportation modeling and outcomes of the MPO and to refine the Auburn-specific portions of the MPO's Long Range Transportation Plan to address roadway capacity deficiencies by the year 2030. The result was a list of proposed improvements on twelve of the city's major roadways for which the City could advocate funding. These include:

Shug Jordan Parkway/East University Drive – from Donahue Drive to Opelika Road the current cross-section is inadequate. Require the construction of left and right turn lanes at all access points. Additionally, at public streets within the section, construct left turn and right turn lanes. Construct lanes at those locations, where required, to ensure two through lanes in both directions. The intersection of East University Drive and Shelton Mill Road has been completed.

Shelton Mill Road – reconstruct as three lanes from East University Drive to U.S. Highway 280. Require right turn lanes at all access points and public streets and exercise access management.

East University Drive

1. Opelika Road to Glenn Avenue – five lane cross section with access management.
2. Glenn Avenue to South College Street – three lane cross section with access management.

Opelika Road

1. Auburn city limits to East University Drive – six lane cross section with median.
2. East University Drive to Dean Road – construct or require right turn lanes at all access points and public streets and exercise access management.
3. Dean Road to Gay Street – three lane cross section required with access management.

Glenn Avenue

1. Donahue Drive to College Street – three lane cross section with application of access management (completed).
2. Gay Street to Dean Road – construct left turn lanes required to ensure two through lanes are continuous through this section. Employ access management.

Magnolia Avenue – Donahue Drive to College Street – three lane cross section with access management (completed).

Alabama Highway 14 – from Donahue west to Shug Jordan Parkway – three lane cross section (completed).

Donahue from Alabama Highway 14 north to Bedell Avenue – three lane cross section.

College Street – Bragg Avenue to Glenn Avenue – three lane cross section.

Gay Street – Opelika Road to Samford Avenue – three lane cross section.

Dean Road

1. Annalue Drive to Glenn Avenue – current cross section acceptable. Add a northbound right turn lane on Dean Road at Annalue Drive.
2. North of Dean Road Elementary School to South of Auburn Junior High School – reconstruct as five lane cross section with reconfiguration of high school access points. This project may not be necessary with the construction of the new high school on East Samford Avenue.

Moore's Mill Road

1. Dean Road to East University Drive – five lane cross section recommended with access management.
2. East University Drive to Hamilton Road/Ogletree Road - five lane cross section recommended. A portion of Moore's Mill Road has been constructed with a five lane cross section as part of the Moore's Mill Road/I-85 bridge replacement.

Projects already listed in the Long Range Transportation Plan of the Metropolitan Planning Organization include:

- Construct an interchange at Interstate 85 and Bee Hive Road (completed 2014.)
- Widen U.S. Highway 29 from County Road 10 (Sand Hill Road) to Shell Toomer Parkway (completed).
- Widen the Moore's Mill Road Bridge at Interstate 85 (to be completed 2017).
- Widen Donahue Drive from 300 feet north of Bragg Avenue to Bedell Avenue.
- Widen Samford Avenue from College Street to Moore's Mill Road.
- Improve traffic operations[4] along Shelton Mill Road from U.S. Highway 280 to East University Drive.
- Improve traffic operations along Hamilton Road from Bent Creek Road to Moore's Mill Road.
- Improve traffic operations along Moore's Mill Road from Dean Road to Grove Hill Development entrance (included as part of bridge project to be completed in 2017).

One important source of data for planning of roadway projects are travel demand models. These models produce anticipated traffic volumes based on existing infrastructure and planned improvements to forecast where congestion may occur. The Comprehensive Traffic Study of 2006 was commissioned by the City of Auburn to forecast potential segments of congested roadway. The Long Range Transportation Plan uses another travel demand model to produce similar forecasts. The current adopted Long Range Transportation Plan of the MPO looks forward to 2045. The maps on the next pages show the existing and future road network and the anticipated volume to capacity ratios from these plans. Road segments in green are identified as having sufficient capacity. Road segments in red identify roadways that have little additional capacity. Figure 5.8 shows capacity after all programmed LRTP projects are complete, with red segments indicated where roadways will be over capacity, meaning that regular traffic delays and congestion may occur on these road segments. It is important to note that not all congested street segments should necessarily be widened with additional lanes. In urban settings it may be more appropriate to consider alternative travel demand management strategies which encourage using shared or non-vehicular modes of transport.

[4] Includes traffic signal optimization as well as lane improvements

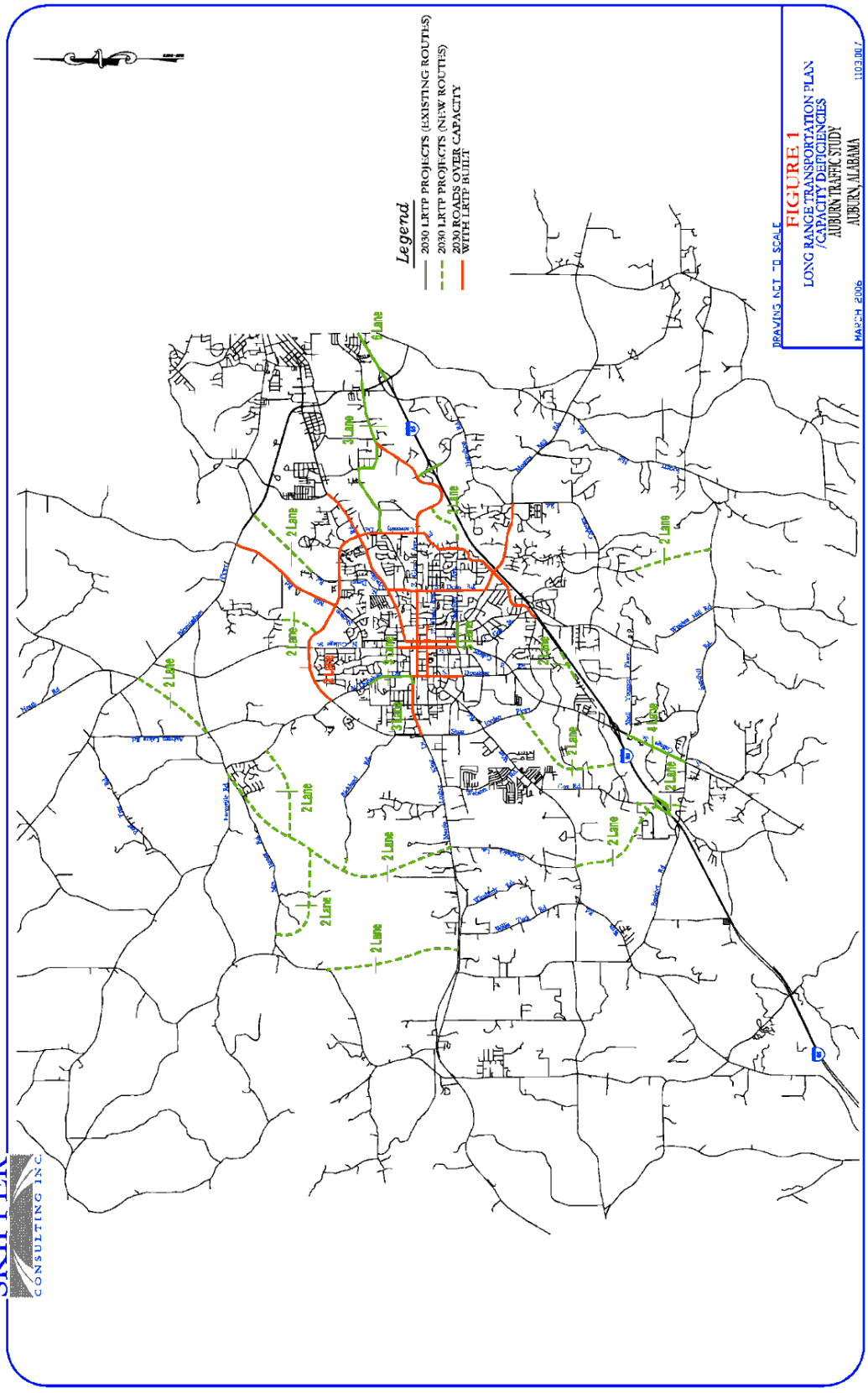

Legend
2030 LRTP PROJECTS (EXISTING ROUTES)
2030 LRTP PROJECTS (NEW ROUTES)
2030 ROADS OVER CAPACITY WITH LRTP BUILT
FIGURE 1
LONG RANGE TRANSPORTATION PLAN /CAPACITY DEFICIENCIES
AUBURN TRAFFIC STUDY
AUBURN, ALABAMA
MARCH 2006
DRAWING NOT TO SCALE
SKIPPER CONSULTING INC.

Figure 5.6

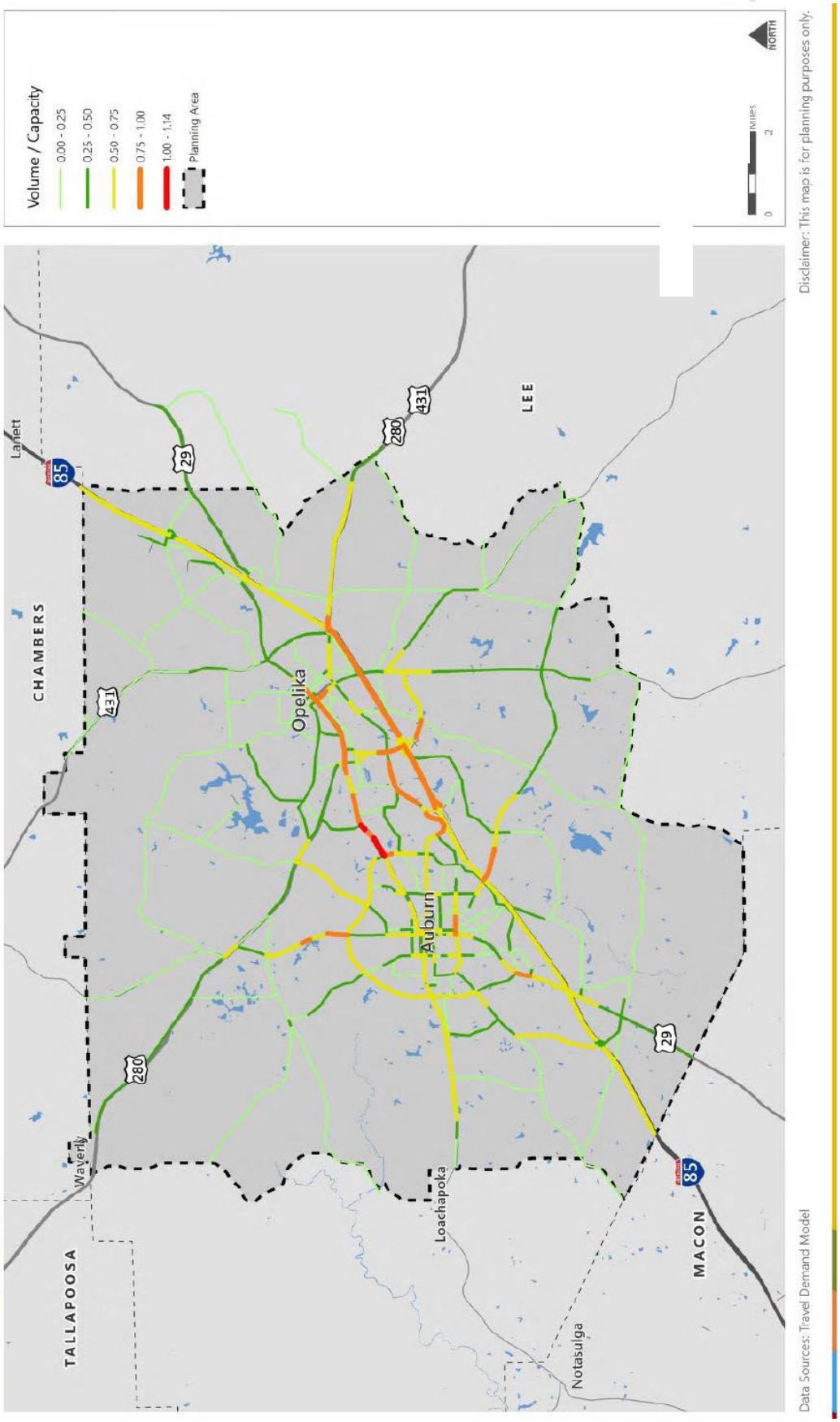

Volume / Capacity
0.00 - 0.25
0.25 - 0.50
0.50 - 0.75
0.75 - 1.00
1.00 - 1.14
Planning Area
NORTH
Miles
0
2
Disclaimer: This map is for planning purposes only.
Data Sources: Travel Demand Model
Existing Roadway Congestion, 2015
CHAMBERS
LEE
TALLAPOOSA
MACON
Lafayette
Opelika
Auburn
Loachapoka
Waverly
Notasulga
85
29
280
431

Figure 5.7

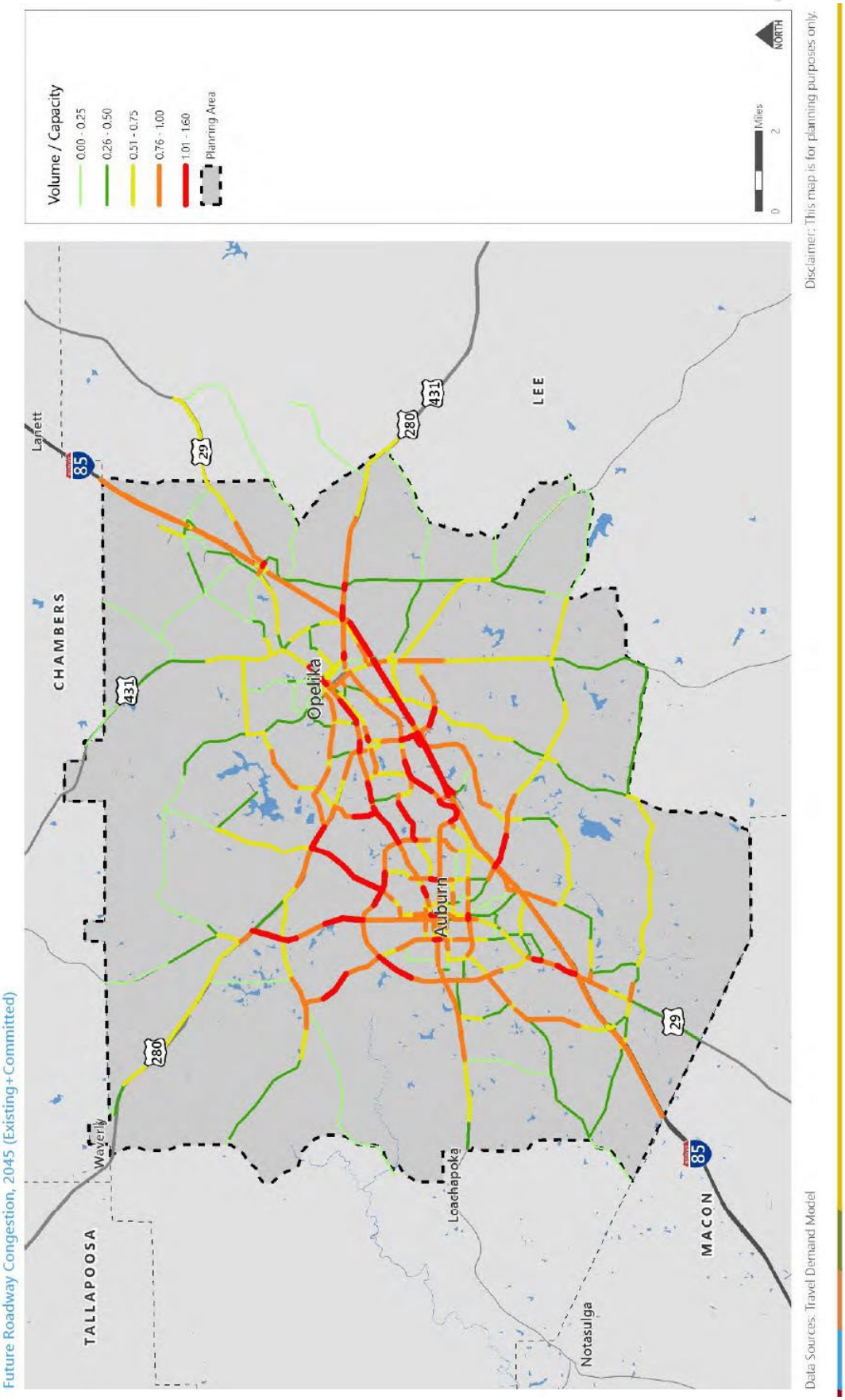

Volume / Capacity
0.00 - 0.25
0.26 - 0.50
0.51 - 0.75
0.76 - 1.00
1.01 - 1.60
Planning Area
Miles
0
2
NORTH
Disclaimer: This map is for planning purposes only.
Data Sources: Travel Demand Model
Future Roadway Congestion, 2045 (Existing+Committed)
CHAMBERS
LEE
TALLAPOOSA
MACON
Lanett
Opelika
Auburn
Loachapoka
Waverly
Notasulga
85
29
280
431

Figure 5.8

Below is an inventory of the miles of congested streets per the 2045 LRTP. At the time horizon date, the 2045 plan projects capacity-based congestion along several roadways.

Roadway	**Location**	**Length (mi)**
I-85 Eastbound	Bent Creek Road On-Ramp to US 280 Off-Ramp	4.69
I-85 Westbound	Bent Creek Road Off-Ramp to Geneva Street On-Ramp	3.54
I-85 EB On-Ramp	At Bent Creek Road	0.26
US 280	Grand National Parkway to Waverly Parkway	0.6
Opelika Road (SR 14)	Pitts Street to 0.21 miles east of Pitts Street	0.21
Opelika Road (SR 14)	E University Drive to Midway Drive	1.13
Opelika Road (SR 14)	Airport Road to N 30th Street	0.47
S College Street (SR 147)	I-85 WB Ramps to E University Drive	1.25
Shug Jordan Parkway (SR 147)	Ware Drive to N Donahue Drive	0.95
N College Street (SR 147)	E University Drive to 0.18 miles south of Tivoli Village Drive	0.97
N College Street (SR 147)	0.33 miles south of Farmville Road to US 280	1.11
Shelton Mill Road (CR 97)	E University Drive to US 280	2.08
N Donahue Drive (CR 82)	Miracle Road to Crescent Boulevard	0.85
N Donahue Drive	W Glenn Avenue to W Drake Avenue	0.33
E Glenn Avenue	E Samford Avenue to Mike Hubbard Boulevard	0.88
Country Club Road	E University Drive to Dorsey Street	1.05
E University Drive	0.42 miles west of Shelton Mill Road to N Dean Road	0.87
Moores Mill Road	E University Drive to Stoneridge Drive	0.53
E Samford Avenue	S College Street (SR 15) to S Gay Street	0.1
E Glenn Av/Frederick Road	Indian Hill Road to 0.08 miles east of Corporate Park Drive	1.04
N Gay Street	Mitcham Avenue to Opelika Road	0.11
	TOTAL:	**23.02**

5.4.3 Design Standards and Access Management

Access management deals with how transportation users gain access to the transportation system, where, and at what frequency. When looking at roads, this is often done through examination of standards for intersections and driveway placement. The more access points there are on a road, the more likely conflicts arise that can affect traffic flow and safety. The City has continued to develop and refine access management standards, including the development of standards for driveway spacing.

Additionally, the City has considered road classifications based on traffic volume. In the City's Comprehensive Traffic Study of 2006, two additional roadway classifications were adopted. The two new classifications are the residential collector street and local commercial street. These additional classifications will allow the City to set curb cut spacing and cross-sections more appropriate for how the roadway is being used.

As part of the roadway classification, the Study contains recommendations on the maximum trip generation for each category. The volume associated with the roadway should help developers appropriately design their roadways consistent with the classifications as they enter into the preliminary design phase of the proposed development.

Table 5.5: Maximum Roadway Volumes by Classification

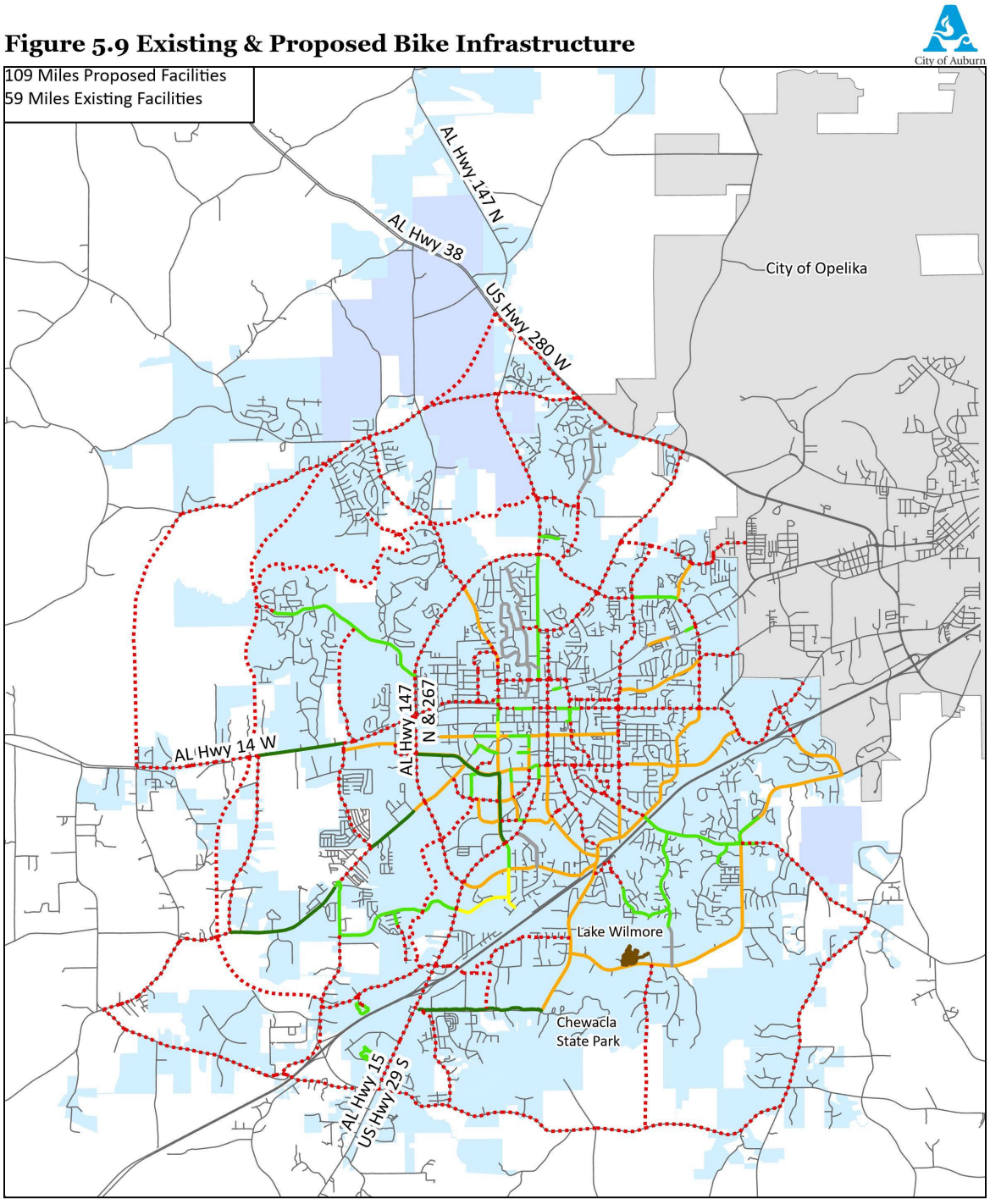
Classification	Two-Lane		Three-Lane		Four-Lane		Four-Lane Divided (5-Lane)		Six Lane	
	Maximum Volumes									
	Peak Hour (vph)	Daily (vpd)	Peak Hour (vph)	Daily (vpd)	Peak Hour (vph)	Daily (vpd)	Peak Hour (vph)	Daily (vpd)	Peak Hour (vph)	Daily (vpd)
Arterial*	1,300	13,300	1,570	15,700	2,050	20,500	2,540	25,400	3,750	**37,500**
Collector*	1,030	10,300	1,290	12,900	1,620	16,200	1,770	17,700	2,600	**26,000**
Residential Collector**	500	5,000	630	6,300	790	7,900	860	8,600	N/A	**N/A**
Local Commercial*	1,030	10,300	1,290	12,900	1,620	16,200	1,770	17,700	N/A	**N/A**
Local Residential/	200	2,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	**N/A**
Alley***	30	300	N/A	N/A	N/A	N/A	N/A	N/A	N/A	**N/A**

* Developed by Skipper Consulting, Inc. and approved by the Alabama Department of Transportation
** Based on trip generation for 500 detached residential dwelling units from ITE
*** Based on maximum daily volumes from standards of other communities in Southeast

Source: *Comprehensive Transportation Plan, Fiscal Year 2010,* City of Auburn, Public Works Department

The City continues to look at stacking space requirements for driveways accessing collectors and arterials. Currently there are no requirements; however, the Public Works Design and Construction Manual includes recommendations for arterial and collector roadways. The intent of creating standards for stacking space is to avoid rear-end collisions at the driveways.

Figure 5.9 Existing & Proposed Bike Infrastructure



5.5 Bicycle and Pedestrian Networks

5.5.1 Bicycle Network

One of the most significant steps that the City of Auburn has taken to establish bicycle transportation as an alternative was in 1998, when *The Auburn Bicycle Plan* was adopted as part of the *Auburn 2020* strategic plan for the City. While bicycles have always been a significant part of the transportation network, the *Bicycle Plan* came at a time when policy and focus had been dominated primarily by automobile traffic.

The plan was forward thinking in many ways and recognized the important link between land use and transportation. While patterns of sprawling auto-oriented development patterns have been convenient for many citizens in Auburn, "It must be recognized, however, that this convenience comes at considerable cost, both to individuals and to communities."[5] A significant focus in the plan was how bicycling could be utilized as a means of overcoming these costs, as well as providing benefits that include:

- Increased choice and flexibility
- Reduction of traffic congestion
- Efficient travel in urban traffic
- A non-polluting means of transportation
- Conservation of non-renewable resources
- A quiet mode of transportation
- Being less of a hazard to other road users than motorists
- Less space needed for travel and parking than an automobile
- Low cost
- Improved health

The plan led to many initiatives, including the creation of a Bicycle Committee, bike maps, an annual Bike Bash event and the construction of several new bike facilities. In 2000, the City of Auburn was awarded the bronze level Bicycle Friendly Community from The League of American Bicyclists. The current 47-mile system of bicycle paths is planned to be increased to 153 miles. On the next page is a map that shows the existing and planned bicycle network.

The most recent construction projects involving bike facilities include:

- North Donahue Drive widening and resurfacing
- Woodfield Drive resurfacing
- East Longleaf Drive restriping (South Donahue Drive to South College Street
- South Donahue Drive restriping (East University to East Longleaf Drive)

Currently programmed construction projects include:

- Highway 14 Multi-use Path

[5] *Auburn Bicycle Plan*, (*Auburn 2020*), City of Auburn, p. 58

Auburn Subdivision regulations now require public easements or rights-of-way (ROW) to be set aside for future construction of bicycle facilities on newly developed parcels that show a bicycle facility on the Bike Map.[6] As part of the Parks and Recreation Cultural Master Plan, language will be added regarding cross-city greenways and bikeways.

Bicycle planning and coordination between the City, community groups and the schools led to designation of Auburn by the League of American Bicyclists as a Bicycle Friendly Community, a prestigious award that requires meeting a number of criteria. Additionally, the City of Auburn partnered with Auburn University on the Ware Eagle Bike Share program. The program has had a strong impact on multi-modal transportation, particularly within the vicinity of campus. The War Eagle Bike Share program launched in 2015 with just 75 bicycles but developed more than 6,900 users with approximately 57,000 trips logged. In 2022, the university retired the bike share program and has launched a new service to approximately 5,000 users to provide 100 e-bicycles and 100 e-scooters.

Significant bicycle activities and programs coordinated by the City of Auburn include:

- **Bike Bash** - an annual event hosted by the Bicycle Committee to encourage bicycling activities, endorse bicycles safety, promote the health benefits of bicycling, and emphasize local bicycle friendly trails and areas.
- **Bicycle safety class** – a free course taught by a League of American Bicyclist Certified Instructor.
- **4th Grade Bicycle Education Program** in conjunction with Auburn Civitan Club, a two-week training course on bicycle safety to all fourth grade classes in the Auburn City School System
- **Auburn Tours Guide** - a color map to highlight some of the preferred routes used by local cyclists that is provided free at several City buildings, area bike shops, and area hotels. It is also available in digital format on the Bicycle Committee's website
- **Transportation Web Map** - to be used as a reference for individuals exploring the idea of commuting to work but unsure of a route they would feel comfortable traveling by bicycle.
- **Bike to Work Week**

5.5.2 Pedestrian Network

Regardless of one's mode of transportation, at some point in their trip, everyone becomes a pedestrian. Walking has been the most common mode of transportation since the city was incorporated in 1836. With the strong presence of the University, a vibrant downtown nearby and a city full of pleasant neighborhoods, walking continues to be a significant form of transportation for both commuting and leisure.

Just as the *Bicycle Plan* recognized that the low density, auto-centric development predominant in the 20th century provided challenges for biking in the city, this development pattern has had a significant effect on the pedestrian environment as well. The Auburn 2020 plan formally recognized the need to "Establish a community network of sidewalks and bicycle trails that will allow all citizens to use alternative modes of transportation."

[6] Article IV.C.7, Subdivision Regulations, City of Auburn

In response to this, in 1998 the Planning Commission changed the Subdivision Regulation requirements to include sidewalks in all new subdivisions. These requirements are now part of the Engineering Design and Construction Manual). The manual now requires that there is sidewalk along at least one side of every arterial and collector street. Additionally, the City Council has supported the construction of new sidewalks in areas of high pedestrian movements. With added interest and awareness of health and environmental benefits, and as gas prices continue to fluctuate toward anticipated price increases, it is reasonable to expect that use of sidewalks and bikeways will increase and become part of the daily routine for many citizens.

To meet future demands, the Engineering Department has recommended a policy to address sidewalk construction in established neighborhoods and areas of redevelopment. The City's goal is to have sidewalks on city streets wherever needed for the benefit of health, safety, and welfare of the citizens. The sidewalk policy focuses attention, first, to areas of high pedestrian movement, particularly around schools, as well as destinations most frequented, and missing links in the sidewalk network. At the state level, the Department of Transportation has been tasked through the Statewide Transportation Plan with a statewide bicycle and pedestrian planning effort that will address statewide needs as well as include each urbanized area's plan for bicycle and pedestrian facilities.

At the national level, among various transportation programs, one of the primary aims is encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreation trails, safe routes to school projects, community involvement projects, and environmental mitigation related to stormwater and habitat connectivity. In addition, federal legislation permits cities constructing bicycle and sidewalk facilities to dip into several funding sources including those set aside for congestion mitigation, improvements to air quality and other transportation enhancement funds. Other federal aid funds can be used as appropriate.

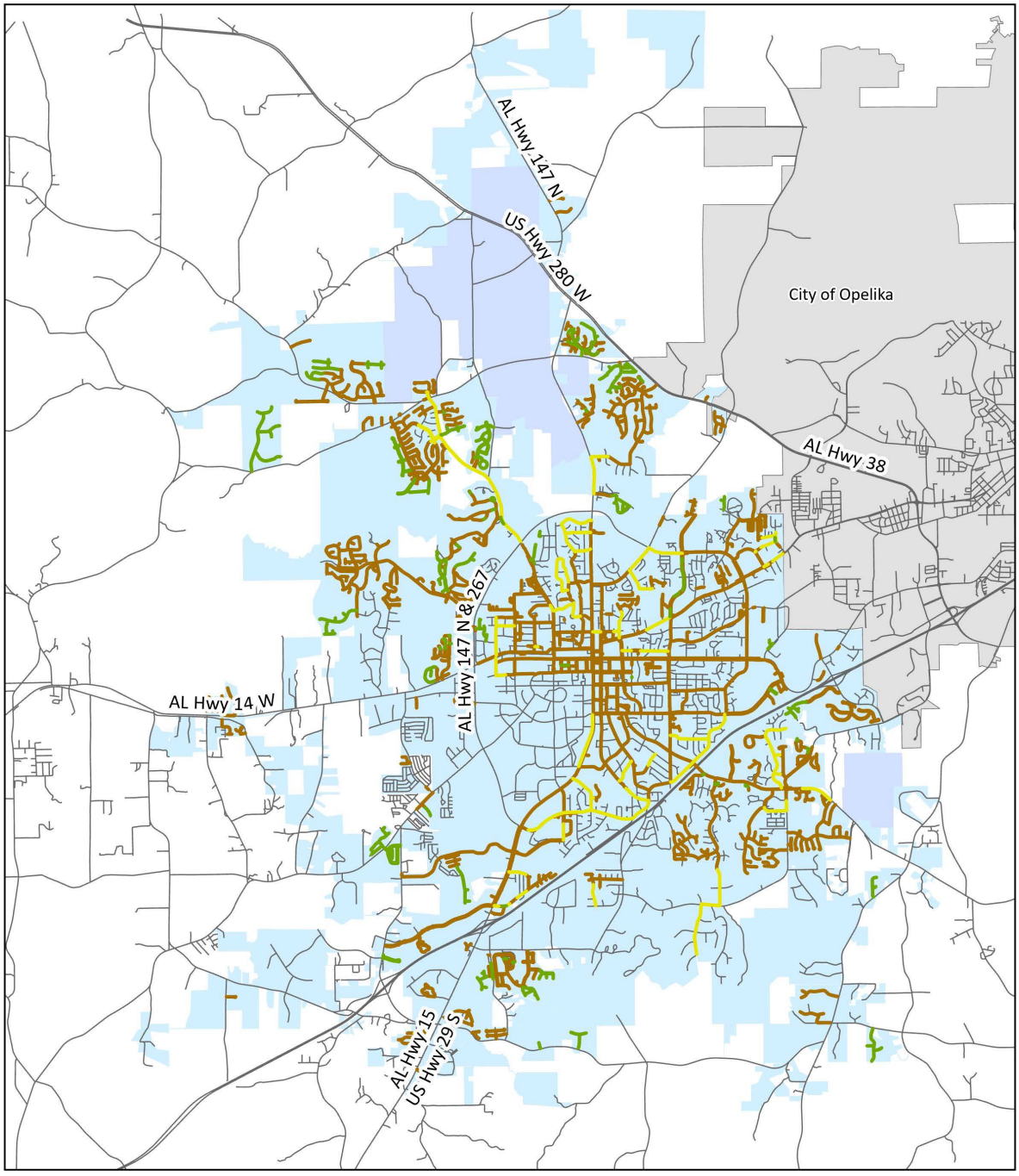
Also, as part of the Engineering Department's comprehensive planning efforts, their staff evaluated roadways with missing segments of sidewalks and major routes within the city where sidewalks are needed. The city's Master Sidewalk Plan (Figure 5.10) is provided on the following page.

The City Council funds sidewalk projects in the Capital Improvements Program portion of the biennial budget and in the Departmental Budget for new sidewalks and for replacement and maintenance of sidewalks. In addition to local money budgeted by the Council, the City has applied for and received federal funds through Alabama Department of Transportation for the following:

> Transportation Alternatives Program Grant in FY16 to construct sidewalks on Moores Mill Road from East University Drive to Samford Avenue.

Figure 5.10 Existing & Proposed Sidewalks

City of Auburn



Sidewalks
- EXISTING
- PROPOSED BY AUBURN
- PROPOSED BY DEVELOPER

0 1 2
Miles

N

Planning Dept.
07/06/2023

The City of Auburn, Alabama does not guarantee or warrant the accuracy of this map or any information contained herein. Information may contain errors and should be verified by an appropriately qualified, licensed and independent professional.

Recent construction projects in the City that incorporate sidewalks:

- West Glenn Avenue from Donahue Drive to Byrd Street
- East University Drive from Carolyn Court to Samford Avenue
- East Samford Avenue from East University Drive to the new Auburn High School
- East Glenn Avenue from Airport Road to East Samford Avenue
- Wright Street Sidewalk plan
- South Cary Drive from Sanders Street to North College Street

Construction and Maintenance Projects:

- East Glenn Avenue from Airport Road to near Samford Avenue
- East University Drive from Glenn Avenue to Carolyn Court
- South Cary Drive

5.6 Transit

Alabama has both urban and rural transit systems, with approximately 55 of its 67 counties having some type of public transit. Alabama Department of Transportation responsibilities for transit are specified in state and federal law and include planning as well as capital and operating funds grant program management and administration. Transit systems in the state also rely on Metropolitan Planning Organizations and Rural Planning Councils to assist with reporting and meeting state and federal requirements.

For fiscal years 2014 through 2019, the State Transportation Improvement Program has allocated $620 thousand in transit funding for the Auburn-Opelika (Lee County) area[7].

There are 61 transit systems in the state, 13 of which are considered urban transportation systems. Locally, the Lee-Russell Public Transit is classified as an urban transportation system and provides transit service to the Auburn area[8] and Tiger Transit, which provides service for Auburn University students, faculty and staff.

[7] ALDOT http://cpmsapps.dot.state.al.us/OfficeEngineer/Plan/SoutheastRegion
[8] ALDOT http://www.dot.state.al.us/tpmpweb/mp/transit.html

5.6.1 Lee-Russell Public Transit

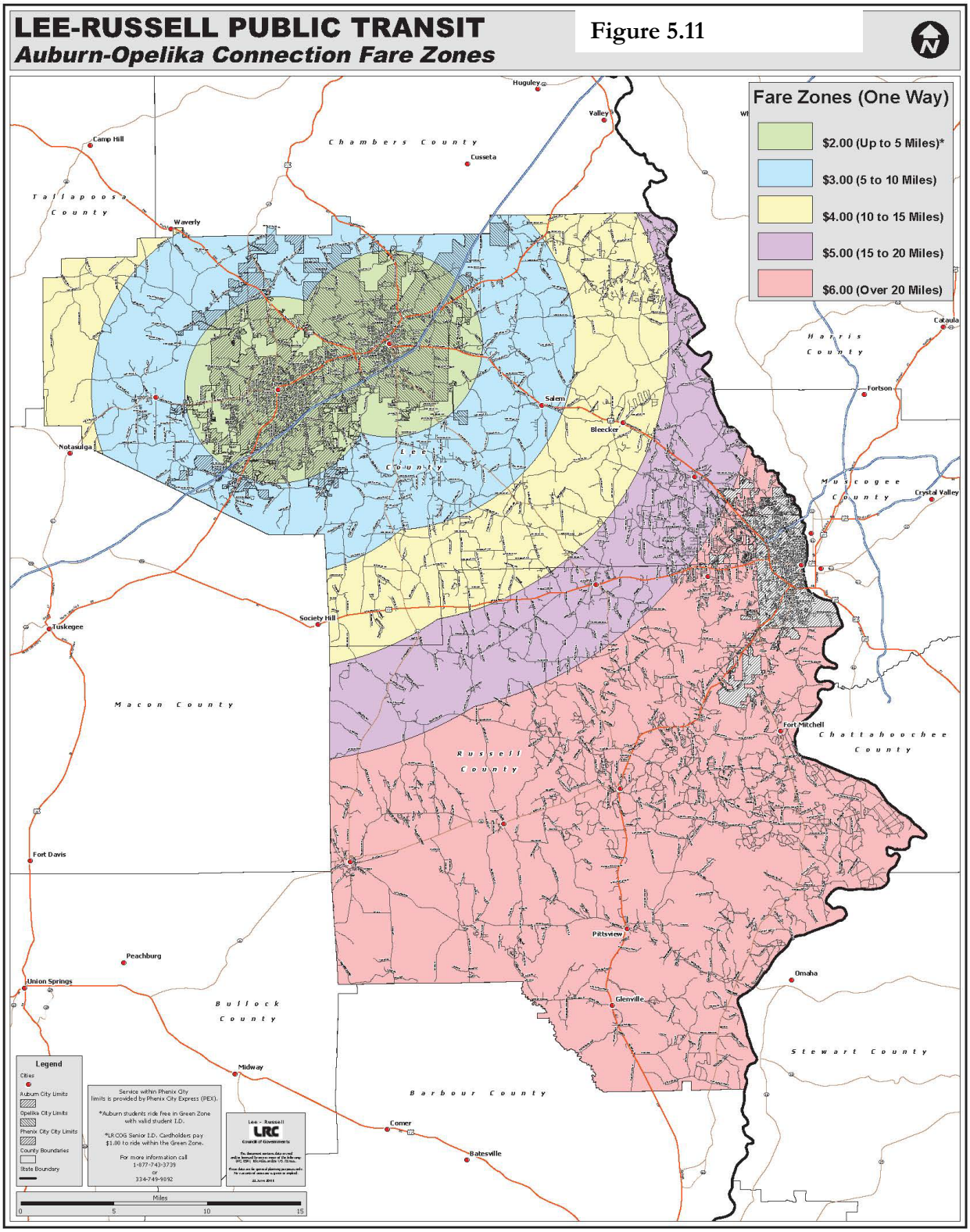
Lee-Russell Public Transit (LRPT) began in 1988 as the Lee County Transit Agency (LETA). The system operates with federal funds administered by the Alabama Department of Transportation, Federal Transit Administration, and local monies from the governments of the City of Auburn, City of Opelika, Lee County Commission, and Russell County Commission. The mission of LRPT is to safely and efficiently provide affordable and dependable transit service throughout Lee and Russell Counties to meet the transportation needs of the community. The LRPT provides dial-a-ride service to meet the needs of all residents in Lee and Russell Counties.

This approach to transit service effectively opens up the entire Auburn-Opelika region providing access to every residence and destination. This dial-a-ride approach allows riders to plan trips ~~in~~ from one day to two weeks in advance with service hours Monday through Friday, excluding holidays, from 6:00 AM through 6:00 PM

Within a 5-mile radius of Auburn and Opelika city halls, fares each way are $1 for Seniors, $2 dollars for others age five and older. Auburn University students, faculty and staff ride free with a valid student identification. Outside of the 5-mile radius of the respective city halls, the LRPT's Lee Metro Connection Service provides transportation with one-way fares based on the distance from the respective city halls. A complete fare zone map is provided on the following page. Beginning in 2020, all fares have been waived until further notice. More information, including a passenger's guide, is available from the Lee-Russell Council of Governments.

LEE-RUSSELL PUBLIC TRANSIT
Auburn-Opelika Connection Fare Zones

Figure 5.11



5.6.2 Tiger Transit

AUBURN
TRANSPORTATION SERVICES

Tiger Transit is owned and managed by Auburn University and provides transit services to students, faculty and staff of the University. Tiger Transit services can be divided into three service areas; regular daytime service, night time service and Toomer's Ten.

During the Fall and Spring semesters, daytime service is provided on Monday through Friday from 7:00 AM to 8:00 PM (7:00 AM to 5:00 PM Summers). There are 22 routes, 15 of which are external routes (travel on and off campus) that operate on 15 to 30 minute intervals, and seven on-campus routes that operate 10 to 15 minutes apart. There is no transit service available during the weekends, semester breaks, or during official Auburn University holidays and closure periods.

Late night transit services have been discontinued, however, the university has partenered with Lyft to provide the Late Night Smart Ride Program which offers discounted rides within designated areas of campus.

Students' university fees help cover the costs of all transit services which allows the students to use Tiger Transit free of charge. Tiger Transit ridership has stayed consistent from 2014-2018, with average number of riders between 2.25 and 2.29 million.[9] Tiger Transit buses have bicycle racks on the front of the vehicle for bicycle loading and unloading. [10]

A key feature provided by the transit agency is a real-time GPS-based ETA Spot that is available online and allows students to see the exact locations of buses. It is accessible through the University's website at www.auburn.edu/transit and the mobile app is available for Apple and Android devices.

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[9] Final 2045 Long Range Transportation Plan Auburn Opelika Metropolitan Planning Organization
[10] Photo courtesy of http://www.auburn.edu/administration/parking_transit/transit/bike.php

5.7 Rail, Freight and Aviation

The City of Auburn has several rail, freight and air systems that lie either within the city or within the region where residents and businesses have access.

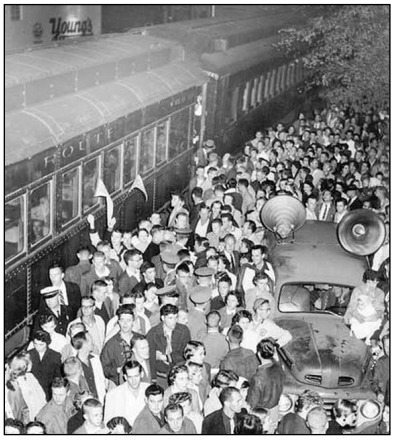
5.7.1 Passenger Rail

(Photos: upper left, 1942, students on way to ROTC camp in Atlanta, Lower right: 1955 students celebrating the defeat of Georgia Tech, courtesy of the Auburn University Digital Library)

While passenger rail services no longer exist within the city, those who prefer to travel long distance by train may do so by way of Amtrak. Amtrak's Crescent Line operates between New York City and New Orleans via Philadelphia, Baltimore, Washington, Charlotte and Atlanta. In Alabama, it stops in Anniston, Birmingham and Tuscaloosa as it follows a Norfolk Southern corridor through the state. Service is provided on a daily basis in both directions with stops in Alabama midday.

5.7.2 Rail Freight

Despite the lack of local passenger rail service, rail lines through the city are still very active with freight transportation. Being able to move goods in and out of the area is a vital component to the city's economic strength. Businesses and residents rely on daily shipments of materials and supplies to support every day activities and commerce.



Regarding rail freight, two companies, CSX and Norfolk Southern, operate rail lines within the Auburn-Opelika area. The CSX line runs from Montgomery to Lanett and passes through both the City of Auburn and the City of Opelika. While not within Auburn, the Norfolk Southern line is located in neighboring Opelika. This line runs from Birmingham to Columbus, Georgia. The Auburn-Opelika area does not currently have any intermodal rail.

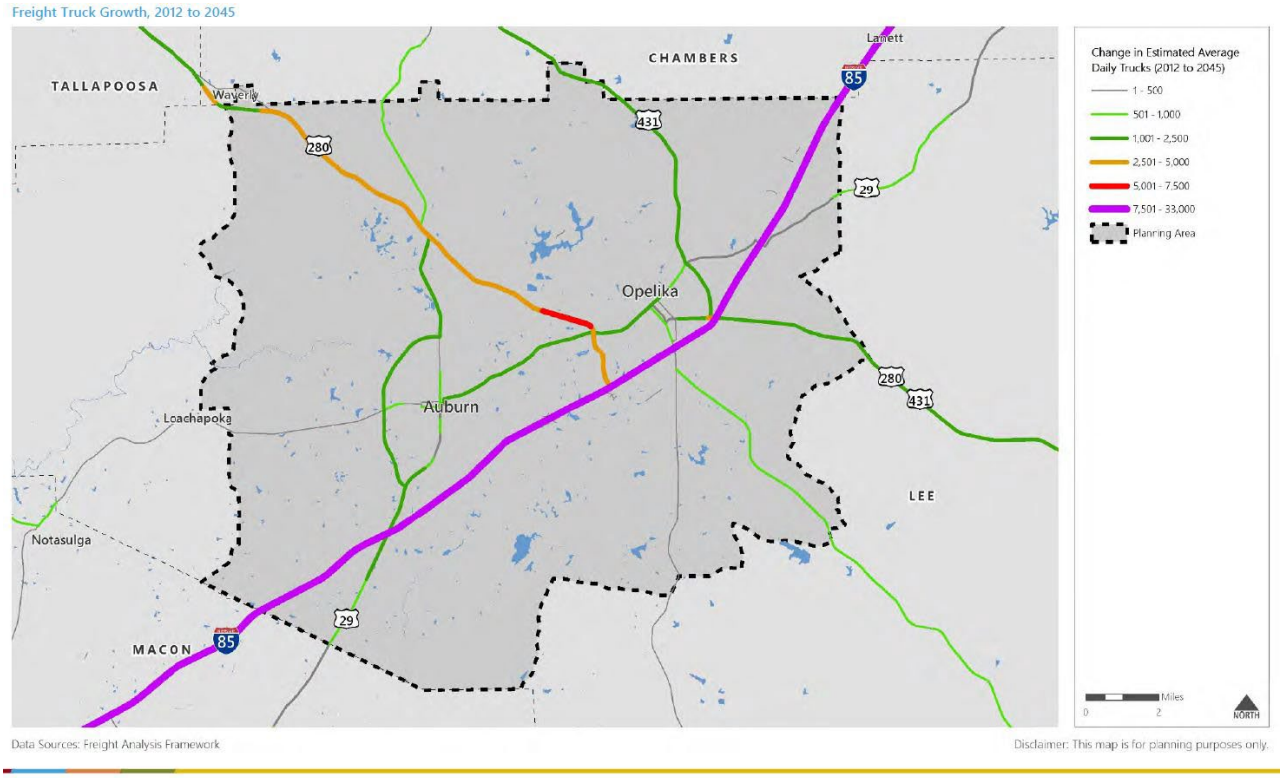
5.7.3 Other Freight

To help sustain the area's economy and ensure financial viability for the future, transportation systems have been established to serve the needs of the freight industry. The ability to safely and efficiently move goods across the state is an essential function of the transportation system. In addition to the rail system mentioned above, Alabama's freight network also consists of highway system ports and waterways, railroads, airports and intermodal facilities. Freight planning efforts focus on maintaining and improving connections to freight facilities and enhancing the flow of freight throughout the state.

Locally, the Auburn Opelika MPO area has four State routes classified for freight movement and two Federal routes classified for freight movement under the Surface Transportation Assistance Act of 1982 (STAA). State routes include SR 14, SR 147, SR 1 and SR 38. Federal routes include I-85 and US 280/US 431 from Phenix City northwest to I-85. Auburn has three interchanges along I-85 providing opportunity for access and mobility for freight movement.

According to data from the State Department of Transportation, truck traffic will likely increase over time. The Auburn-Opelika MPO anticipates truck traffic to increase predominately along major highways and interstates:

Figure 5.12: Truck Traffic Growth 2045



In addition to interstate access, the Auburn-Opelika MPO study area has several freight terminals for freight transfer and distribution as well as several trucking service businesses. These conveniently serve the industrial and technology parks in the City of Auburn. Other freight systems include:

Table 5.7: Other Freight Systems

Nearest navigable waterway	Chattahoochee River (38 miles away)
Nearest Deepwater Port	Port of Mobile located in Mobile, AL, 231 miles Southwest
Other Carriers	Greyhound Bus Lines, Trailways Bus Lines
Overnight Package Carriers	Federal Express, UPS, Express Mail

5.7.4 Aviation

Aviation is critical to the economic growth of the region, for not only freight, but for human transport as well. Alabama's airport system consists of over 200 registered airfields, six of which are publicly owned airports and have regularly scheduled commercial service and include: Birmingham, Dothan, Huntsville, Mobile, Montgomery, and Muscle Shoals.

The Auburn area has been served since 1930 by the Robert G. Pitts Airport, renamed in 2010 to the Auburn University Regional Airport. It is a public use, regional airport facility that is owned and maintained by Auburn University. The airport is located at Exit 57/I-85 at the northern terminus of Bent Creek Road. It consists of 423 acres with two runways; Runway 18-36 (5,265 feet) and Runway 11-29 (4,002 feet). The airport houses 47 based aircraft and handles approximately 65,000 aircraft annually[11].

As well as a transportation facility, the Airport also serves as an education facility. The University's flight education program consists of approximately 200 student pilots and hosts intercollegiate flying meets of the University.

It is also an airport that is growing. On June 18, 2009, the ground was broken for a new terminal and flight line that is now completed. The Airport's new entrance is located off of Bent Creek Road that intersects I-85. The new terminal provides a modern, fresh facility that contributes to economic development in the region.

Auburn University Terminal opened 2010

[11] https://www.airnav.com/airport/KAUO

5.8 Analysis

As is clear from the existing conditions review, planning for transportation facilities in the City of Auburn takes place primarily outside of the comprehensive planning process. As Auburn's comprehensive land use plan, the focus of this transportation section is on those aspects of transportation that are most closely tied to development, and vice versa. There are opportunities in future iterations of the plan to more comprehensively integrate land use and transportation planning.

5.8.1 Connectivity

Connectivity is the overall connectedness of a street network. Are streets laid out on a grid, or do subdivisions consist of a series of loops and cul-de-sacs with one or two entrances and exits? Connectivity is important because, the more connected a street network is, the more travel options exist. This limits the strain on any particular route or intersection, and allows traffic to take alternate routes as primary routes become congested. A lack of connectedness in a street network over time forces collectors and arterials to become more congested and will often require public investment in widening or otherwise improving those routes to handle more traffic. Those improvements will then draw new traffic to the routes, reducing the value of the improvements considerably sooner than might be expected. Providing a higher level of street connectivity as development occurs will help reduce the long-term strain on the road network indicated in the MPO's level-of-service projections.

5.8.2 Transportation Choices

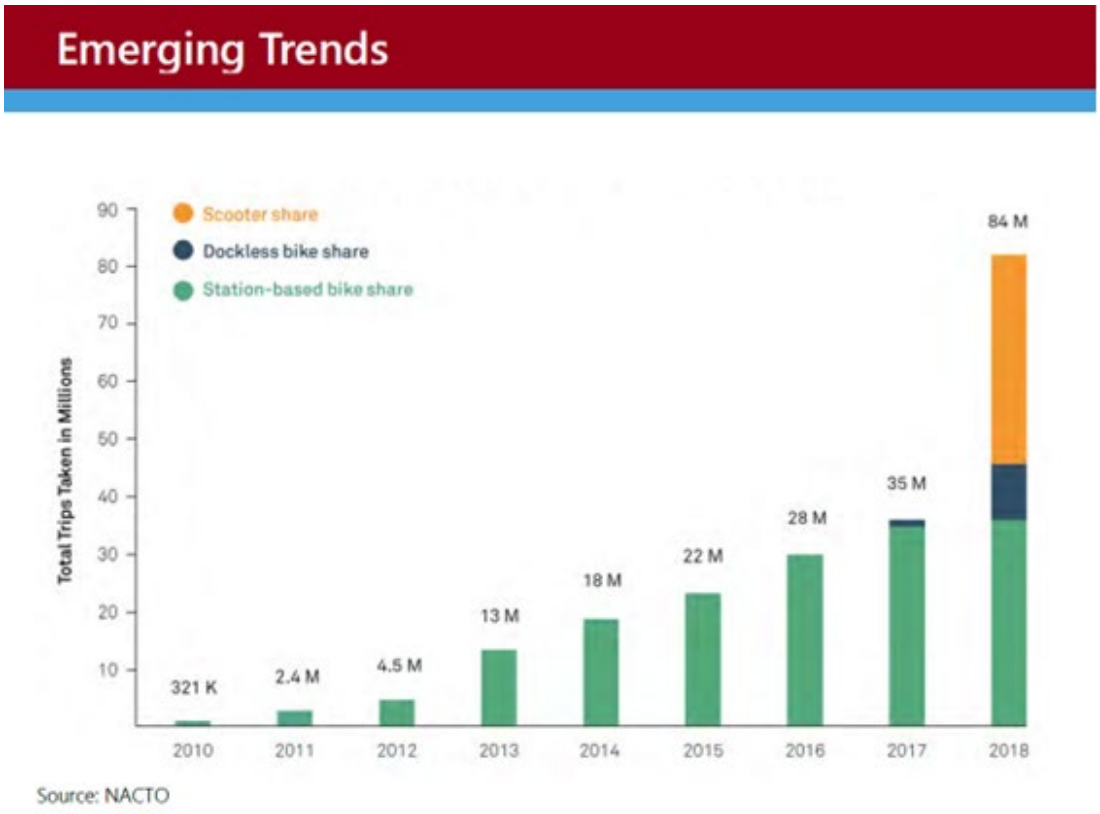
The automobile is the dominant form of transportation in Auburn. While that is not expected to change now or in the future, there is no question that Auburn's reliability on that form of transportation will place an increasing strain on the City's transportation network over time. In a future of increasing fiscal constraints, searching for alternate ways to relieve pressure on the road network is desirable. Connectivity, mentioned earlier, is one method. Reducing vehicle trips is another. In part the plan seeks to reduce vehicle trips through reducing trip lengths and frequency; this is accomplished by providing daily needs in closer proximity to the places where people live. Providing for alternate forms of transportation is another way to reduce vehicle trips. Alternate forms of transportation include walking, biking, and mass transit. One way to better integrate various transportation facilities into a given street segment is through adoption of Complete Streets standards. Complete Streets "are designed to safely accommodate pedestrians, bicyclists, motorists, and transit riders of all ages and abilities to be able to safely move along and across a complete street. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work".

At present, walking is a viable transportation choice in some parts of the City. CompPlan 2030 seeks to improve the viability of this choice by improving the extent and connectivity of the pedestrian network over time and improving the safety of the pedestrian network. A walkable community has benefits beyond providing an alternate form of transportation: walking is demonstrably good for public health; provides improved accessibility; and is necessary for the creation of the vibrant mixed-use nodes discussed in the land use section. The City should work to continue expansion of the network of sidewalks and greenways, and should work to integrate the Greenway Master Plan and an

expanded Sidewalk Master Plan to make connections for a City-wide network of on- and off-street facilities. The on-street sidewalk network, in particular, should be expanded in and to locations where walkability is desirable. As development occurs, provide options for construction of pedestrian facilities; off-street trail networks or more limited pedestrian facilities will be more appropriate in some locations. Ongoing efforts to support pedestrian safety should also be expanded.

Bicycling is somewhat better established in the City as an alternate transportation choice, with a successful bicycle master plan, an ever-expanding bicycle facility network, and the City's status as the only designated bicycle-friendly city in Alabama. Bicycles represent an efficient, non-polluting transportation alternative that is particularly viable in and near the Auburn University campus. The bicycling community is made up of both recreational users as well as bicycle commuters. The network of bicycle facilities should be designed to accommodate both types of users, with an appropriate mix of the off-street and on-street facilities. Review of bicycle connectivity should be considered as part of the development review process; encouraging placement of bike racks in new non-residential development would also be positive.

Micro-mobility options such as bicycles and scooters may continue to replace short distance trips in urban environments. National trends suggest an increasing number of trips in this category.



5.8.3 Mass Transit

As mentioned previously, Auburn is served by two mass transit systems; Tiger Transit and Lee-Russell Public Transit (LRPT) dial-a-ride services. Tiger Transit provides a tremendous benefit in taking many vehicles off of City streets, thus reducing traffic, and LRPT provides a valuable public service to those who may not otherwise have access to transport; but, with the City's population approaching 100,000 in 2030, it will be prudent to explore the timing and feasibility of providing a viable mass transit system that serves the entire City. Such a system should take the form of fixed-route service on multiple routes, with reasonable wait times, serving popular destinations. Many cities of Auburn's current size and smaller currently operate fixed-route service. Such systems are more viable when serving areas of greater residential density (12 units per acre or more), such as nodes or apartment complexes. Another element in a successful mass transit system could be providing a system of park-and-ride lots for commuters as well as game-day visitors. Thirty-three percent (33%) of workers in Auburn live outside of Auburn; this means there is significant weekday commuting, both in and out of the City, that could be served in part by a park-and-ride system.

5.8.4 Citywide Signage

Effective signage systems help visitors and residents navigate successfully from place to place and improve safety. The City should continue the current wayfinding effort to design and build a network of signs Citywide by completing a wayfinding master plan. Opportunities also exist for upgrading pedestrian signals and street lights to enhance safety on City streets.

5.8.5 Land Use-Transportation Connection

One of the organizing principles of the CompPlan is that land use influences the transportation network, and vice-versa. Fundamentally, traffic demand is driven by two factors: employment, and housing. All trips, vehicular or otherwise, have origins and destinations; determining where people want to go, when they want to do it, and in what order, is at the heart of traffic demand modeling. It follows, then, that employment is a function of the presence of employers, which can be commercial, industrial, or institutional establishments, or may be home occupations. The actual locations of those establishments, as well as the housing that is the second factor driving traffic demand, are determined by the market, which operates within a framework established by zoning, which is administered by local governments. Zoning should ideally reflect a jurisdiction's Future Land Use Plan, so that the locations of future development and redevelopments align with planned future investments in civic infrastructure and civic goals established in the comprehensive plan, such as promoting infill development and mixed-use centers.

The Land Use First strategy mentioned in policy T 3.1.1 is the idea that the Future Land Use Plan should drive investment in transportation infrastructure, and not vice-versa; that changes in land use should not take place just because a new street connection is made or a new roadway alignment built, but instead those street construction projects should take place because they support the community's vision for the type, location, and scale of new development and redevelopment in the City of Auburn.

The idea behind examining transportation funding options as discussed in policy T 3.1.6 is not to increase fees overall but to spread fees across all users. As it stands, developers are required to pay for transportation improvements as indicated by their individual traffic studies. Often times this results in inequities, as the first or last developer in is required to pay for improvements that either benefit all who follow or were only needed due to incremental prior development. The intent is to spread those costs across all users instead of the first or last in, not to increase costs overall.

5.8.6 Parking

A transportation network that relies on automobiles will always need a place to put them when they are not in use. It is important to balance the amount of parking provided for development, to ensure that adequate parking exists, but also so that excessive parking is not required. Excessive parking has many negative effects, including increasing impervious surfaces, thus increasing the amount of stormwater runoff. Excessive parking also reduces the amount of land available for actual development, limiting investment in that land and thus reducing tax revenue to local governments.

There is often not a logical nexus between parking requirements and what is actually needed by new development. The parking requirements in most zoning ordinances in the United States are derived from the Institute of Traffic Engineer's *Parking Generation* manual. Unfortunately, out of all of the uses therein, only shopping centers have been studied in sufficient detail to provide statistically defensible parking generation data. This suggests that local study of parking requirements would be beneficial, both to determine what our parking requirements should be and if our existing requirements are appropriate. The City has responded in this regard by amending its current parking regulations to provide flexibility where appropriate. In addition, the City completed construction of a 353 space structured parking garage in 2021 located along Wright Street in the downtown area.

5.9 Goals, Objectives, and Policies

T 1: Provide improved street connectivity to reduce distance traveled, reduce congestion, reduce maintenance costs, improve walkability, and improve emergency services response times.

T 1.1: Encourage reduction in the use of dead-end streets in new subdivisions.

T 1.1.1: Establish and codify a methodology for assessing the street connectivity of new development.

T 1.1.2: Provide incentives for providing a higher level of street connectivity in new development.

T 1.2: Improve pedestrian facilities on new and existing streets.

T 1.2.1: Continue requiring construction of new sidewalks as development occurs along existing streets.

T 1.2.2: Evaluate requiring sidewalks on both sides of all streets except local streets, or, if preferable in new development, an off-street trail network that connects internal and external uses. Develop criteria for determining if local streets require sidewalks on both sides.

T 1.2.3: Establish a process to review pedestrian connectivity when reviewing proposed development.

T 1.2.4: Conduct a review of pedestrian access from downtown parking sites to downtown destinations and provide recommendations for improvement.

T 1.2.5: Continue to support the Travel With Care Auburn campaign.

T 1.2.6: Continue to install pedestrian crossings/audible signals in compliance with the standards of the Manual on Uniform Traffic Control Devices.

T 1.3: Provide new street connections based on the Major Street Plan and as development occurs.

T 1.3.1: Update the Major Street Plan to reflect land uses proposed in the Future Land Use Plan. Provide future updates in conjunction with updates to the Future Land Use Plan.

T 1.3.2 Conduct more formal assessments of the locations of proposed connections in the Major Street Plan. Place connections where they are most logical and include assessments of any challenges to implementation.

T 1.3.3 As part of a future downtown master plan, assess opportunities for improved street connectivity as redevelopment occurs.

T 1.3.4 Consider conversion of remaining one-way streets in and near downtown to two-way streets.

T 2: Provide a well-balanced range of transportation choices including a well-functioning road network, a viable mass transit system and a system of on- and off-street walking/biking paths that connect the places we live, work, learn and play.

T 2.1: Reduce frequency of vehicle trips to improve projected roadway levels-of-service by 2030.

T 2.1.1: Continue to promote alternate forms of transportation such as walking, biking, and transit as alternatives to driving. Set targets for use of each transportation mode.

T 2.1.2 Encourage implementation of the Future Land Use Plan's nodal strategy, locating daily needs in close proximity to residential areas, providing pedestrian and bicycle facilities within each node and providing sufficient residential density to support transit service.

T 2.1.3 Identify funding for the Outer Loop project to relieve through-traffic congestion in the central city.

Also see policy T 2.3.2.

T 2.2: Evaluate capacity of existing streets and explore possible multi-modal opportunities.

T 2.2.1: Implement road improvements as identified in the City of Auburn Comprehensive Transportation Plan.

T 2.2.2: Consider adopting Complete Streets standards into the City Engineering Design and Construction Manual. Complete Streets are designed and operated to enable safe access for all users.

T 2.2.3: Design and construct new streets in such a manner as to alleviate the need for traffic calming.

T 2.2.4 Provide multi-modal transportation connections between nodes.

T 2.3: Evaluate the timing and feasibility of providing a viable mass transit system that serves the entire City.

T 2.3.1: Explore funding and opportunities for implementing fixed-route service in cooperation with Tiger Transit and LETA, with reasonable wait times, serving residential, commercial, and institutional destinations.

T 2.3.2: Consider implementing park-and-ride services to serve the City's large commuting population and game-day visitors.

T 2.3.3 Consider allowing new development to provide transit subsidies in lieu of some required parking once scheduled mass transit service is established citywide.

T 2.4: Provide a system of on- and off-street walking/biking paths that connect the places we live, work, learn and play.

T 2.4.1: Continue working toward full implementation of the greenway master plan. Update the master plan to reflect changes proposed in the Future Land Use Plan.

T 2.4.2: Improve integration between bicycle and pedestrian paths and trails. Initiate formal discussions between bicycle and pedestrian interest groups on how best to accomplish this.

T 2.4.3 Review opportunities for providing rails-to-trails conversions.

See T 2.6 for additional bicycle recommendations.

T 2.5: Provide an effective and attractive system of city-wide signage and lighting to safely convey and direct visitors and residents to a full-range of destinations.

T 2.5.1: Complete a wayfinding master plan for the City.

T 2.5.2 Continue installation of lighted street signs at key intersections downtown and on major gateway corridors.

T 2.5.3 Evaluate the existing street light system to determine if improvements are needed.

T 2.6: Provide a safe, connected network of bicycle facilities that meets the needs of bicycle commuters as well as recreational users.

T 2.6.1: Establish a process to review bicycle connectivity when reviewing proposed development.

T 2.6.2: Continue to proactively include bicycle facilities when planning transportation improvements

T 2.6.3: Consider requiring new mixed-use and commercial development to provide bicycle parking facilities.

T 2.6.4: Expand the existing bikeway network and improve connections between the City and AU networks.

T 2.6.5: Continue to regularly update the City Bicycle Plan.

T 3: Balance the needs of transportation and land use, recognizing the intrinsic connections between both.

T 3.1: Work to align investments in transportation infrastructure with proposed future land uses.

T 3.1.1: Continue to base future updates to the Long-Range Transportation Plan, City of Auburn Comprehensive Transportation Plan, and the Major Street Plan on growth projections and land uses as provided by the AIGM and the Future Land Use Plan (Land Use First strategy).

T 3.1.2: Review the City's current parking regulations and consider methods for reducing excess parking in order to promote the highest and best use of land, as well as determining what uses many require additional parking.

T 3.1.3: Continue to monitor parking needs downtown and provide additional parking, including expansions to parking structures, as needed.

T 3.1.4: Provide educational opportunities for the development community and the general public concerning the significant impact of land use on transportation needs and efficiency.

T 3.1.5 Explore the possibility of establishing a railroad quiet zone through Auburn.

T 3.1.6 Consider options to adequately fund needed transportation infrastructure triggered by new development while balancing the cost burden across all new users, avoiding concentrating impacts on first-in or last-in projects.

T 3.1.7 When considering the location and use of any future parking decks in proximity to the current or proposed urban core, work to provide facilities designed to serve a variety of users.

See Land Use goals related to infill development for additional recommendations.

CHAPTER SIX: PARKS, RECREATION AND CULTURE

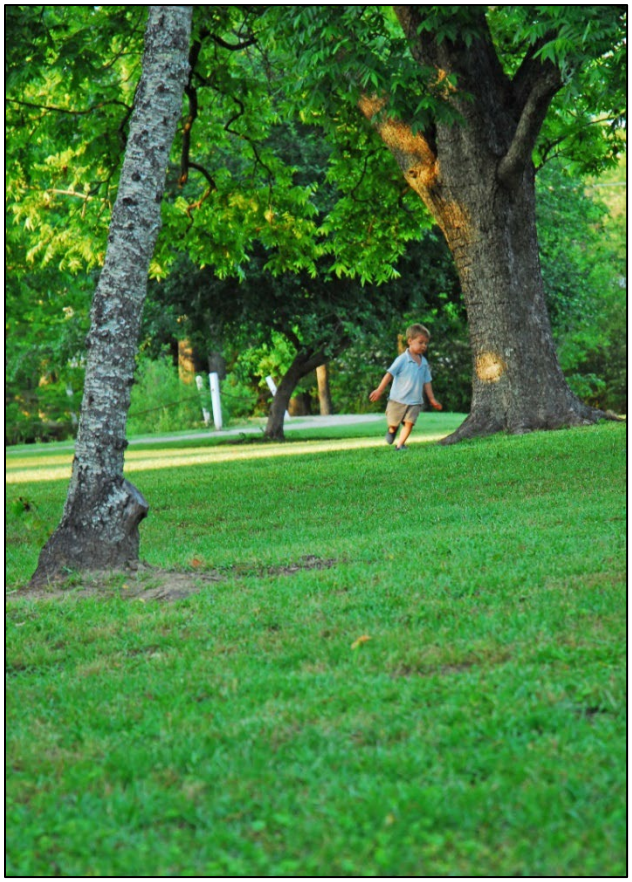
6.1 Introduction

The City of Auburn was #17 on Forbes 2019 list of Best Places to Live and one of Forbes 25 Best Places to Retire in 2014. Auburn features top notch athletic and recreational facilities with active programs almost year-round due to the City's mild winters and warm summers. In 2018, the Parks and Recreation Department completed the development of a Park, Recreation and Cultural Master Plan that will be instrumental in implementing further updates to Chapter Six of CompPlan 2030. The Master Plan includes conceptual park designs for future parks and enhancements at existing facilities, as well as recommendations for programming, cultural arts, and the Auburn Public Library.

The City of Auburn Parks and Recreation Department is guided by goals set each year in the areas of public information, beautification, programming, athletics, parks, cemeteries, and facilities. The ultimate aim of Parks and Recreation is to provide the Auburn community with quality parks, athletic facilities, and recreational activities.

Parks and Recreation play a vital role in enhancing the quality of life of Auburn residents. There are many benefits to a strong park system:

- Public parks and recreation systems are dedicated to enhancing the quality of life for residents in communities around the country through recreation programming, leisure activities, and conservation efforts.
- Parks, recreation activities, and leisure experiences provide opportunities for young people to live, grow, and develop into contributing members of society. They create lifelines and continuous life experience for older members of the community and generate opportunities for people to come together. They also pay dividends to communities by attracting businesses, jobs, and increasing property value.
- Parks and recreation services play a vital role in creating active and healthy communities by encouraging exercise through year-round sports programs and a large network of hiking and biking trails to be used at leisure.



- Community programs at park and recreation facilities provide children an opportunity to play and socialize in a safe environment, which helps to reduce at-risk behavior such as drug use and gang involvement.
- Parks and recreation facilities reduce fuel costs and commute times by providing a place close to home to relax, exercise, and reduce stress[1].
- Well-used parks offer many ways for neighbors to get to know each other, and efforts to create, save, or care for parks create further community cohesiveness. This "social capital" can reduce a city's costs for policing, fire protection and other emergency services.

6.2 Executive Summary

In 2023, the City of Auburn maintained 1,167 acres of parks, recreational facilities and cemeteries within the city limits and residents have access to an additional 1,762 acres of facilities maintained by the State, Auburn City Schools, Auburn Water Works Board, Industrial Development Board. Auburn University or private facilities. These facilities range from a large state park to walking and biking trails to state-of-the-art soccer, softball, and tennis facilities. Residents often remark that Auburn's park system is essential to their quality of life and to the identity of the City. Founders of the system understood the role parks play in a healthy, livable, and balanced city and that preserving land for future generations should be a priority. While looking to the future, Auburn examined past trends within the City and in similar cities. As with the overall CompPlan, a variety of tools were used in developing recommendations for parks and recreation, including the Auburn Interactive Growth Model's Parks and Recreation submodel, a comprehensive analysis of existing plans, standards and citizen surveys, as well as staff analysis.

CityFest 2019

[1] Recognizing the importance of Parks and Recreation facilities…111th Congress H.RES 288 March 26, 2009

6.3 Existing Conditions

In addition to the 1,167 acres of parks, recreational facilities, and cemeteries owned by the city, the Auburn Parks and Recreation Department maintains additional fields, courts, and park areas owned by Auburn City Schools. The Auburn Water Works Board manages Lake Ogletree. Lake Ogletree is available for fishing to members of the Ogletree Outing Club.

Parks and Recreation consists of three divisions: Administrative, Leisure Services, and Parks and Facilities. Within those three divisions, the Department focuses on the areas of Athletics, Beautification, Cemeteries, Facilities, Parks, Programming, and Public Information.

The Administrative Division is responsible for providing management oversight within the Parks and Recreation Department. The division develops, coordinates, and oversees the implementation of Parks and Recreation policy. The Administrative Division also provides information to the public regarding the services, functions and facilities available through the Parks and Recreation Department.

Leisure Services is responsible for organizing special events, quarterly programs, and athletics, as well as scheduling the use of all public parks, pools and recreational facilities. They offer a variety of programs in arts and crafts, athletics, ceramics, clubs, dance, fitness, martial arts, music, theatre, therapeutics, and pre-school activities.

The Parks and Facilities Division is responsible for maintaining and enhancing Auburn's public parks, cemeteries, and athletic facilities.

6.3.1 Existing Plans

The Parks, Recreation and Cultural Master Plan is the comprehensive park plan for the City of Auburn. The Parks, Recreation and Cultural Master Plan provides a detailed study of existing program and facility capacities as well as anticipated use and demand for future facilities. The full document may be found at www.auburnalabama.org/parks/prcmp/. Land is purchased on an as needed basis or as it becomes available. Citizen surveys show a high level of satisfaction with current conditions. One of the most common citizen comments was to "keep up the good work.". While the citizen surveys report high levels of satisfaction, it is important to plan ahead while lands best suited for future parks and recreation facilities are still available.

There are several existing plans related to Parks and Recreation. These include:

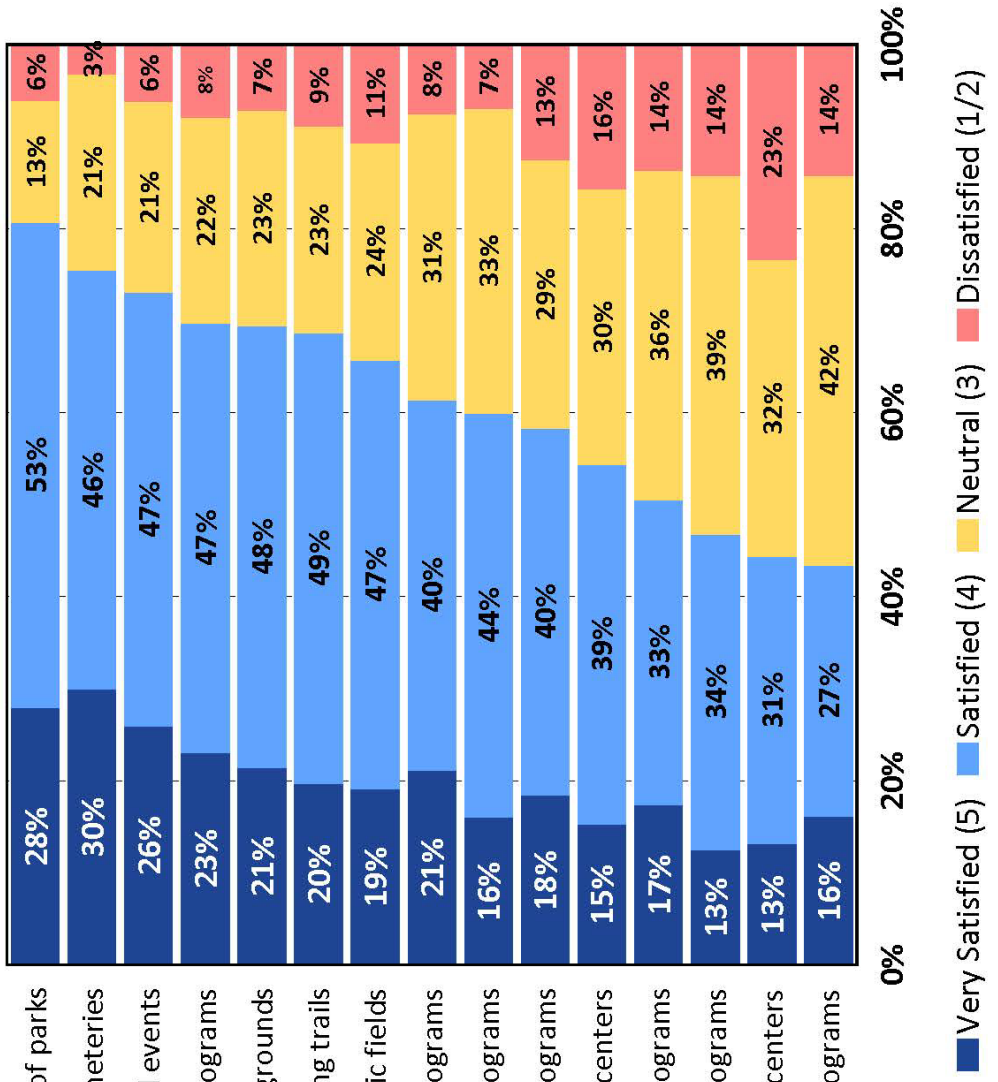
- The Bicycle Master Plan, which is a map of proposed bicycle lanes and trails. For more information on this plan, see Chapter 5: Transportation.
- The 2011 Green Space and Greenway Master Plan, which is a comprehensive document to link existing and future parks through bike paths and greenways.
- Parks and Recreation Capital Projects Priority Survey, which creates a hierarchy of importance for future projects.
- Auburn 2020 Plan, which is a strategic plan for the City.
- The 2004 Future Land Use Plan, which was the guide for future land use in Auburn until the adoption of this plan.
- Auburn University Master Plan, which is a comprehensive plan for Auburn University.

While all of these plans have their purpose, they are independent from each other with multiple authors. The above plans were used as the foundation for the Park, Recreation and Culture Master Plan.

6.3.2 Citizen Survey Results

The following results are from the 2022 Citizen Survey. 81% of the residents who had an opinion were satisfied (rating of 4 or 5 on a 5-point scale) with the quality of city parks, 69% were satisfied with the maintenance of walking trails (in 2011 walking trails were listed as an area with the most dissatisfaction), 75% were satisfied with maintenance of cemeteries, 66% were satisfied with the quality and maintenance of outdoor athletic fields. In 2011, Residents were most dissatisfied with walking trails, bike lanes, and swimming pools, but by 2016 walking trails were one of the highest ranked areas in satisfaction and swimming pools quality and maintenance showed significant increases. The survey also showed two areas where improvement may be needed. The satisfaction with the quality of special need & therapeutic programs decreased from 51% in 2020 to 43% in 2022 and the satisfaction of adult athletic programs decreased from 59% to 47% in the same time period.

More results of the Citizen survey can be found on the following page.


Quality of parks
Quality of cemeteries
Quality of special events
Quality of youth athletic programs
Quality of playgrounds
Quality of walking trails
Quality of outdoor athletic fields
Fees charged for recreation programs
Quality of cultural arts programs
Ease of registering for programs
Quality of community recreation centers
Quality of senior programs
Quality of adult athletic programs
Quality of fitness areas within recreation centers
Quality of special needs/therapeutics programs
28% 53% 13% 6%
30% 46% 21% 3%
26% 47% 21% 6%
23% 47% 22% 8%
21% 48% 23% 7%
20% 49% 23% 9%
19% 47% 24% 11%
21% 40% 31% 8%
16% 44% 33% 7%
18% 40% 29% 13%
15% 39% 30% 16%
17% 33% 36% 14%
13% 34% 39% 14%
13% 31% 32% 23%
16% 27% 42% 14%
0% 20% 40% 60% 80% 100%
Very Satisfied (5)
Satisfied (4)
Neutral (3)
Dissatisfied (1/2)

6.3.3 Boards and Commissions

The Auburn City Council has formed a variety of boards, commissions and committees to assist the Parks and Recreation Department in the information gathering and deliberative process. It is the duty of the membership of each entity to provide feedback and guidance to City Departments or the City Council on a variety of issues. Boards and commissions related to Parks and Recreation are as follows:

- The Cemeteries Advisory Board works with the Parks and Recreation Department to maintain and plan for future cemeteries as well as recommending policies for cemetery management.
- The Greenspace Advisory Board encourages planned and managed growth as a means of developing an attractive built environment and protecting and conserving the City's natural resources.
- The Parks and Recreation Advisory Board advises the Parks and Recreation Department on future activities and capital projects.
- The Tree Commission oversees the protection of trees on public property, promotes planting new trees and works to educate the public on the economic and aesthetic benefits of trees.

Auburn Softball Complex

Other Boards and Commissions not formed by the City Council include:

- The Auburn Beautification Commission, which encourages aesthetic improvements to the City through flowers, gardens and other landscape elements.
- Auburn Community Tennis Association
- Auburn Soccer Association
- Auburn Youth Football
- Auburn Baseball/Softball Association

6.3.4 Parks

The City of Auburn maintains twelve park facilities. Map 6.1 is a map of these facilities and is provided later in this document:

- The Lake Wilmore park, through which Moores Mill Creek runs, contains 182 acres of forested area as well as walking trails. In 2023, construction began on the Lake Wilmore Community Center which includes indoor recreation opportunities, an indoor pool, and multi-purpose outdoor fields.
- Kiesel Park is located at 550 Chadwick Ln. At 124 acres, it is the second largest park maintained by the City of Auburn. The dog-friendly park is known for its horticultural beauty, colorful nature trails, pavilion, and the historical Nunn Winston House. The park hosts parties, picnics, family reunions and weddings year round. In late April every year, the park hosts City Fest, a large free outdoor festival. It also has a fenced in dog area.

- Sam Harris Park is located at 850 Foster Street. This 30 acre park has a playground, a pavilion, and a walking trail that is 1/6th of a mile long. A second pavilion and 1 mile greenway from existing park to the Lee County Humane Society were added to the park in recent years.
- Felton Little Park is located at 341 E Glenn Avenue. This eight-acre park features a playground with swings and other playground equipment, picnic tables, and baseball fields.

Town Creek Park

- Hickory Dickory Park is located at 1399 Hickory Lane. This four-acre park features a large wooden structure designed to resemble notable landmarks of Auburn. The play structure features slides, tubes, tractors and monkey bars. The park also features a shelter and plenty of open space.
- Martin Luther King Park is located at 190 Byrd Street. This eight-acre park has a pavilion, a playground, a basketball goal, a fenced-in field, and a walking trail. A Bocci Ball Court were added and the walking trail extended by approximately 1 mile since 2018.
- Bowden Park is located at 340 Bowden Drive. The facilities at Bowden Park include a playground, an open, grassy area, and a swing set on one and a one-half (1.5) acres.
- Graham McTeer Park is located at 200 Chewacla Drive. This linear park stretches almost two (2) acres and features open space and a walking trail. Benches and other park furniture and additional landscaping were added to the park since 2018.
- Moores Mill Park is located at 900 E University Drive. It has a large grassy area, a sand volleyball court, and a wooded area with picnic tables on slightly over two acres.
- Salmon Park is slightly over three acres. It is located next to Town Creek Cemetery on South Gay Street. It features a picnic area with stationary grill, open space and a sitting area.
- Westview Park is located at 657 Westview Drive. This 17.5 acre park has two basketball courts and a picnic table in an open area.

Hickory Dickory Park

- Duck Samford Park features two children's playground facilities and houses nine baseball fields and one softball field with amenities across almost 56 acres. It is accessible from East Glenn Avenue, East University Drive, and Airport Road.
- Town Creek Park occupies 40.4 acres and is located at 1150 S. Gay Street adjacent to Town Creek Cemetery which is approximately 23.3 acres. The park features two pavilions and two walking trails; the first is 0.87 miles long, and the_Duncan Wright Fitness Trail is a ¼ mile trail that circles the pond. The Auburn Trail of Historically Significant Trees is located in Town Creek Park. These

include an offspring of the Toomer's Corner live oak and seedlings of the southern longleaf pine (the state tree of Alabama) and the bald cypress. The park also hosts the May Sundown Concert Series every Thursday night in May. The Inclusive Playground was installed and opened in 2023 along with additional trails.

- Dinius Park, Auburn's newest park, is located at 1435 E Glenn Avenue and is named after the Dinius family who donated the land to the City of Auburn. The park contains just over 13 acres and features dog parks, a natural playground, pavilion, and restrooms.
- In 2020, a new skatepark was constructed at the Indian Pines Golf Course in a joint effort between the City of Auburn and City of Opelika
- In 2023, the completion of a new 47 acre passive park, Pearson Park, was added to the municipal budget for FY24.

6.3.5 Walking Trails

The City maintains eight walking trails open to the public:

- Duck Samford Stadium Track, 3 3/4 laps = 1 mile;
- Duck Samford Baseball Trail, 1 lap = 1/4 mile;
- Duncan Wright Fitness Trail, circle loop twice = 1 mile;
- Frank Brown Recreation Center, One complete lap = 0.42 mile
- Kiesel Park Trail, 1 lap = 2 1/4 mile;
- Sam Harris Park Trail, 6 laps = 1 mile;
- Town Creek Trail/Historic Tree Trail, .87 miles
- Lake Willmore Biking/Walking Trail, 3 miles.

A walking path at Town Creek Park

6.3.6 Athletic Programs

The Auburn Parks and Recreation Department offers a wide variety of athletic programs for children and adults on both a year-round and seasonal basis. Several leagues for different age groups are offered, including: baseball, softball, basketball, soccer, flag and tackle football, volleyball, lacrosse, tennis and cheerleading. These leagues take advantage of Auburn's lighted fields and recreation center gymnasiums. The City of Auburn provides equal opportunity for participation in programs without regard to race, sex, national origin, citizenship, or disability.

6.3.7 Athletic Facilities

The Auburn Softball Complex is recognized as one of the premier softball complexes in the nation, winning the ASA Alabama Softball Complex of the Year award in 2008. There are five regulation fields with concession stands, restrooms, meeting rooms, and press boxes. A nearby picnic area and playground equipment help turn softball games into an enjoyable outing for the entire family.

The Auburn Soccer Complex serves as the home for the Auburn Soccer Association and includes seven full-sized fields with lighting, one unlit practice field and a paved parking lot. A state-of-the-art concession building provides concessions, office space, meeting space and restroom facilities. A major

expansion project of this facility is expected to be completed by the end of 2023 which includes three additional soccer fields, a new indoor multi-purpose field, pedestrian trails, and restrooms as well as expanded parking.

Duck Samford Park and the Bo Cavin Baseball Complex contain 10 lighted baseball fields, seven of which have a press box. The park also features concessions, batting cages and bullpens. The complex was host to the 2002 Dixie Youth Majors State Tournament and hosted the 50th Dixie Youth World Series in 2005. Felton Little Park features three additional lighted baseball fields, a concession area and batting cages.

Yarbrough Tennis Center

The City of Auburn/Auburn University Yarbrough Tennis Complex includes six indoor courts, 12 outdoor hard courts, and 16 outdoor clay courts, one of them a stadium court. Located off Richland Road, the center was completed in 2007 and offers championship caliber courts with state-of-the-art lighting. Facilities include men's and women's locker rooms and a pro shop. In addition to the Yarbrough Tennis Complex, the Department maintains the Samford Avenue Tennis Center which features four outdoor hard courts and six pickleball courts.

During the summer months, the City of Auburn opens two public pools to allow residents to enjoy warm weather and relax. The pools are open from Memorial Day to Labor Day. Certified lifeguards are on duty at all times.

- Samford Pool is located behind Auburn Junior High School, which is at 332 East Samford Avenue. There are three separate pool areas at the Samford Pool: the main pool, the deep pool (with two diving boards, one high and one low), and the children's pool.

Samford Pool

6.3.8 Recreation Centers and Programs

The Auburn Parks and Recreation Department also maintains three recreation centers:

- The Frank Brown Recreation Center features workout facilities, a game room, gymnasium, racquetball courts, and e-sports room.
- The Dean Road Recreation Center houses the offices of the administrative staff and the ceramics shop. It also features a gymnasium, meeting rooms and a kitchen. Both recreation centers offer rooms for reunions, private parties, meetings and other events at very reasonable rates.

Hubert and Grace Harris Center

- The Boykin Community Center campus consists of the original 1951 Boykin Street elementary school (with a classroom addition added in 2001), a 16,500 sq. ft. gymnasium with classroom space built in 1995 and two newly constructed, outdoor basketball courts finished in 2016. In addition to parks and recreation programs, the facility houses several non-profit tenants: Auburn Day Care Center, Auburn Senior Center sponsored by the Lee-Russell Council of Government Area Agency on Aging, Boys and Girls Clubs of Greater Lee County-Auburn Chapter, and Joyland Child Development Center. In March 2017, a $1.8 million renovation project began which will focus on upgrading all of the restrooms in the old school building to meet code and ADA standards, new electrical wiring throughout, a new fire alarm system, security upgrades throughout the building, painting, the addition of dropped ceilings and new lighting, an upgrade to the fitness center and the addition of offices for the Community Development Division of the City's Economic Development department. The project was completed in 2021.
- The Hubert and Grace Harris Center opened in 2012 and is the home for the Parks and Recreation administrative offices as well as all programming for citizens age 50 and older. The facility has a large multipurpose room, meeting/activity room and a warming kitchen.

The Community Programs Division is responsible for planning quarterly classes, programs and special events. Quarterly programs are designed to interest citizens of all ages. The programs range from arts and crafts, dance and fitness, to summer day camps for kids. The ceramics studio offers several classes, including handbuilding and throwing techniques, as well as independent studio hours. Citizens can take part in one of many special events throughout the year, including Daddy-Daughter Date Night, Bike Bash, The Fishing Rodeo, the Easter Egg Hunt, Auburn City Fest, Independence Day Celebration, Spring and Fall Sundown Concert series, Downtown Trick or Treat, and the annual Holiday Art Sale.

The Community Programs Division also sponsors programs and events for members of the community age 50 and older. Activities include bingo, bi-monthly day trips, lunch outings, tours of local industries, volunteer opportunities, crafts, card games, and speakers. Monthly events include dances, mock auctions, trivia nights, holiday parties and an annual health fair. Contracted instructors offer various 50+ specific classes including Zumba Gold, yoga, tai chi, functional fitness, piano lessons, and technology courses.

The Therapeutics program is also housed within the Community Programs division and offers classes and events for citizens who have intellectual and physical disabilities. Programs include: bingo, fitness, dances, an annual 7-week summer camp and partnerships with the Auburn University Best Buddies Chapter. In addition, the Department supports the Lee County Special Olympics program by offering practices and hosting county and regional competitions. Athletes can participate in basketball, bowling, flag football, golf, power lifting, softball, swimming, track and field, and volleyball.

6.3.9 Golf Facilities

In 2005, the Auburn-Opelika metro area was ranked the "#1 Area in America to Golf" by *Golf Digest*. The City of Auburn features three public golf courses and two private courses within the City limits and its immediate vicinity.

- The Robert Trent Jones Golf Trail at Grand National is a public 54-hole golf complex designed by Robert Trent Jones in Opelika. It includes two 18-hole courses, an 18-hole par three course, clubhouse, and practice facilities. Grand National has been the site for the Barbasol Championship since 2015 and was the host-site for the 1997 Nike Tour Championship, 1998 LPGA Tournament of Champions, and the 2000 NCAA Men's Div. I Golf Championship.

Indian Pines Golf Club (now Pines Crossing)

- Indian Pines Golf Course (now Pines Crossing) is an 18-hole municipal course owned by the Cities of Auburn and Opelika. In 1999, the course was redesigned, and a new clubhouse was added in 2006.
- Auburn University Club at Yarbrough Farms is a private golf course. It is home to the Auburn University golf teams. The club features an 18-hole golf course and excellent practice facilities. The AU Club has a 12,000 square foot clubhouse with a restaurant, bar, pro-shop and locker rooms. Swimming and tennis facilities are available to AUC members.
- Moore's Mill Golf Club, a private golf club with an 18- hole golf course, includes a club house with restaurant, lounge, bar, private dining area, locker rooms, golf shop, club storage, golf learning center, and meeting space with high-tech audio-visual equipment. Other club amenities include an outdoor pavilion, two swimming pools, a fitness center, and a soft-surface tennis facility.

- Saugahatchee Country Club is a private club with swimming, tennis, fitness and dining facilities. The 18-hole, par-72 golf course has been ranked one of the top five in the State by *Golf Digest*.

6.3.10 Cemeteries

The Auburn Parks and Recreation Department oversees and maintains four municipal cemeteries and one private cemetery, encompassing 67 acres. In addition, four columbariums have been added, one in each cemetery both to provide additional capacity and provide an additional option for memorializing loved ones.

- Memorial Park is a 17-acre cemetery located at 1000 E. Samford Avenue.
- Pine Hill is a six (6) acre cemetery, located at 303 Armstrong Street. Pine Hill was established in 1837 and is the oldest cemetery in Auburn. This cemetery features a walking tour from a brochure picked up at the main entrance.
- Town Creek Cemetery features 23 acres located on South Gay Street. It is the City's newest cemetery, opened in 2006. It is a carefully landscaped and irrigated cemetery designed for perpetual maintenance. The cemetery adjoins Town Creek Park which is dedicated to passive uses.
- Westview is a 17-acre cemetery located at 700 Westview Drive.
- Baptist Hill is a four-acre cemetery located at 307 South Dean Road. The cemetery contains over 500 marked graves and many others are unmarked. The oldest grave is dated 1879. The City does not own this property, but started maintaining the grounds in the 1980s due to citizen concern that the cemetery was unkempt.

Town Creek Cemetery

6.3.11 Biking

The City of Auburn has approximately 49 miles of bike facilities. These paths range from bike lanes on the sides of roads to off-road asphalt, concrete paths, and dirt trails. The Auburn Bicycle Master plan calls for an additional 153 miles of bike paths, located along most of Auburn's major roads.

The City, in partnership with the Central Alabama Mountain Pedalers (CAMP-SORBA) completed the Lake Wilmore Trail, an off-road mountain bike course located by Lake Wilmore and Ogletree Elementary school in March 2011. Two existing trails were also dedicated: the Roberta Jackel Bike Trail was dedicated and opened in April 2011, while the Joanna Hoyt Bike Trail was dedicated in June 2011. A more detailed inventory of bike trails and plans can be found in Chapter Five: Transportation.

6.3.12 Greenways

The 2011 Greenway Master Plan proposes five new greenways throughout the City. There are currently two completed greenways with plans to start construction on a third in the near future. The Charlotte and Curtis Ward Path on Shell Toomer Parkway and the Town Creek Greenway from East University Drive to Wright's Mill Road are both complete. The City has acquired right-of-way for the

Saugahatchee Creek Greenway. There is no timetable currently for the Lake Ogletree Greenway, the Lake Wilmore Greenway, or the Parkerson Mill Creek Greenway.

Greenspace Taskforce report
This report was completed in 2001 and recognized that Auburn was at a threshold of significant growth. In 1999, a Greenspace Task Force was appointed and given the charge to study existing open space and walkway conditions in the City, consider funding of projects and land acquisitions and to propose a greenways master plan with recommendations for implementation.

Greenways Master Plan
Created by the Auburn Greenspace Advisory Board (itself created as a result of the Greenspace Taskforce report in 2001), the purpose of this plan is to identify potential areas for future property acquisitions for parks, recreation facility projects and for greenways. The most recent version of the plan is a map that was approved in 2011 that shows parks, future parks, green areas, linear greenways, green space, streams and rivers, streets, flood plains, and bike paths (existing and proposed).

6.3.13 Beautification

The Beautification and Urban Forestry crew is primarily responsible for landscaping and beautification on City property. The crew maintains over 40 beautification areas including medians, landscape areas in the parks and cemeteries, the Nunn Winston House gardens at Kiesel Park, the Welcome to Auburn signs and other sites.

In addition, the Auburn Beautification Council, a non-profit group, assists in beautification projects with funding and volunteer work on projects such as the downtown baskets and the Rouse/Corley Garden at Kiesel Park as well as with special projects that come up from time to time. The Council is also in charge of presenting two awards. The first award is the Auburn Beautification Council Award. This award is presented once a year, "to recognize a business, an organization or a state, county, or federal agency which has contributed significantly to the beautification of the City of Auburn or its surrounding areas." This is the highest award bestowed by the Auburn Beautification Council. The second award is the Loveliest Village Award, which rewards revitalizing a home, business, industrial site or other entity or for landscaping excellence that serves as an inspiration to the community.

Street Tree Master Plan
The plan was prepared by the Landscape Architecture Program at Auburn University in 1989 at the request of the Auburn Tree Commission and the Planning Department. The study provided guidance and information on planting trees along streets for creating functional and aesthetic tree canopies over streets and pedestrian ways. It provided a set of design guidelines and schematics that were specific to Glenn Avenue, but that could be applied elsewhere. The Public Works Department has created a downtown tree palette which provides for an organized and planned use of selected species of canopy and understory trees which are important to the Auburn area.

6.3.14 Non-City Managed Facilities

When developing an inventory of recreation facilities, it is important to inventory facilities that are not owned or managed by the City as well. Many communities have a private pool or park for the sole use of residents living there. Existing public and private facilities assist in determining appropriate locations for new public recreation areas.

In addition to these facilities, there are other areas of recreational interest that are not managed by the City of Auburn. These include:

- **Chewacla State Park:** Chewacla State Park has 548 scenic acres located just south of I-85. Park facilities include a 26-acre lake, swimming area, playgrounds, hiking trails, a modern campground and picnic areas with tables, grills and shelters. Newly renovated cabins are available for daily rental year-round.
- **Lake Ogletree :** This 300 acre lake is located on a 500+ acre parcel located in the southeast part of Auburn and is owned by the Auburn Waterworks Board. The lake serves as the principal source of drinking water for the City. Recreational rights are currently leased to a private outdoors club.
- **Louise Kreher Forest Ecology Preserve:** The Forest Ecology Preserve is a nature center established as an outreach program of the Auburn University School of Forestry and Wildlife Sciences. It is supported principally through private gifts and the efforts of many volunteers. Besides providing 110 acres with miles of beautiful, wooded hiking trails and other special features, it also provides regularly scheduled programs presented by professionals in their field.
- **Donald E. Davis Arboretum, Auburn University:** The Davis Arboretum is an Auburn University facility dedicated to the display of native woody plants of the Southeastern United States. In addition to displaying native plants, its purpose is to promote ecological education through the study and observation of plants and their natural habitats.

6.4. Library & Cultural Programs

6.4.1 City of Auburn

The Jan Dempsey Community Arts Center was constructed in 1999 to better serve the artistic needs of the Auburn area and provide residents and visitors with access to an outstanding, active schedule of exhibitions, musical concerts, lectures, art classes and special events for children and adults throughout the year. The Community Arts Center contains an art gallery, two studio/classrooms, a children's gallery, a conference room, and a performance room. The arts center works closely with the Auburn Arts Association and other local artists to make sure the community is receiving top-notch art education and leisure activities.

Jan Dempsey Community Art Center

The Dean Road Ceramics Studio was renovated in 2007 and added more pottery wheels and independent studio opportunities for patrons. In the summer of 2013, additional classroom space was dedicated to the studio allowing it to expand its class offerings. The Ceramics Studio is equipped with nine pottery wheels, a stainless steel extruder, a slab roller, commercial-grade kilns, and a large selection of hand-mixed glazes. Its studio space serves the artistic needs of the community, providing residents with the creativity, inspiration, and encouragement to create ceramic works. The Dean Road Ceramics Studio will be relocated to Jan Dempsey Community Art Center in January of 2024.

In 2010, Auburn High School (now Auburn Junior High School) opened the Auburn Performing Arts Center, Julie and Hal Moore Center for Excellence. The $10 million addition has new band and chorus rooms with a renovated auditorium. The 950-seat auditorium can accommodate both theatre and band events and includes an orchestra pit. For larger theatre productions, the pit can be covered to fit 75 more seats. The auditorium is used by all of Auburn's public schools for performances.

The Auburn Community Orchestra evolved from the Auburn University Orchestra, which ceased operations in 1997. Auburn University Orchestra members felt the cultural atmosphere of the community would be diminished without regular orchestral concerts. Therefore, they formed the Community Orchestra to ensure the survival of quality orchestral music in the community and the surrounding area. The Auburn Community Orchestra is dedicated to its mission to present orchestral concerts to the citizens of Auburn, Opelika, and East Alabama, and presents a fall concert each year, often at Kiesel Park.

Auburn Public Library

The Auburn Public Library provides literacy and learning opportunities and programming for Auburn residents at no cost and to non-residents for a small fee. In addition to traditional library services, the Auburn Public Library serves as a hub for community and civic engagement, a technology resource, and a safe, welcoming destination. The library staff consists of 20 full-time positions and three (3) part-time positions. One outcome of the Parks, Recreation & Cultural Master Plan is the implementation of peer-based performance measures for level of service to help gauge the efficiency of financial investments in the library system. In comparison to peer library systems, the Auburn Public Library has represented a good return on investment for municipal resources as indicated by high circulation of materials (21% increase from 2018 to 2022) and higher than average program attendance despite lower operating costs. The 2022 Citizen Survey indicated that users of the library system are very satisfied with the services provided, particularly with the customer service and the hours of operation. However, current standards recommend between 0.75 - 1.00 square feet of library space per resident, which would suggest that additional space is needed to accommodate growth now and into the future. Based on the 2020 population, the current library facility provides 0.45 square feet per resident. A future library branch is anticipated in the coming years as part of the Boykin Donahue Campus which will expand library services and access to additional neighborhoods. This additional facility will bring the per capita benchmark to 0.74 square feet of library facility space per resident, but additional branches should be considered as Auburn continues to grow.

6.4.2 Auburn University

The Telfair Peet Theater, located on the Auburn University campus, has presentations of plays and musicals year-round. The Telfair Peet Theatre offers performances from classical to modern productions, including five productions September-May, summer dinner theatres, and the annual autumn "haunting of the theatre." The University broke ground for a new performing arts center in April 2017. The building will be located at the southwest intersection of South College Street and

Woodfield Avenue across from the Jule Collins Smith Museum of Fine Art and will have seating for 1,200.

The Jule Collins Smith Museum of Fine Art was opened to the public by Auburn University in 2003. The 40,000 square foot art museum is located on South College Street, one of the City's major gateways. The museum includes seven exhibition galleries, a museum shop, a café, auditorium, a terrace overlooking a lake, and 15 acres of botanical gardens displaying a large-scale sculpture, and a landscape including walking paths, benches, and water features.

Jule Collins Smith Museum of Fine Art (Bing)

In 2019, the Jay and Susie Gogue Performing Arts Center, an 80,000 square foot facility was constructed. This regional event center attracts performing artists and acts from across the nation. The facility provides functional spaces with superior acoustics and fully integrated technology, a 1,200-seat main theatre, an open lobby, and an amphitheater that serves as an additional performance venue.

6.4.3 Opelika

The East Alabama Arts Center is located in Opelika, which is contiguous to Auburn. The East Alabama Arts Center hosts national and international performing arts events including operas, musicians, playwrights and other entertainers from late fall to spring of each year. Past performances have featured: *Gypsy*, *The Producers*, *An Evening with Garrison Keillor*, the world renowned African Children's Choir, the San Francisco and the New York City Opera Companies, Houston's Alley Theater, and the Alabama Symphony Orchestra with Marvin Hamlisch.

6.5 Park Standards

The City of Auburn's park standards are based on the National Recreation and Park Association's (NRPA) standards to assess the need for park and recreation facilities. Many communities have adopted standards based on the NRPA guidelines. The NRPA recommends a total of 9.2 acres of parkland per 1,000 people or 584 acres. The City currently manages approximately 775 acres of what would be considered parkland (See Map 6.1 and Table 6.1). It also suggests a classification system for parks. These range from mini-parks to regional and national parks. In addition to NRPA criteria, Park and Recreation standards should be based on the following:

- **Relevance.** They should reflect the needs and lifestyles of today's residents.
- **People Orientation.** They should reflect the unique needs and preferences of people in the area being served.
- **Performance Standards.** They should provide a basis for measuring achievement of community objectives. They should measure the quality of recreation service rather than simply the quantity.
- **Feasibility.** They should be attainable within a reasonable timeframe and with available funding sources.
- **Practicality.** They should be simple to understand and apply. They should be based on sound planning principles, information and a credible development process. They should also be flexible enough to handle unanticipated situations and rapidly changing needs.

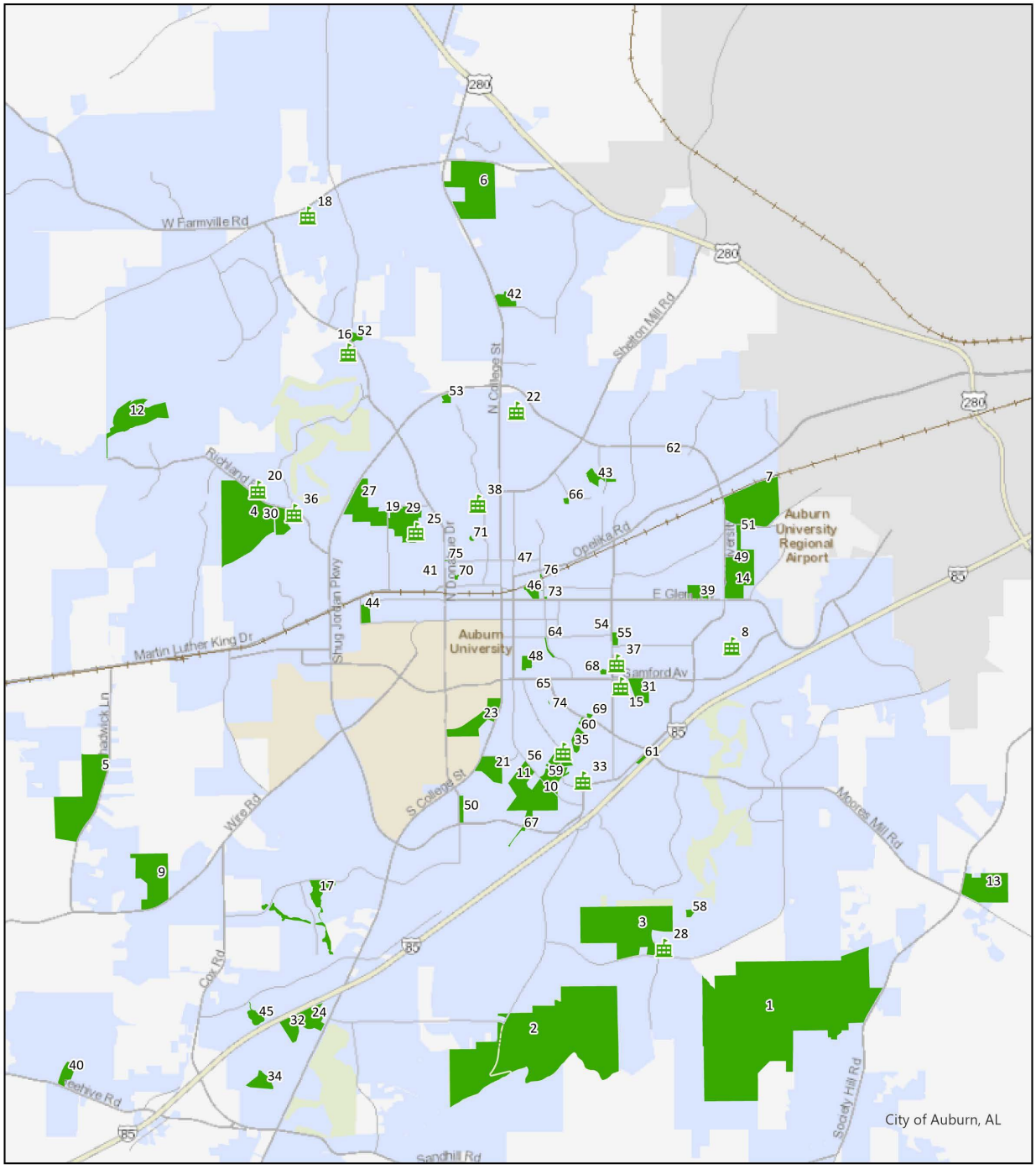
The following table shows the adopted classification and standards adopted for the City of Auburn Parks and Recreation Department. It is important to note that these park sizes are recommendations: actual park size will vary depending on land availability and other factors.

Figure 6.2

Park Type	Acres/1000 Population		Minimum Size		Service Area Radius
	NRPA Standards	Adopted Standards for City of Auburn	NRPA Standards	Adopted Standards for City of Auburn	
Mini Park	0.25-0.50	0.25-0.50	1 Acre or Less	1 Acre or Less	<0.25 mile / 5 minute walk
Neighborhood Park	1.0-2.0	1.0-2.0	15 Acres	>1 and Less than or equal to 15 Acres	0.5 mile /12 minute walk
Community Park	5.0-8.0	5.0-8.0	25 Acres	>15 and Less than or equal to 25 Acres	1-2 miles / 5 minute drive
Regional Park	Variable	Variable	Variable	>25 Acres	30 miles / 1 hour drive

City of Auburn

Map 6.1 Existing & Proposed Recreation Areas



Parks & Recreational Areas

School Facility

0 0.5 1
Miles

N

Planning Dept.
07/11/2023

The City of Auburn, Alabama does not guarantee or warrant the accuracy of this map or any information contained herein. Information may contain errors and should be verified by an appropriately qualified, licensed and independent professional.

Table 6.1 Existing Parks, Schools, Cemeteries, and Other Publicly Owned Green Space

ID	Name	Type	Acres	Ownership
1	Lake Ogletree	Open Space	831.9	AWWB
2	Chewacla State Park	Regional Park	432.6	AL
3	Lake Wilmore Park	Future	208.38	COA
4	Richland Park (Future)	Future	159	COA
5	Kiesel Park	Regional Park	124.16	COA
6	Louise Kreher Forest Preserve	Community Park	115.38	AU
7	Pine Crossing (Indian Pine Golf Course)	Recreational Facility	102.4	COA
8	Auburn High School	School Facility	101	ACS
9	Auburn Soccer Complex	Recreational Facility	72.75	COA
10	Town Creek Park	Community Park	70.2	COA
11	Town Creek Cemetery	Cemetery	70.2	COA
12	Saugahatchee Creek Open Space	Open Space	66	COA
13	Society Hill Park (Future)	Future	61.8	COA
14	Duck Samford Park	Community Park	54.44	COA
15	Auburn Junior High School	School Facility	35.73	ACS
16	Yarbrough Elementary School	School Facility	32.97	ACS
17	Longleaf Properties	Other City Property	32.9	COA
18	Farmville Elementary	School Facility	31.72	ACS
19	Sam Harris Park	Community Park	30.14	COA
20	Creekside Elementary	School Facility	26.19	ACS
21	Julie Collins Smith Museum	Mini Park	25.35	AU
22	Pick Elementary	School Facility	25.12	ACS
23	Donald E Davis Arboretum	Community Park	25	AU
24	Auburn Softball Complex	Recreational Facility	23.7	COA
25	Drake Middle School	School Facility	23	ACS
26	Westview Park	Community Park	22.53	COA
27	Shug Jordan Practice Fields	Community Park	19.81	COA
28	Ogletree Elementary	School Facility	19.59	ACS
29	Westview Cemetery	Cemetery	18.12	COA
30	Yarbrough Tennis Center	Recreational Facility	17.5	COA
31	Memorial Park Cemetery	Cemetery	16.9	COA
32	Auburn Tech Park Lake	Open Space	16.25	IDB
33	Auburn Early Education Center	School Facility	14.38	ACS
34	Auburn Technology Park	Open Space	14.27	IDB
35	Wrights Mill Road Elementary	School Facility	13.78	ACS
36	Richland Road Elementary	School Facility	13.29	ACS
37	Dean Road Elementary	School Facility	13.03	ACS
38	Cary Woods Elementary	School Facility	13	ACS

39	Dinius Park	Neighborhood Park	11.85	COA
40	West Tech Park Open Space	Open Space	11.5	IDB
41	Boykin Community Center	Recreational Facility	10.64	COA
42	Asheton Park	Open Space	10.1	COA
43	Dekalb Street Lots	Other City Property	9.45	COA
44	Martin Luther King Park	Neighborhood Park	8.75	COA
45	Auburn Tech Park North Lake	Open Space	8.72	IDB
46	Felton Little Park	Neighborhood Park	8.29	COA
47	Auburn P&R Main Campus	Recreational Facility	7.48	COA
48	Pine Hill Cemetery	Cemetery	6.2	COA
49	Duck Samford Fields	Recreational Facility	5.34	COA
50	S Donahue Property	Other City Property	5.08	COA
51	Saugahatchee Road Property	Other City Property	4.82	COA
52	N Donahue Open Space Lot	Open Space	4.37	COA
53	Hickory Dickory Park	Neighborhood Park	3.66	COA
54	Auburn Public Library	Mini Park	3.62	COA
55	Baptist Hill Cemetery	Cemetery	3.53	COA
56	Salmon Park	Neighborhood Park	3.27	COA
57	Dean Road Recreation Center	Recreational Facility	3.16	COA
58	Windway Property	Other City Property	2.8	COA
59	Margie Piper Bailey Park	Neighborhood Park	2.65	COA
60	Boy Scout Cabin	Mini Park	2.31	COA/Private
61	Moore's Mill Park	Neighborhood Park	2.14	COA
62	Fire Station #4	Mini Park	2	COA
63	Samford Avenue Tennis Center	Recreational Facility	1.94	COA/ACS
64	Graham McTeer Park	Neighborhood Park	1.79	COA
65	Samford Pool	Recreational Facility	1.53	COA/ACS
66	Tacoma Drive Lot	Open Space	1.5	COA
67	Town Creek Walking Trail	Open Space	1.48	COA
68	Bowden Park	Neighborhood Park	1.43	COA
69	Forestdale Dr/Moores Mill Rd	Other City Property	0.9	COA
70	White Street Lots	Other City Property	0.76	COA
71	Cary Drive Park	Mini Park	0.71	COA
72	Janet Drive Lot	Other City Property	0.57	COA
73	Veteran's Memorial Park	Mini Park	0.3	COA
74	Dumas & Sherwood Island	Other City Property	0.15	COA
75	N Donahue & Drake Lot	Other City Property	0.11	COA
76	Ross Street Property	Other City Property	0.04	COA

6.6 Analysis of Existing Conditions

According to the 2022 Citizen Survey completed by the ETC Institute, the vast majority of Auburn citizens are satisfied with the existing level of service provided by the Parks and Recreation Department. As the City's population and land area grow over time, however, additional and expanded parks and recreation facilities will be needed to maintain a quality park system. Current facilities are predominantly within the Shug-Jordan Parkway/East University Drive loop. The Level of Service Standards adopted by the City of Auburn found in Section 6.5.1 show a population increase of 1,000 should be accompanied by 9-10 new acres of park land to continue the existing level of service.

6.6.1 Create a Parks, Recreation and Culture Master Plan

Census data shows that Auburn is one of the fastest growing cities in Alabama. The largest population gains were outside of the Shug-Jordan Parkway/East University Drive loop. These areas are currently underserved by the existing park system. While these areas are growing, it is important to look at the overall growth of the City and population projections to adequately plan for the future. There are many ingredients involved for an effective master plan, including existing resource inventory, existing plans, staff input and stakeholder input. One of the outcomes of the Parks, Recreation and Cultural Master Plan is to determine locations for new parks to meet the growing population.

6.6.2 Auburn Interactive Growth Model

While the City has plans for three future parks outside of the loop, in the future there will be a demand for additional parks, especially in the northern parts of the City. The locations of future park facilities will be chosen in part based on population trends with help from the Auburn Interactive Growth Model (AIGM) and citizen input. Specific needs and desires for the future include a downtown public space, more facilities on the north side of Auburn and a shift in programs to accommodate the increase in children and senior citizens.

Since the AIGM is updated annually, the Parks submodel will be updated annually to assure accurate general locations where new facilities may be needed. The Parks and Recreation Advisory Board and the Greenspace Advisory board can then narrow down the best specific location for a new facility based on the AIGM recommendation and create a map of future facilities and when they are expected to be needed.

6.6.3 Parks, Recreation and Culture Master Plan

The Parks, Recreation and Cultural Master Plan addresses site specific plans for several future parks and facilities, as well as other plans that guide the Department as discussed in section 6.3.1. The current master plan can be found in the Appendix.

- *Fraley Property: Moore's Mill and Society Hill Rd* – This 62 acre parcel is planned to be a park in the future. There is currently no master plan for this property.
- *Lot on Forestdale Drive* – This 0.9 acre property is planned to be a small neighborhood park with benches and a picnic area.
- *Lake Ogletree* – This land is currently owned by the Auburn Water Works Board. The lake is the primary source for drinking water in Auburn. It is currently leased out for private recreation.
- *Lake Wilmore Park* – Lake Wilmore is a 206-acre property owned by the City of Auburn and is part of the Parks Master Plan. In March 2011, the City of Auburn and the Auburn Off Road Bicycling Association (AORBA) held the grand opening and ribbon cutting for the new Lake Wilmore Trail. A partnership between the City of Auburn, Auburn Parks and Recreation

Advisory Board, Auburn Bicycle Committee, and AORBA, the trail is approximately three miles in length and is available for off-road biking, hiking, running, and walking. Future plans for the property call for additional trails, a community center, and additional park features. In 2023, the city began sitework for the community center.

These plans are part of the foundation for a City-wide master plan for parks and facilities. It is important to include all existing plans and stakeholder groups for the creation of a unified document. The master plan will function for Parks and Recreation in the same way CompPlan 2030 functions for overall planning for future growth and development.

6.6.4 Open Space/Greenway Master Plan

The Auburn Greenspace Task Force put together a report in February of 2001 that created a greenway master plan and made recommendations to preserve and create greenspace in the future. This plan is the most comprehensive Parks and Recreation plan to date. The plan touches on a variety of topics, many that are still relevant today:

- The Greenspace Advisory Board oversees the greenways program and to have the authority to make recommendations to the Planning Commission to deny projects if they do not meet open space or non-vehicle transportation regulations. This is a recommendation of the Greenways Master Plan.
- Identify underserved areas of the City that do not have adequate open space with the recommendation that no one should live more than two miles from public open space. This task will be completed via the Parks and Recreation master plan.
- Raise property taxes to fund open space acquisition. This idea may not be deemed viable in the current economic climate. If Auburn continues to grow as projected, large tracts of land needed for a park will increase in value. Most planned recreation facilities are on the south and east sides of the City.
- As lands are subdivided and developed, greenway access easements are being dedicated to the city for future use.

The current Greenways Master Plan Map shows greenways connecting to most major parks and recreation areas in the City. While some follow existing streets and along existing sewer line trunks most of these greenways are trails that follow bodies of water or take the most direct route between large parks. The trails cross over multiple parcels and property owners. This green network could include walking and biking trails, some of which could be implemented in the existing City right-of-way.

6.7 Land Acquisition

As Auburn continues to grow, land acquisition is very important for future park construction. While it is impossible to tell with full certainty where growth is going to occur, the Auburn Interactive Growth Model (AIGM) and the Future Land Use Plan can help direct growth and provide guidance as to where future development will occur. At present, the north and west sides of Auburn are underserved compared to the rest of the City. Future park locations can be divided into three categories: planned future parks, where the City already owns the property in question and plans a park at that location; possible future parks, where the City already owns the property in question, but has not committed to a park at that location; and identified needs, where the AIGM predicts the need for a future park based on projected growth in the area.

6.7.1 Funding/Incorporating Open Space into New Development

With the ongoing implementation of the Future Land Use Plan, it will be easier for the City to justify land purchase in certain areas established by this plan. The City can also acquire land through development agreements, by donation or by first right-of-refusal agreements with surrounding property owners to expand existing facilities.

One way to help fund open space programs is the Federal Land and Water Conservation Fund. In 2016 this program handed out $94.8 million across the United States to help preserve open space and recreation land.[2] Funding for this program is funneled through the State government and is quite limited. "To be eligible for grants, every state must prepare and regularly update a statewide recreation plan (sometimes called a SCORP, for Statewide Comprehensive Outdoor Recreation Plan). Most SCORPs address the demand for and supply of recreation resources (local, state and federal) within a state, identify needs and new opportunities for recreation improvements and set forth an implementation program to meet the goals identified by its citizens and elected leaders."[3] The State of Alabama received $1,493,901 from this fund for new parks in FY 2016.[4] While this program would require cooperation with the State, it is still an attractive option for additional funding.

The City could also create a parks and recreation opportunity fund to help pay for future land acquisition. This could be funded from external sources. This fund would act as a local version of the Federal Land and Water Conservation Fund on a local level to help acquire additional land as needed. Details regarding the implementation and application this fund should be further explored.

Nodes as identified in the future land use plan are locations, often at major intersections, where a mix of uses intended to meet the needs of nearby residents are concentrated. Requiring park space as an integral part of nodes reduces the cost of constructing new facilities to meet the needs of new development, increases the value of adjacent property, and provides a focal point for the node.

Land designated as open space is maintained as open space and cannot be sold, subdivided, or developed. Building structures on the land is discouraged. Subdivision open space is owned and maintained by the developer, owner of the development site, homeowners association, or other private entity. Open space in a subdivision can take several forms while limiting the presence of structures. It can be natural open space, consisting of existing vegetation, trees, or wetlands. This area is undisturbed and does not have much recreational value. It can also be community gardens or a specific agriculture use.

One open space option is the conservation subdivision. The purpose of a conservation subdivision is to preserve at least half of the land in a development as open space. Lots in conservation subdivisions are typically much smaller than on traditional development putting an emphasis on community open space instead of private backyards. This allows for higher density development on part of the site and a community park or open area on the other half, creating a large gathering space with the same number of units as traditional development. The open space created this way could satisfy the level of

[2] National Park Service <https://www.nps.gov/subjects/lwcf/upload/signed-FY16-lwcf-certificate.pdf> May 8, 2017
[3] National Park Service <http://www.nps.gov/ncrc/programs/lwcf/plan_prjts.html> May 8, 2017
[4] National Park Service <https://www.nps.gov/subjects/lwcf/upload/signed-FY16-lwcf-certificate.pdf> May 10, 2011

service standards for this area, reducing the need to construct a City-maintained park or recreational facility in this area.

In some cases, the open space is turned over to the City for maintenance. This allows all residents to use the open space and not just those living in the subdivision. This is also a way to acquire land in areas where it may have been cost prohibitive before. The land must meet City specifications. Open space can be active or passive. For more information on passive open space, please see the Natural Systems section.

6.7.2 Land Donation

Some of Auburn's parks are in place because of generous donations from the community, including Kiesel Park and Dinius Park. Land donation is a relatively cheap way for the City to obtain property for future facilities. Benefits of land donation go beyond tax write-offs, such as naming the park after the donor. While land donation should be the preferred way for the City to acquire land, many citizens are either not aware of the benefits of donating or lack strong incentives to donate. Land bank or land swap programs may allow citizens with desirable park land to trade their land for another piece of property of the same value. This idea could benefit both the City and the donor.

The City currently maintains an informal land bank and currently owns and maintains several future park properties. The creation of a formal land bank would allow for a larger selection of property and greater incentive to encourage land swaps with citizens to acquire land for desired park locations. These incentives must be heavily marketed to make citizens aware of them. The Parks and Recreation Department is working to create more awareness of these benefits by creating an informative brochure and by contacting citizens who have desirable land and have expressed interest in donation.

6.8 Level of Service

The Parks and Recreation Department receives high marks for their level of service by almost all citizens. However, as the population of Auburn shifts away from being predominantly students, the recreational programs offered by the City will need to cater more to the needs of children and senior citizens. Sports programs are well-established, but other recreational programs need to be expanded as well.

For children, afterschool programs are run by Auburn City Schools. Expanded afterschool programs have been requested through community input. Auburn City Schools generally only offers academic programs, such as drama clubs and band. Parks and Recreation assists the schools with after school programs when needed or when a non-academic recreational activity is planned.

For senior citizens, programs such as dance classes, free fitness classes, arts and crafts opportunities and continuing education are effective ways to stay active in the community and help maintain social connections. The new Hubert and Grace Harris Center has become the hub for over 50 activities, but in the future it may be necessary to build these types of facilities in the northern and southern parts of the City as well. Parks and Recreation already plans to expand senior programming in the future and has hired a Programming Coordinator under the Community and Special Programs Director to work with seniors and therapeutics (special needs).

6.9 Public/Private Partnerships

The City of Auburn and the surrounding areas have many other recreational opportunities that are not necessarily owned or maintained by the City. Regional events such as the SEC Tennis or Golf Championships not only benefit Auburn, they benefit the entire region. It is important for the City to continue to work with Auburn University and the surrounding communities to provide exemplary service to all residents.

6.9.1 Community/Regional Partnerships

Auburn University owns and maintains many of its own recreational facilities, but partners with the City for some amenities not on the main campus. While some facilities are closed to everyone but student athletes, the University provides a variety of recreation options to students, faculty and staff, including tennis courts, a running track, fitness centers and a large open area for student athletic fields. The University also maintains an arboretum and a nature preserve. The City should continue existing partnerships with the University for facilities such as the Tennis Center and other co-owned facilities throughout the City. Working with the Auburn School Board to share those facilities would be a benefit as well.

The City should also study the feasibility for additional recreational opportunities, such as mountain bike trails, archery/shooting ranges, disc golf courses and camping facilities. While some of these are available now on a much smaller scale, the expansion of these programs would provide a larger spectrum of recreational activities. Some of these facilities could be privately-owned and operated.

Chewacla State Park is owned and maintained by the Alabama Park System. The public park is a regional draw both to Auburn residents and tourists from out of town. The City of Auburn does not have to maintain the park, but still benefits from its amenities and location.

6.9.2 Funding Sources

In order to maintain a high level of service for an increasing population, funding will need to increase as well. A well-maintained park system can be an economic development tool in the form of higher property values and by hosting regional tournaments for soccer, baseball and softball. These sports are becoming a large industry and local tournaments bring in significant revenue in the form of entry fees, hotels, and support of local businesses.

The City should continue to work with the Auburn-Opelika Tourism Bureau and the City of Opelika to actively market the excellent facilities in both Auburn and Opelika.

6.10 Maintenance of Facilities

Maintenance is important for aesthetic value and for the health of those using the facilities. While the general consensus of the community is that parks and facilities are well maintained, it is very easy for these facilities to rapidly decline if this is not kept up. As the footprints of parks and facilities stretch farther away from the center of Auburn, it may become necessarily to prioritize maintenance of grounds, structures or equipment if staff and budget resources are stretched.

6.11 Goals, Objectives, and Policies

PRC 1: Create a Parks, Recreation and Culture Master Plan to grow the City's parks, recreation, and cultural opportunities as the City grows.

PRC 1.1: Continue to use the Auburn Interactive Growth Model (AIGM) to help determine the timing and general location of future parks.

PRC 1.1.1: Maintain up-to-date parks level of service standards.

PRC 1.1.2: Review potential changes to the parks submodel as the AIGM is updated annually.

PRC 1.2: Analyze the best locations for new parks using data from the AIGM and departmental and stakeholder input.

PRC 1.2.1: Work with the Parks and Recreation Advisory Board and the Greenspace Advisory Board to select the most ideal location in or around the area recommended for a future park by the AIGM.

PRC 1.2.2: Maintain an up-to-date map of future facilities and when they are expected to be needed.

PRC 1.3: Develop a parks and recreation and a culture master plan document.

PRC 1.3.1: Create a committee to develop the parks, recreation and culture master plan through the Auburn 2040 planning process.

PRC 1.3.2: Engage with individual stakeholders to determine facility and programmatic needs, including conducting surveys and holding public meetings.

PRC 1.3.3: Incorporate the Greenways Master Plan and other Parks and Recreation Planning documents into the master plan as appropriate.

PRC 1.4: Actively promote the completion of the existing Greenways Master Plan and pursue opportunities for additional greenways.

PRC 1.4.1: Continue working toward full implementation of the greenway master plan. Update the master plan to reflect changes proposed in the Future Land Use Plan and those proposed by the Parks, Recreation and Culture Master Plan.

PRC 1.4.2: Improve integration between bicycle and pedestrian paths and trails. Initiate formal discussions between bicycle and pedestrian interest groups on how best to accomplish this.

PRC 1.4.3: Greenway planning staff should work to coordinate the greenspace plan and Greenspace Advisory Board recommendations into the planning process.

PRC 1.4.4: Establish a dedicated annual funding source to build greenways segments and prioritize construction as property or easements for greenways become available.

PRC 2: Continue to acquire additional land as needed and feasible to fulfill the recommendations of the parks, recreation and culture master plan and to maintain a high level-of-service.

PRC 2.1: Secure funding to purchase properties as growth and opportunities occur.

PRC 2.1.1: Tie the parks and recreation capital improvements program to the Future Land Use Plan to help implement the recommendations of the updated Greenways Master Plan.

PRC 2.1.2: Explore grant opportunities for parks or open space, including benefits from the Federal Land and Water Conservation Fund.

PRC 2.1.3: Create a parks and recreation opportunity fund to provide funding for unexpected park opportunities.

PRC 2.1.4: Work with property owners adjacent to existing facilities in need of additional space to develop first right-of-refusal agreements.

PRC 2.2: Encourage donation of land for future parks and recreation facilities.

PRC 2.2.1: Explore opportunities for offering incentives for land donation.

PRC 2.2.2: As development occurs, leverage opportunities to acquire and build additional parks and recreation facilities, including voluntary land swaps and donations via development agreements.

PRC 2.2.3: Develop a program for land donation via bequests.

PRC 2.2.4: Develop a marketing program to educate potential donors about the possibilities and benefits of property or monetary bequests and donations for parks development.

PRC 3: Address identified level-of-service issues.

PRC 3.1: Work to provide needed facilities and programs to address level-of-service deficiencies.

PRC 3.1.1: Provide additional park facilities north of Shug Jordan and East University Drive where none currently exist.

PRC 3.1.2: Explore opportunities to build additional community centers outside the core of the City.

PRC 3.1.3: Encourage the continued offering of diverse cultural programs throughout the City, including those offered by Auburn University, the City of Auburn, and Auburn City Schools.

PRC 3.1.4: Provide additional athletic facilities, as needed, to meet the demands of local users and better position the City when competing for athletic tournaments.

PRC 3.1.5: As demographics increasingly shift away from the college student demographic, shift programs to meet the needs of youth, senior adults and the special needs population.

PRC 4: Develop partnerships within the community and region to make better use of available resources and increase funding sources and sponsorships for recreation facilities, special events, athletic tournaments, and other exhibitions.

PRC 4.1: Develop partnerships within the community and region to make better use of available resources.

PRC 4.1.1: Continue work with Auburn University to develop and construct shared specialized recreational facilities.

PRC 4.1.2: Continue partnership with Auburn City Schools to use school facilities and athletic fields for public recreational programs and as neighborhood or community parks.

PRC 4.1.3: Study the feasibility of developing outdoor recreational amenities such as camping, hiking and archery facilities, disc golf courses, and equestrian and mountain bike trails in cooperation with Auburn University and the Alabama Department of Conservation and Natural Resources.

PRC 4.2: Develop additional funding sources and sponsorships for recreation facilities, special events, athletic tournaments, and other exhibitions.

PRC 4.2.1: Continue to market the Auburn Parks and Recreation system as an economic development strategy tool for the City through community and regional outlets.

PRC 4.2.2: Continue to work with the Auburn-Opelika Tourism Bureau to promote youth and amateur sporting events, which are the fastest growing segment of leisure travel.

PRC 4.2.3: Identify and promote revenue-generating activities, programs, and facilities to help offset costs associated with providing excellent public recreation services.

PRC 5: Ensure that the facility maintenance program is maintained and funded for all City parks, recreational facilities, athletic fields, vehicles, and maintenance equipment.

PRC 5.1: Continue to maintain existing facilities at the established high level-of service.

PRC 5.1.1: Maintain a current list of maintenance priorities, updated annually.

PRC 5.1.2: Utilize youth athletic board funds for special maintenance projects.

CHAPTER SEVEN: UTILITIES

7.0 Introduction

The Water Works Board of the City of Auburn (AWWB) is the primary potable water service provider for the City of Auburn (City) and Auburn University. There are also several areas in the City that are supplied with potable water by other water service providers. Areas served by Loachapoka Water Authority (LWA) generally include certain sections in the outer northwest, west, and southwest regions of the City. The Beauregard Water Authority generally serves certain sections in the outer southeast regions of the City. Areas served by Opelika Utilities generally include certain sections in the outer east and northeast regions of the City. The AWWB is connected to LWA in the northwestern region of the City and can provide water to LWA in the event of an emergency. Wastewater collection and treatment services within the City are provided by the City of Auburn.

Electricity and Gas services within the City are primarily provided by Alabama Power Company and Spire. Some northwestern areas of the City receive power from the Tallapoosa River Electric Cooperative and some southern areas of the City receive power from Dixie Electric Cooperative. These electric and gas companies are private and are not affiliated with the City of Auburn.

7.1 Existing Water Facilities

As of May 2023, the AWWB supplies potable water to approximately 69,000 residents through approximately 23,090 residential and commercial water accounts, as well as 2,536 irrigation accounts. The AWWB water system is comprised of approximately 350 miles of water distribution mains. The primary source of the AWWB's water supply comes from the Lake Ogletree reservoir. Lake Ogletree is located on Chewacla Creek in the southeast region of the City. The 300-acre reservoir is supplied by overland flow from a 33 square mile watershed that includes parts of the City of Auburn, the City of Opelika, and the Beauregard community and impounds up to 1.6 billion gallons of water. Currently, the AWWB has a pumping capacity of 8.5-million-gallons-per-day (MGD) of raw water from Lake Ogletree to the James Estes Water Treatment Plant (WTP) located approximately 2.5-miles northwest of the reservoir. The WTP is a conventional surface water treatment plant capable of producing up to 8.0 MGD of potable drinking water to serve the Auburn area. The AWWB also operates two groundwater supply wells located in the southern region of the City. Well No. 3 has a permitted capacity to supply approximately 1.3 MGD to the water system. Well No. 4 has a permitted capacity to supply approximately 4.5 MGD to the water system. The AWWB has an agreement with Opelika

Lake Ogletree reservoir

Utilities to purchase up to an additional 3.6 MGD of potable water at a contract rate and can purchase additional potable water as needed above 3.6 MGD at the advertised wholesale rate. In 2022, the average daily water demand was 8.1 MGD and the peak demand day for the system was 13.3 MGD. The AWWB is currently evaluating the ability to increase the water plant treatment capacity to 10 MGD and expand existing resources. The AWWB maintains six above ground storage tanks throughout the City and two below ground clearwells at the WTP, with a combined storage volume of approximately seven (7) million gallons. Options for future water supply sources to sustain growth in the City of Auburn are currently being evaluated by the AWWB's staff and an engineering consultant. Water supply options include a combination of additional surface water sources, groundwater sources, and purchasing of finished water from other water service providers.

7.2 Existing Wastewater Facilities

Wastewater in the City of Auburn is collected primarily by gravity service through approximately 350 miles of interceptor and collector mains, serving 24,221 residential and commercial customers. The City of Auburn currently owns and operates two Water Pollution Control Facilities (WPCF) that are used to treat and dispose of wastewater collected in the City.

H.C. Morgan Water Pollution Control Facility

The H. C. Morgan WPCF is located on Sandhill Road adjacent to Parkerson Mill Creek and collects wastewater by gravity service from areas of the City located in the Upper Chewacla Creek Watershed. Constructed in 1985, the H.C. Morgan WPCF had an initial design treatment capacity of 5.4 MGD and a current permitted treatment capacity of 25 MGD. In 2022, the average annual daily flow recorded was 9.0 MGD and the maximum daily flow recorded was 22.2 MGD.

The Northside WPCF is located at the terminus of Richland Road adjacent to Saugahatchee Creek and collects wastewater by gravity service from areas of the City located in the Upper Saugahatchee Creek Watershed. The Northside WPCF was constructed in 1985 with a design treatment capacity of 2.2 MGD and a peak hydraulic capacity of 4.6 MGD. In 2008, the Alabama Department of Environmental Management (ADEM) and the United States Environmental Protection Agency (EPA) adopted a Total Maximum Daily Load (TMDL) for Saugahatchee Creek which limits the discharge of total phosphorus from the Northside WPCF. Due to the implementation of the TMDL, along with the existing condition of the Northside WPCF and the limited existing treatment processes

utilized at the Northside WPCF, the City determined that it was in its best interest to close the Northside WPCF in the near term and begin diverting flow to the H.C. Morgan WPCF to utilize the available treatment capacity at that facility. The City will maintain its waste load allocation for Saugahatchee Creek to allow for the rehabilitation and re-opening of the Northside WPCF in the future, as needed. In preparation for this diversion of flow, the City completed construction of the S-5 Sewer Transfer System in February 2010. The S-5 Sewer Transfer System consists of approximately 7.2-miles of large diameter (24-inch to 42-inch) gravity sewer main, 4.4-miles of large diameter (16-inch to 24-inch) sewer force main, a 6.0-MGD transfer pump station at the Northside WPCF, and a 9.0 MGD pump station north of I-85 near Choctafaula Creek. The S-5 Sewer Transfer System connects the Northside WPCF to the H.C. Morgan WPCF and provides a conveyance system to allow for the diversion of wastewater. In accordance with the City's TMDL Implementation Plan which was submitted to and approved by ADEM in 2009, the City ceased discharge at the Northside WPCF in January 2013.

Plans for future wastewater treatment needed to sustain growth in the City of Auburn were evaluated in the Wastewater Treatment and Disposal Master Plan completed in 2005, the Saugahatchee TMDL Implementation Plan submitted to ADEM in July of 2009, and the H.C. Morgan and Northside WPCF Master Plans which were completed in 2010 and updated in 2015 and 2020. The City has a total permitted treatment capacity of 27.2 MGD (25 MGD at the H.C. Morgan WPCF and 2.2 MGD at the Northside WPCF). Due to the mothballing of the Northside WPCF in 2013, the City currently has the 25 MGD of the H.C. Morgan WPCF available. Additional treatment capacity can be created in the future by upgrading and reopening the Northside WPCF or by the construction of another treatment facility on the north side of Auburn. The most recent capacity upgrades should provide adequate capacity to handle wastewater flow for the next 10 to 20 years.

The City is also actively investigating areas of the existing collection system that are in need of rehabilitation, capacity upgrades, or replacement to reduce costly inflow and infiltration (I/I) into the sewer system. The City has performed flow studies in the Northside WPCF and the H.C. Morgan WPCF sewer basins to identify areas that require rehabilitation. The City has completed numerous sanitary sewer rehabilitation projects since 2008 aimed at reduction I/I into the sewer system. The City implemented a long-term sanitary sewer flow monitoring project in 2017 aimed at providing real time sanitary sewer flow data to allow staff to respond quickly and efficiently to I/I issues.

7.3 Analysis of Existing Conditions

As the City continues to grow, the AWWB and the City will seek ways to provide service in an economical way while continuing to provide a high level of customer service. In the 2022 Citizens' Survey, the City and the AWWB received high marks. 89% percent of residents surveyed were happy with their sanitary sewer service and 89% percent of residents were satisfied with their water service. The AWWB and the City are proactively working to manage, repair and expand the water and sewer systems to meet regulatory requirements and to provide reliable service and necessary capacity in a timely manner.

7.3.1 Maintaining a Safe and Reliable Public Water System

The AWWB maintains a safe and reliable public water system through source water protection efforts including water quality testing within the Lake Ogletree watershed and the routine monitoring of Lake Ogletree, by providing appropriate water treatment to meet or exceed State and Federal water quality requirements prior to pumping finished water into the water distribution system, and by managing and testing the water distribution system to ensure continued regulatory compliance. Additionally, the AWWB maintains multiple water supplies for water supply redundancy, has installed emergency generators at all critical sites within the water system to provide a back-up power supply to minimize potential service disruptions and has installed redundant equipment where feasible to maintain system operations in the event of equipment failure.

7.3.2 Increased Treatment Capacity and Additional Water Sources

Water demands will continue to increase as the City of Auburn develops. From a water source and infrastructure standpoint, it is important for the Water Resource Management Department (WRM) and the AWWB to maximize the use of existing infrastructure and to complete necessary infrastructure upgrades in a timely manner.

The AWWB regularly updates water demand projections and evaluates necessary system upgrades. This master planning allows the AWWB to plan for, design and construct improvements in a timely and efficient manner. WRM and the AWWB use GIS tools and demand models to continually update projected demand for water service as well as the water distribution system itself. This information is valuable for all City departments to help regulate development and growth. As part of the demand evaluation process, WRM and the AWWB works with the Planning Department to project new infrastructure demands based on data from the Auburn Interactive Growth Model (AIGM).

In 2012, a well site in south Auburn was developed by the AWWB known as AWWB Well No.3 that derives ground water from a metamorphic rock aquifer in the Piedmont Province. This well has a permitted capacity of approximately 1.3 MGD.

More recently in 2020, a new well site in south Auburn was developed by the AWWB known as AWWB Well No. 4 that derives ground water from a metamorphic rock aquifer in the Piedmont Province. This well has a permitted capacity of approximately 4.5 MGD.

The AWWB's water supply should be sufficient to meet the City's current needs for at least the next 10 to 15 years. The AWWB will continue to evaluate and develop additional sources of water to meet the future needs of the growing Auburn community.

7.3.3 Promote Water Conservation

While the demand for water will increase with population growth, there are water conservation options that can be utilized or implemented to help conserve water. The AWWB currently identifies water accounts with high usage as water meters are read each month for billing. Customers with unusual water usage are notified by the AWWB of the high-water usage and the AWWB provides assistance as needed to determine the reason for the high usage so that steps can be taken to correct the problem.

One of the challenges of implementing water conservation measures is the relationship between water usage and water revenue. Successful water conservation techniques have a measurable downward

effect on the water system's total water usage. This in turn decreases water revenue. The water system must continue to be operated and is in constant need of repair and rehabilitation, even without taking into account the need for system expansion to grow as the number of water users grows. Capital improvement projects for the water system are planned years in advance, and assumptions must be made about the anticipated revenue to pay for those projects. A consistent revenue stream is necessary for the water system and increases in user fees are inevitable if water conservation measures are successful. Auburn's water supply is currently adequate, and some water conservation measures recommended by this plan are likely to be implemented in the long-term rather than immediately.

The AWWB revised its water rate structure from a declining block rate to a flat rate in 2009 so that increased water demand no longer results in a reduction in the cost per thousand gallons of water purchased. The flat rate block structure provides for an equivalent cost per thousand gallons. The AWWB will evaluate implementing additional rate structure modifications in the future to transition from a flat rate structure to an inverted block rate structure. An inverted block rate would incrementally increase the cost per thousand gallons of water as water usage increases. This cost increase could affect the water usage patterns of water customers.

Another potential option for improving water conservation would be to require master metered developments to sub-meter individual dwelling units. The AWWB currently has master metered residential developments typically associated with multifamily development like apartment complexes and condominiums. Master metered development means that one water meter serves multiple residential dwelling units. With this type of metering arrangement, the individual customers do not receive monthly water usage information and these customers are not aware of their actual water usage. The implementation of sub-meters for individual units could provide for more water use accountability and more efficient leak detection and could encourage a greater awareness of water usage and the associated costs.

An incentive program for water conservation could also be evaluated such as a rebate program to assist homeowners with replacing existing plumbing fixtures with new water efficient plumbing fixtures such as toilets, faucets, showerheads and appliances.

An incentive program could also be evaluated by the City and the AWWB to encourage customers to install rain sensors on irrigation systems and to plant native species and drought tolerant species. The City could also evaluate requiring rain sensors on all new irrigation systems to prevent irrigation systems from operating if soil conditions do not indicate a need for water or if it is raining. Incentive programs to promote the use of native plant species and drought resistant landscaping would reduce the need for irrigation. In addition, consideration could be given to discontinuing the installation of irrigation meters or to establishing higher irrigation rates to discourage wasteful watering practices.
For the above programs to have any impact on water usage, citizens will need to be educated regarding the benefits of water conservation and available incentives. This can be done by issuing press releases, mailing fact sheets with monthly utility bills, by educational classes or by providing information on the City or AWWB website. Additionally WRM staff promotes and participates in outreach and educational efforts to promote the importance of water conservation and resource protection.

7.3.4 Maintain Existing Water Infrastructure

Existing water infrastructure must be properly maintained and upgraded as needed to meet current and future water demands. The existing WTP was constructed in phases beginning in 1954. The

AWWB is currently evaluating adding two additional treatment filters to expand capacity from 8.0 million gallons per day to a maximum of 10.0 million gallons per day.

Lake Ogletree Spillway

The reconstruction of the Lake Ogletree Spillway was completed in 2017. The original Lake Ogletree Spillway was constructed in 1941 and was reaching the limits of its life. The reconstructed spillway increased the water storage capacity in the lake by 50 million gallons and was built in accordance with regionally accepted dam safety standards.

The existing water distribution system is in good condition with sufficient water storage capacity and appropriately sized water mains.

The AWWB operates and maintains six elevated water storage tanks with a combined capacity of 5.5 million gallons. Each tank is taken out of service, the interior is washed, and inspected every three years. During these inspections, any defects to the interior coating system are appropriately repaired. These triennial inspections help establish the schedules for major tank rehabilitation projects and ensure each tank is performing as desired.

Several water main replacement projects in the downtown area have been completed. These projects replaced aging water mains in this area and were performed in conjunction with downtown redevelopment projects. Future rehabilitation of the water distribution system will be required in limited areas where redevelopment is planned in the near future. These rehabilitation projects will be coordinated as redevelopment occurs. Additionally, future water distribution improvements are

planned throughout the City as noted in the Water Facilities Master Plan.

7.3.5 Work to Extend Water and Sewer Services to All Residents

Some residents living within the city limits of Auburn do not have access to public water or sewer services (see Maps 7.1 and 7.2 pages 9 & 10). In the short term, the AWWB and the City can develop an inventory of areas within the City that are not served by a public water system or by the City sewer system. Based on this inventory, the AWWB and the City can evaluate opportunities to expand service to residents that are not currently served by public water and sewer.

7.3.6 Fire Protection

The most efficient way for the Fire Division to fight fires is to utilize existing fire lines and hydrants. Fire protection within the City is excellent due to the water distribution system being constructed with adequate line sizes, looped water mains, appropriately placed elevated storage tanks and ample water supply.

One role of the Future Land Use Plan is to establish an optimal corporate boundary for the City for the year 2030. The City can take steps to make areas inside this boundary that are not currently in the City and that are recommended for more intense development more desirable for annexation. The City should work to provide a level of fire protection service that meets the current edition of the International Fire Code.

7.3.7 Maintaining a Safe and Reliable Sewer System / Evaluate and Develop Additional Sewer Capacity

The City's sewer system has ample capacity to meet the current sanitary sewer needs. The need for additional sanitary sewer capacity will increase as the City grows. The City currently has a permitted treatment capacity of 25 MGD at the H.C. Morgan WPCF. Additional sanitary sewer capacity will be constructed as needed based on future growth. Over the past several years the City has completed several sanitary sewer upgrades in the downtown area. These projects were performed in conjunction with downtown redevelopment projects.

Upgrading facilities requires years of planning, design, and construction. Work on capital projects must be completed in advance to maintain adequate capacity and to meet demand and regulatory requirements. Projects are completed to take advantage of economies of scale and to complete projects in economical increments of construction. It is important for the City to utilize the Auburn Interactive Growth Model (AIGM) to update sewer demands based on projected population growth. The Water Resource Management Department should also continue mapping the current sewer infrastructure and modeling existing sewer capacity. By doing this, the City can target necessary improvements in areas with the greatest need.

7.3.8 Use the Future Land Use Plan to Plan New Infrastructure

The Future Land Use Plan can help provide a reliable window into the future for development. Areas projected for higher intensity/density development will have an increased need for upgrades to sewer infrastructure than areas planned to remain rural. Infrastructure improvements in these areas will need to be master planned and constructed when needed.

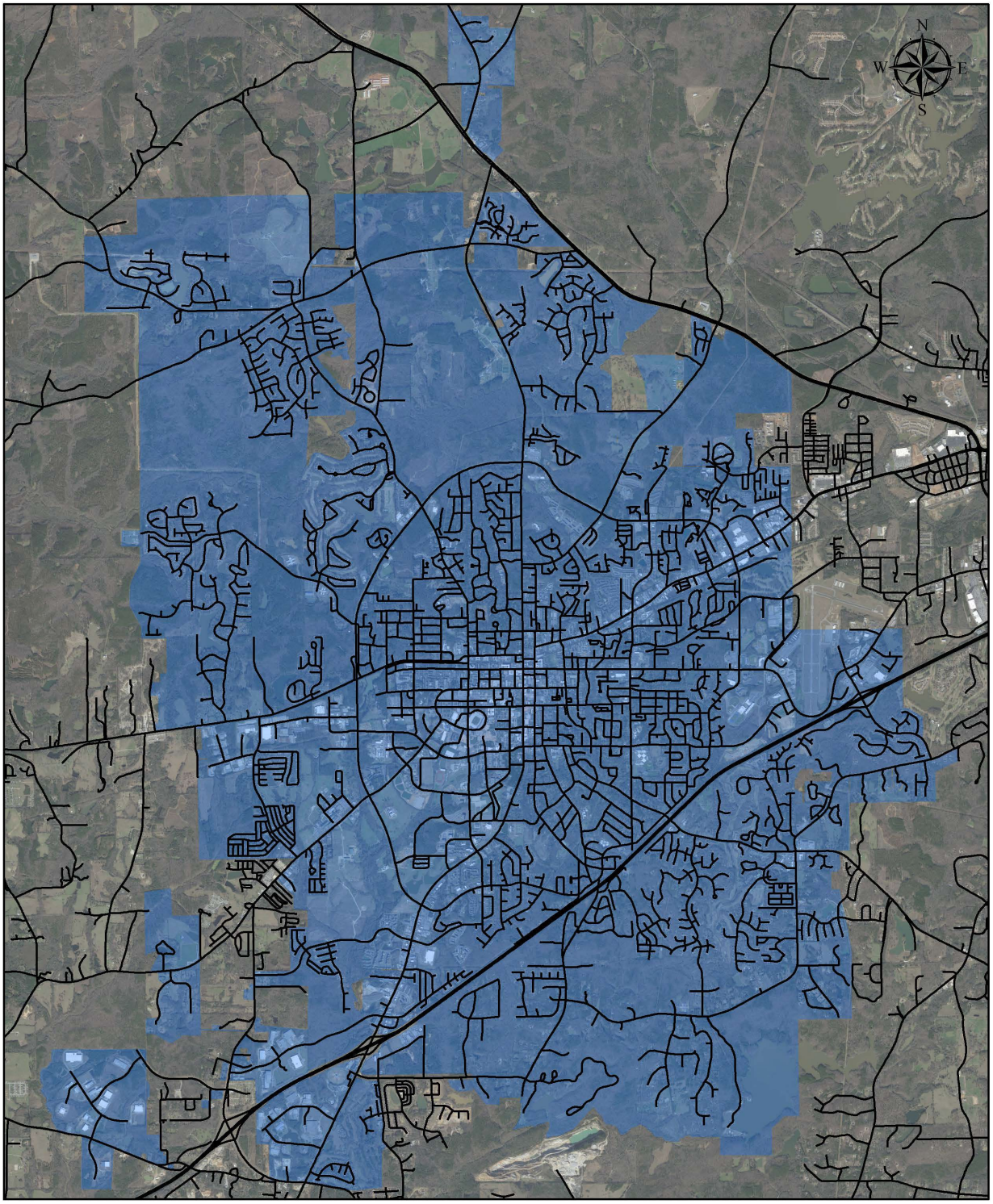
Downtown and the Opelika Road corridor are two areas with older infrastructure that the Future Land Use Plan encourages to transition to higher- intensity/density uses. As Map 7.2 demonstrates,

these areas may require significant upgrades before much of the proposed higher intensity development can occur. Where appropriate capacity is lacking, it may be necessary to discourage more intense development through changes to zoning and land use recommendations. As discussed in previous sections, the WRM Department has been able to take advantage of redevelopment projects, to upgrade water and sanitary sewer infrastructure in the downtown area in recent years.

For all new development, the City should continue to evaluate how much sewer capacity would be needed to serve the proposed development. If the project exceeds the current capacity available, then additional capacity will need to be provided or the project will not be able to proceed. The cost of sewer line extensions is generally borne by the project developer. If the proposed development is outside the city limits, the development must be annexed before sanitary sewer service is made available. Sanitary sewer service provided by the City is not available to properties located outside of the City limits.

Sewer Main Replacement Project on College Street

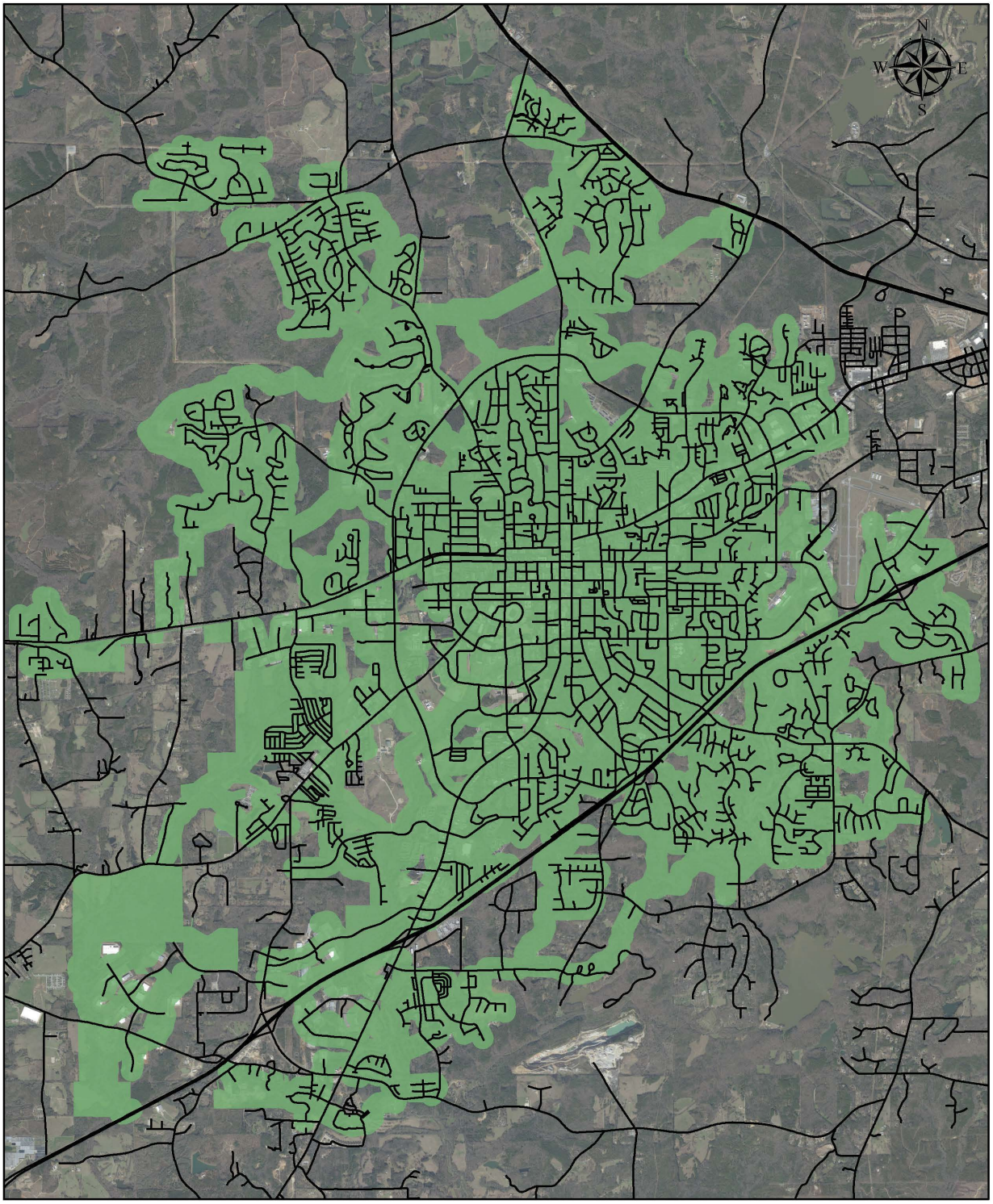
WATER SERVICE AVALABILITY MAP



Map. 7.1 AWWB Water Availability

SANITARY SEWER SERVICE AVALABILITY MAP

City of Auburn



Map 7.2 Sanitary Sewer Availability

7.3.9 Evaluate Areas Within the City Not Served by Sewer

See Section 7.3.5 & 7.3.8 above.

7.3.10 On-Site Sewer Systems

Protecting Auburn's watersheds is a high priority for the City. A contaminated watershed affects public health, ecosystem health, and recreational opportunities.

Watershed Monitoring by the City of Auburn

On-site sewer systems should only be utilized in areas where public sewer service is not available, and the locating of on-site sewer systems should be done to provide the maximum protection to adjacent watersheds. On-site sewer systems are currently regulated by the Alabama Department of Public Health. The City may elect to develop additional design and construction standards for the installation of on-site sewer systems and for the perpetual maintenance of on-site sewer systems.

7.5 Goals, Objectives, and Policies

U 1: Continue to provide a safe and reliable public water system to meet existing and projected future needs.

U 1.1: Continue to evaluate and develop additional water sources and water treatment capacity to meet projected growth needs.

U 1.1.1: Proceed with projects to maximize the use of the existing Lake Ogletree reservoir and increase the treatment capacity of the existing water treatment facility by 2020.

U 1.1.2: In cooperation with the Planning Department, regularly update projected water demands in conjunction with annual AIGM updates.

U 1.1.3: Work to identify new water supplies to meet the City's needs through 2030 and beyond.

U 1.1.4: Continue efforts to map the existing water system and model the existing water system capacity.

U 1.2: Promote water conservation as one means of reducing overall water consumption.

U 1.2.1: The Auburn Water Works Board should consider a transition to an inverted block rate structure by ~~2020~~ 2030. With an inverted block rate structure, the incremental cost of water increases as water consumption increases.

U 1.2.2: The AWWB may consider not offering irrigation meters in the future to promote less water usage.

U 1.2.3: Continue water loss control efforts to find and repair water leaks.

U 1.2.4: Encourage the sub-metering of multi-family developments to raise awareness of the water usage per residential unit and to promote water conservation.

U 1.2.5: Consider rebate programs to encourage the replacement of existing plumbing fixtures such as toilets, faucets, showerheads and appliances with newer, high-efficiency plumbing fixtures.

U 1.2.6: Continue to provide water conservation education programs for students and the general public.

U 1.2.7: Promote the use of drought-tolerant landscaping and native species to promote water conservation as well as promote the use of rain sensors on irrigation systems to reduce non-essential irrigation system use.

U 1.2.8: Develop a list of drought-tolerant landscaping, the benefits of such landscaping, and encourage its use.

U 1.2.9: Consider offering incentives to promote the use of drought-tolerant landscaping.

U 1.3: Maintain existing water infrastructure to protect existing capacity.

U 1.3.1: Complete the replacement of the Lake Ogletree spillway by 2018.

U 1.3.2: Proceed with rehabilitation of the existing water treatment plant by 2030 and expand the existing capacity of the water treatment plant to 10 MGD capacity by 2020 if possible.

U 1.3.3: Identify locations on the future land use map that will require repairs or upgrades to water infrastructure to be developed in accordance with the map.

U 1.3.4: Plan future investments to replace aging water infrastructure to maintain existing service and provide potential for additional growth.

U 1.4: Identify and work to extend public water to all City residents not currently served by public water sources.

U 1.4.1: Develop an inventory of areas within the City that are not served by a public water system.

U 1.4.2: Evaluate opportunities to extend public water to all City residents not currently served by a public water system.

U 1.5: Require adequate fire protection infrastructure in areas within the City's optimal boundary.

U 1.5.1: Work to provide fire protection at all locations within the City's optimal boundary in compliance with the International Fire Code as amended and adopted by the City from time to time.

U 1.5.2: Identify locations where fire protection issues exist or may affect future development.

U 1.5.3: Continue to require fire protection infrastructure to ensure adequate fire flows for high-density/intensity development.

U 1.6: Concentrate the construction of water infrastructure in areas identified for development in the Future Land Use Plan and encourage development in areas where adequate water service is present.

U 1.6.1: Identify locations in the future land use plan where water infrastructure will require repairs or upgrades in order to be developed in accordance with the Future Land Use Plan.

U 1.6.2: Intensification of uses and expansion of downtown as well as in north Auburn will require significant investment in the AWWB water system. These investments will require close coordination between with the City's Planning Department as to budgetary priorities, or changes to budgetary priorities and with changes to land use.

U 1.6.3: As additional mapping and modeling of the water system is completed, encourage development in those areas with available capacity through appropriate changes to land use recommendations and zoning.

U 1.6.4: As part of the development review process, continue to require developers to provide estimates of how much capacity would be required for the proposed development.

U 1.6.5: Continue to require that extension of water lines to proposed development be paid for by the developer.

U 2: Continue to provide a safe and reliable public sewer system to meet existing and projected future needs.

U 2.1: Continue to evaluate and develop additional sewer treatment capacity to meet projected growth needs.

U 2.1.1: Complete updates to the City's Waste Water Treatment Facility Master Plans in 2020 and proceed with planning, design, and construction of projects as identified in the 2020 Facility Master Plan update.

U 2.1.2: In cooperation with the Planning Department, regularly update projected sewer demands in conjunction with annual AIGM updates.

U 2.1.3: Continue efforts to map the existing sewer system and to model the existing sewer system capacity.

U 2.2: Concentrate the construction of sewer infrastructure in areas identified for development in the Future Land Use Plan and encourage development in areas where adequate sewer service is present.

U 2.2.1: Identify locations in the future land use plan where sewer infrastructure will require repairs or upgrades in order to be developed in accordance with the Future Land Use Plan.

U 2.2.2: Intensification of uses and expansion of downtown as well as in north Auburn will require significant investment in the sewer system. These investments will require close coordination with the City's Planning Department as to budgetary priorities, or changes to budgetary priorities and with changes to land use.

U 2.2.3: As additional mapping and modeling of the sewer system are completed, encourage development in those areas with available capacity through appropriate changes to land use recommendations and zoning.

U 2.2.4: As part of the development review process, continue to require developers to provide estimates of how much capacity would be required for the proposed development.

U 2.2.5: Continue to require that extension of sewer lines to proposed development be paid for by the developer.

U 2.2.6: Continue to require that extension of sewer lines only be granted upon annexation.

U 2.4: Evaluate unserved areas within the City and extend sewer to residents not currently served by municipal sewer when practical.

U 2.4.1: Develop an inventory of areas within the City that are not served by municipal sewer.

U 2.4.2: Evaluate opportunities to extend sewer to areas within the City that are not currently served by municipal sewer.

U 2.5: Work with operators of on-site sewer systems to ensure proper function and to protect water quality within the City's watersheds.

U 2.5.1: Review the feasibility and desirability of implementing City requirements for onsite sewer systems.

U 2.5.2: Consider designating areas of the City that are appropriate for onsite sewer systems.

CHAPTER EIGHT: PUBLIC SAFETY

8.0 Background

Protecting and promoting public safety and health are priorities of the City of Auburn and are important issues in the planning process. The City of Auburn Public Safety Business Unit is comprised of the Fire Department, Police Department, and Emergency Management and Communications Division within Public Safety Administration. The City of Auburn provides services to its citizens and Auburn University under the auspices of the Public Safety Department; several volunteer fire departments provide automatic and mutual aid assistance at the City's edges. Emergency medical services are provided by the Auburn Fire Department in a first-response and rescue capacity, as well as East Alabama Health Emergency Medical Services for emergency medical transport and advanced life support (ALS). The Lee County Health Department, Auburn University Medical Clinic, East Alabama Mental Health and East Alabama Medical Center work together to provide quality health care to Auburn residents. The Public Safety Business Unit, with all of the administrative functions, is located in the newly constructed Public Safety Building, to include the Police Department headquarters, Fire Department headquarters, Fire Station #1, Emergency Management and Communications, Auburn Municipal Court and the Auburn City Council Chambers. The new complex is nearly 70,000 square feet and replaces two outdated buildings that were constructed in 1965 and 1976. Additional Public Safety facilities include five outlying fire stations, the Auburn University Police Precinct, an evidence and storage facility and the Police Department Firearms Range. Current construction projects include a 12,000 square foot building and acreage for the Public Safety Training Center, located on US Highway 280 at North College Street, that will be utilized for a wide variety of fire and police related training activities and potentially used as a polling venue for north Auburn residents. The Public Safety Administration Department has also recently added a public relations and communications component to its staff to provide reliable and consistent information to the public through social media and press releases. This staff member also is very involved in public outreach and community engagement. This office is also responsible for operation of the new Public Safety app that is available to the public for download and provides news, information, a tip line and resources.

8.1 Existing Conditions

8.1.1 Mission Statement

The mission of Auburn Public Safety is to promote and maintain a safe environment in all areas of the City. Through employee commitment to provide quality public safety services, the departments strive to assure the residents of Auburn feel safe in their neighborhoods and workplaces by:

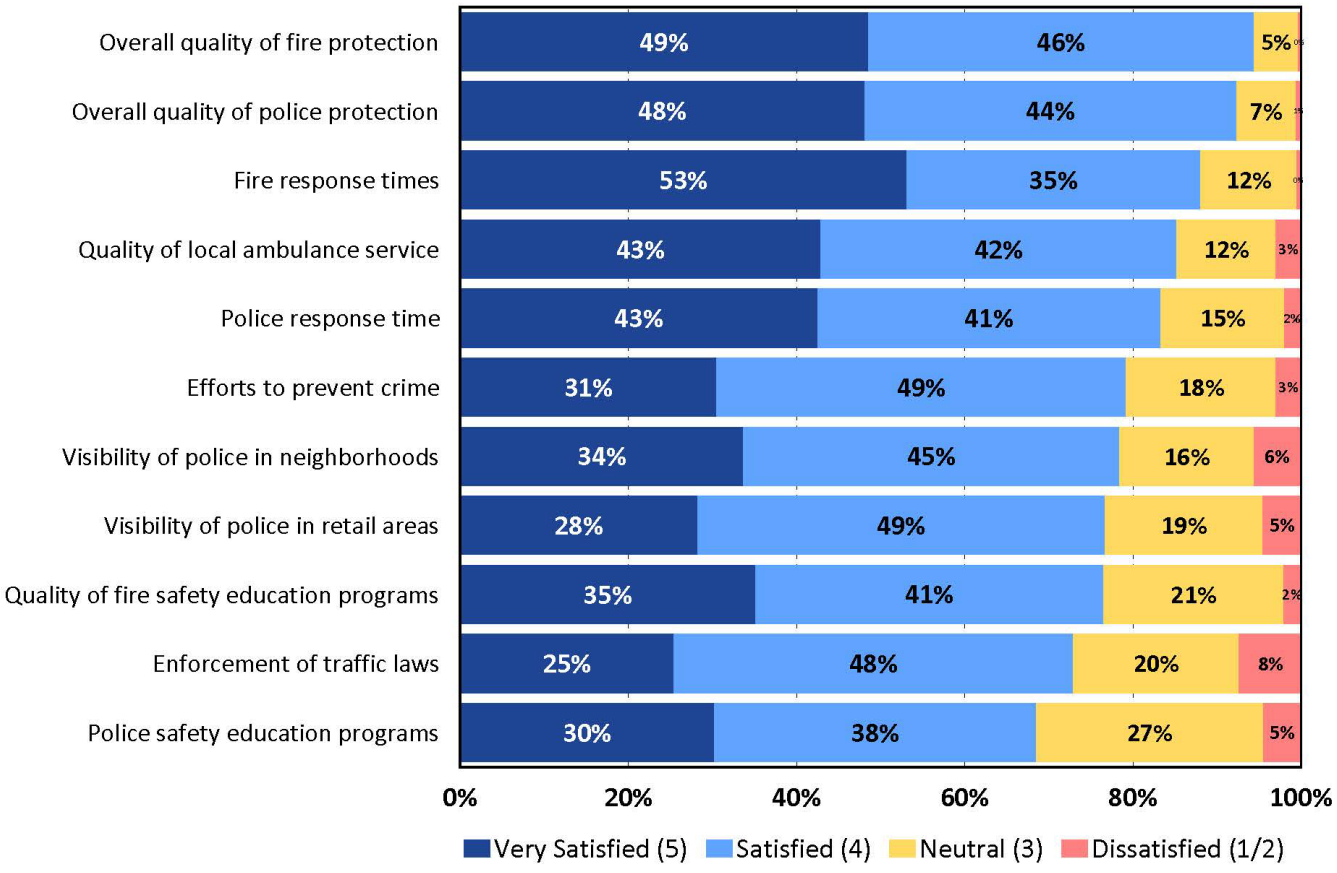
- Maintaining strong pre-fire planning and fire prevention for homes and businesses;
- Providing well-trained and equipped police officers and firefighters;

- Maintaining a quality emergency communication system to provide immediate response to citizen calls for service and connectivity with adjacent agencies; and
- Conducting effective crime prevention, reduction and apprehension programs to maintain safety and a sense of security in the community.

Anticipating and preparing for the needs and safety of the citizens of Auburn is essential to insuring a high quality of life within the City.

8.1.2 Citizen Survey Results

The following results are from the 2022 Citizen Survey. 93% of the residents who had an opinion were satisfied (rating of 4 or 5 on a 5-point scale) with the overall quality of fire protection, and 92% were satisfied with the overall quality of police protection. Residents were the most satisfied with the quality of local fire protection, the response time of fire personnel, and the quality of local police protection. Residents were the most dissatisfied with enforcement of traffic laws, visibility of police in neighborhoods, and safety education programs. Residents recommended efforts to prevent crime, the visibility of police in neighborhoods, and the overall quality of police protection as public safety services that should be emphasized most over the next two years.



Source: ETC 2022 Citizen Survey

8.1.3 City of Auburn Fire

Fire engine at Fire Station 1

The City of Auburn Fire Department (AFD) protects the City of Auburn and Auburn University and has mutual aid agreements[1] with three volunteer fire departments: Beauregard, Southwest and Farmville. The automatic and mutual aid area covers approximately 30 square miles outside of the city limits. The Department provides services such as public fire education, fire prevention, fire suppression, search and rescue (in conjunction with the Police Department and neighboring agencies) and hazardous materials mitigation. The Fire Department currently has six stations, with Station #1 being incorporated into the new Public Safety Building at the corner of West Magnolia Avenue and North Ross Street. Station #1 is also the busiest station based on the volume of calls. The newest station is Station #6, built in 2022 on West Farmville Road, servicing the growing population in north Auburn.

Future plans for the Public Safety Training Center include the addition of various training structures and props to simulate operational environments faced by firefighters. These training props include a six-story training tower, drafting pit, new burn building, confined space and flash-over simulators. The City of Auburn Fire ~~Division~~ Department maintains major equipment including three aerial platform pumpers – one being 95 feet tall and the other 75 feet heavy duty pumper trucks. The third unit is a 75 feet tall aerial reserve pumper. In FY23, the Fire Department placed an order for a new aerial tiller truck that will have a 107 feet tall ladder and the ability to better navigate narrow roads and heavy traffic. This apparatus is expected to be delivered and in service in 2025. The department also maintains technical rescue and HAZMAT trailers. Each front-line fire apparatus is equipped with thermal image cameras. The shift size for each fire station is 21 personnel. The personnel are made up of a battalion chief, personnel for the pumper truck and personnel for the ladder truck . From January 2010 to May 2017, the Fire Department responded to 34,586 total calls for service. These calls were mostly for rescue and emergency medical services. The Fire Department currently provides basic life support (BLS) services. Advanced life support (ALS) is provided through a contract with East Alabama Health (EAMC). The Auburn Fire Department is currently working to improve the level of care to include ALS services to supplement the existing service provided by EAMC. The lowest numbers of calls were Hazardous Material calls (HAZMAT III).[2] The majority of the calls occurred during the time that Auburn University was in session for the period of the normal September to May school year. The average response time for an emergency call is between four to five minutes. Response time is influenced directly by traffic conditions and the location of fire stations.

The City currently has a 2/2X ISO (Insurance Service Office) rating.[3] The first part of the rating (Class 2) applies to structures within 5 miles of a fire station and within 1,000 feet of a water source,

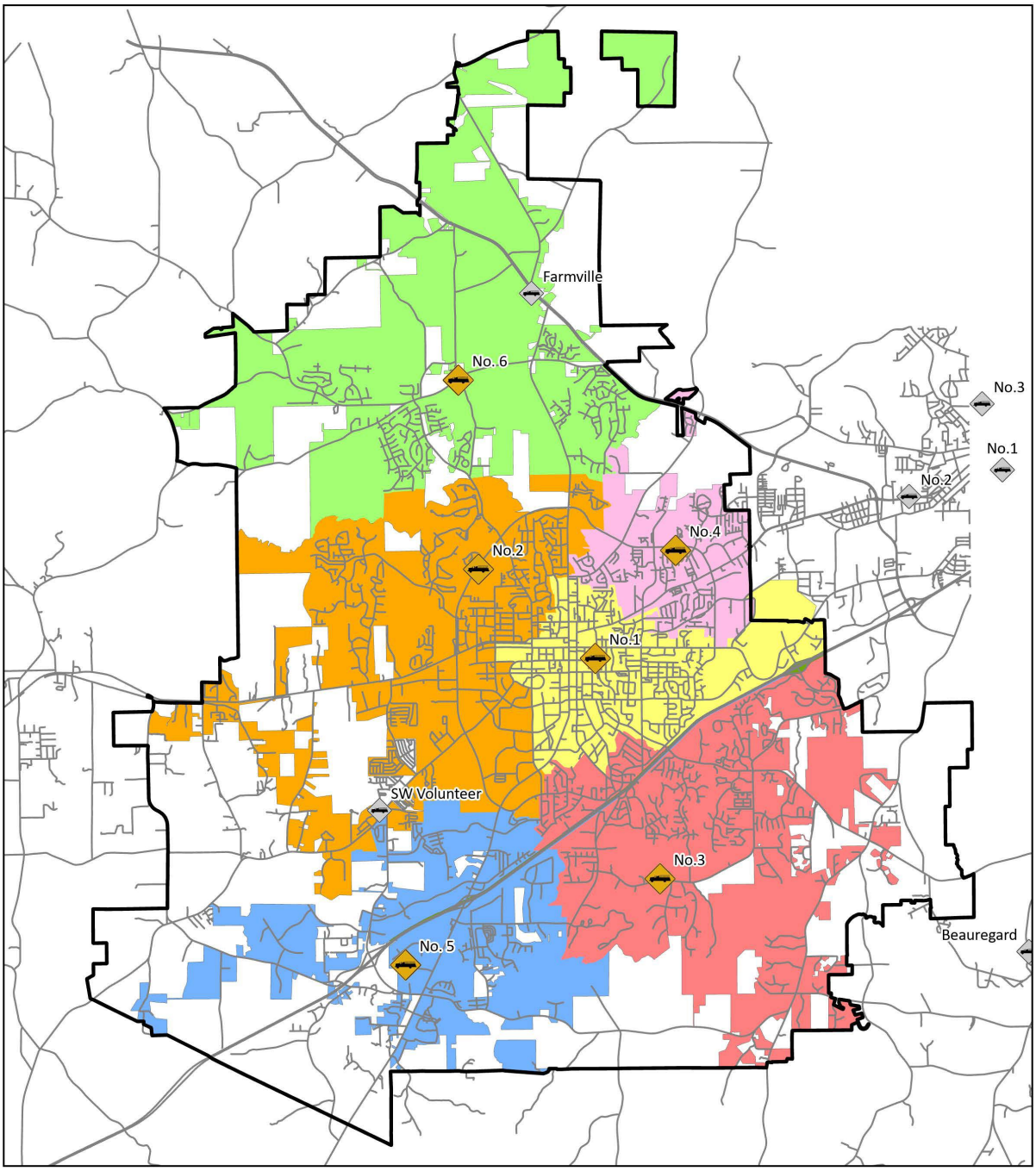
[1] The agreements are Resolutions 95-40, 01-10 and 06-337 passed by the City Council
[2] HAZMAT I calls are vehicle fluid spills or small quantities of known products. HAZMAT II and III are usually on Auburn University campus where chemicals are spilled and the types are unknown.
[3] ISO scores are rated Class 1 (exemplary public protection) to Class 10 (the fire suppression program does not meet the ISO minimum criteria). ISO was developed to assist in setting insurance premiums. The ISO rates fire suppression capability only.

such as a fire hydrant. The second part of the rating (2X) applies to structures within 5 miles of a fire station, but farther than 1,000 feet from a water source.

The Fire Department has a core group of administrative staff with many years of experience. The staff currently consists of a fire chief, deputy fire chief, battalion chief, one training officer. In addition to the administrative staff, the department consists of 24 on duty personnel, 48 off-duty personnel, 67 Career Firefighters and 51 Student Firefighters. The turnover rate for firefighters is approximately three years. The Fire Department is aggressively trying to prevent fires before they occur through an assertive public safety education program. AFD's public education program also includes the use of the Lee County Firefighter's Association trailer.

Map 8.1 City of Auburn Fire Response Zones

City of Auburn



The City of Auburn maintains its own Emergency Communications District (ECD). All 911 and non-emergency calls are received and dispatched from the City's E-911 center located in the Public Safety Building at 141 North Ross Street. The facility is staffed by personnel employed by the City of Auburn. The remainder of the county is included in the Lee County 911 ECD, including the City of Opelika, Lee County Sheriff's Office and East Alabama Health EMS. Each agency also maintains a dispatch center. Both the City and the County ECDs have enhanced 911 capability.[4]

Auburn Emergency Communications operates on the Alabama Next Generation Emergency Network (ANGEN) and collaborates with the Alabama 911 Board on training standards and compliance. The center is regularly adding technology to the E911 systems to provide more efficient and effective response to emergency calls. Auburn Emergency Communications District is in partnership with the Montgomery Metro Communications Cooperative District (MMCCD) to share P25 trunked digital radio throughout the region. Additionally, Auburn maintains interoperability with neighboring agencies for mutual response calls and situational awareness.

In 2019, the City of Auburn instituted an Emergency Management function into Public Safety. This area of responsibility plans for, prepares, and mitigates all-hazard situations. This position is a liaison with other local, state and federal preparedness agencies for the City. The Emergency Manager also coordinates with other city departments to help with planning, sourcing protective or emergency equipment and assets, and mass emergency notifications when needed. The Emergency Manager also works closely with the Lee County Emergency Management Agency to facilitate FEMA reimbursement requests and grant applications. The process most recently resulted in the reimbursement of funds used to operate a community vaccination clinic during a pandemic. Additionally, grant funds have been utilized to improve technology in a meeting space at the Public Safety Building that can be utilized as a command or emergency operations center as needed.

8.1.4 City of Auburn Police Department

The City of Auburn Police Department protects the life, liberty and property of all people of the City of Auburn and within the police jurisdiction, an area of nearly 250 square miles outside the City limits. The department serves Auburn University through a contractual agreement and interacts with agencies countywide providing law enforcement services. The police department provides 24-hour protection. The officers work with a diverse population, which includes thousands of university students, visitors and year-round residents. There are fourteen police beats. There are currently 162 sworn officers and civilian staff. There are twelve student Public Safety officers. Public Safety officers perform duties not requiring a sworn law enforcement officer. The Public Safety officers are charged with writing parking tickets, directing traffic, handling school zones, taking some incident reports, working private property accidents, working the front records desk after normal business hours, entering reports, serving civil papers, etc. The department is headquartered in the Public Safety

City of Auburn K-9 Officers

[4] "e" enhancement gives the dispatcher that receives the call a screen display of the phone number making the call and the address of the listed phone number.

Building located at 141 North Ross Street, with a satellite precinct on the Auburn University campus located at 543 West Magnolia Avenue and an office in the Auburn University Student Center. The AU Precinct is staffed 24/7 by members of the department that are assigned to primarily patrol the University's properties and adjacent campus community. The office inside the Melton Student Center is staffed during peak periods of the day to provide students and staff convenient access to police services in the core of campus. There is also a firing range and testing facility. There are certified firearm instructors on staff. The facility is also used by the Lee County Sheriff's office for training purposes. Auburn Police Department also has an off-site impound storage facility.

The City of Auburn Police Department is charged with a wide range of law enforcement functions, including crime prevention, protection of life and property, location of missing persons, recovery of stolen property, traffic and parking enforcement and the apprehension of law offenders. Auburn Police Department operates many diverse functions, including patrol, criminal investigations, narcotics investigations, community services, K-9, bike patrol, motorcycle patrol, SWAT and rescue divers. The department also provides the community with several public education programs. The City of Auburn Police Department works closely with the Auburn City Schools to administer the Drug Abuse Resistance Education (DARE) Program.[5] Additionally, Auburn Police Department partners with the school administration to staff at least one School Resource Officer for every public school in Auburn. The police department also provides public education through a Citizens' Public Safety Academy, Camp War Eagle, and other general security and safety programs.

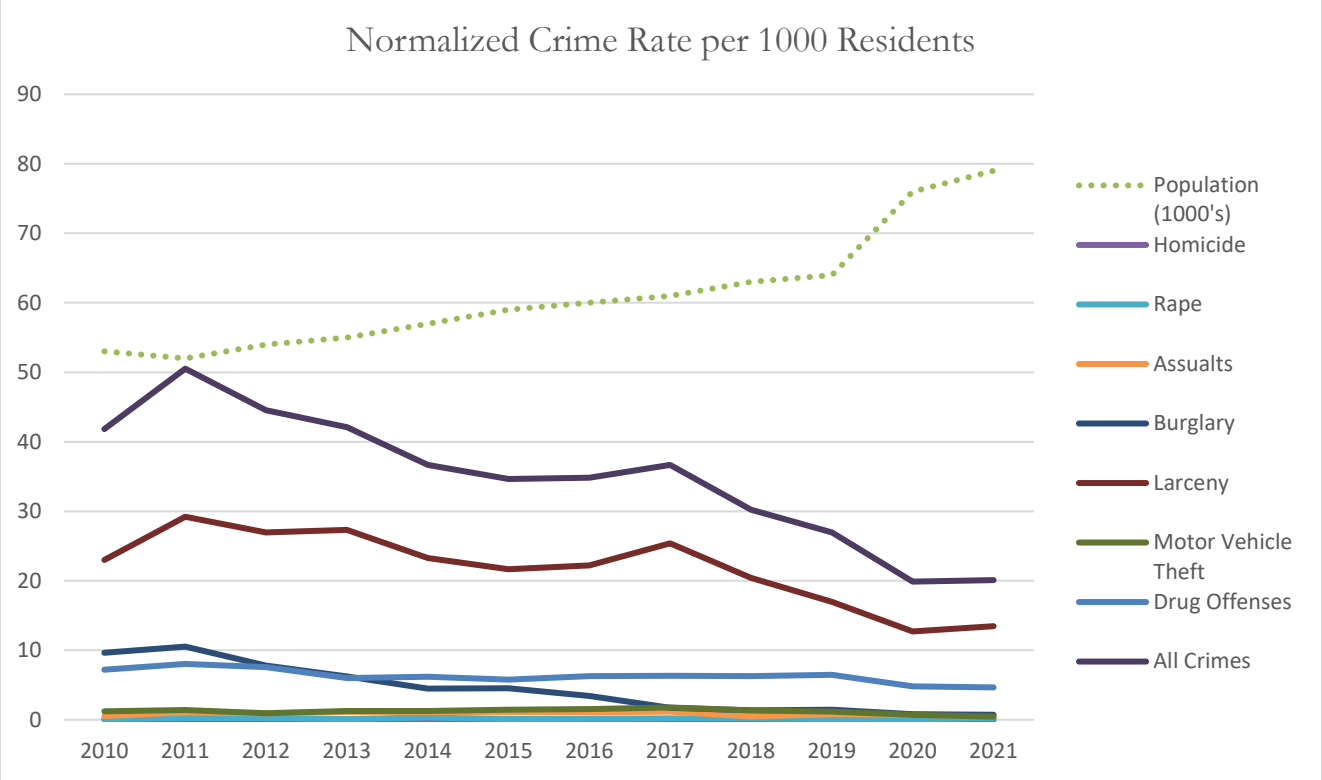
The police department has instituted several new crime reduction and public awareness initiatives. Eagle Watch is a public outreach program to partner law enforcement with residents and business owners that operate private video systems. The systems are voluntarily registered with the police department, which gives investigators potential investigative leads if a crime occurs near the location. Civilian Response to Active Shooter Events (CRASE) training has been adopted by the department to provide guidance to businesses and other organizations for preparedness and awareness during a critical active shooter event. The Auburn Police Department has partnered with the Opelika Police Department, Lee County Sheriff's Office, and the Lee County District Attorney's Officer to form a Metro Gun Crimes Task Force with the goal of interdiction and reduction of gun crimes in the community. Additionally, the police department has received a grant and partnered with the US Bureau of Alcohol, Tobacco and Firearms (ATF) to obtain and operate forensic ballistic equipment, known as NIBIN. This initiative will provide the department and other law enforcement agencies in the region the ability to catalog and compare ballistic evidence recovered at crimes scenes where a firearm was discharged. These regional partnerships are a force multiplier in the effort to fight violent crimes in the community. The Auburn Police Department continues to participate in federal task force operations, including the FBI Violent Crimes Task Force, regional DEA task force, the US Marshals Fugitive Task Force, and the US Secret Service Internet Crimes Against Children (ICAC) Task Force. From 2010-2020, the population of the City of Auburn grew from 53,380 to 76,143 [6]. During this same ten-year period, the police department has seen the number of incidents requiring police assistance increase from 145,415 calls for service in 2010 to 266,795 calls for service in 2020. In addition to calls for service, there were 74,981 auxiliary calls in 2010 and 65,467 calls for assistance in 2020, a decrease of 9,214 calls. The auxiliary calls include requests for paperwork, training, court related issues, vehicle maintenance and on and off duty logs.

[5] DARE is a police officer-led series of classroom lessons that teaches children from kindergarten through 12th grade how to resist peer pressure and live productive drug and violence-free lives.
[6] U.S. Census Bureau

Table 8-1: Crime Statistics

Crime	2015	2016	2017	2018	2019	2020	2021	2022
Homicide	2	5	5	6	9	2	3	2
Rape	8	11	13	12	10	6	19	27
Assaults	64	66	72	30	51	56	40	40
Burglary	265	207	107	86	92	61	57	70
Larceny	1271	1341	1560	1287	1087	968	1058	1044
Motor Vehicle Theft	84	92	109	85	74	53	36	45
Drug Offenses	339	380	388	397	414	368	366	482
Total	2033	2102	2254	1903	1728	1514	1579	1710

Figure 8.1: Crime Statistic Trends



Traffic citations have steadily increased over the same period of time. In 2016, there were 26,224 traffic stops with a total of 17,472 citations issued (some stops were ended in multiple citations issued) and 12,149 warnings and of these numbers, 49.4% of traffic stops were issued citations. In 2022, the total traffic citations decreased to 15,662.

The level of service for the Police Department is based on the needs and desires of the citizens, the professional opinions of those that the Department serves, and the feasibility of providing services above the basic needs level.

The Police Department has a fleet of ninety-five patrol cars, six pickup trucks (Public Safety Officers), six motorcycles, eight bicycles, and two vans. In addition, in October 2023, additional vehicles will be added to support the increase in sworn personnel to include School Resource Officers in all elementary schools.

Emergency phones are located on the Auburn University campus along with cameras placed in several areas. The calls generated from the campus emergency phones are dispatched to the City's E-911 Communications Center. Auburn University is responsible for purchasing, installing, and maintaining of the camera system on campus. The University has a security staff that monitors the cameras.

In October 2017, the Police Department added twenty-two sworn positions over the FY 2017-2018 in response to growth and additional staffing needed for the Auburn University campus precinct. All positions, as well as the administrative overhead, operating and capital costs, were reimbursed by the University as part of the new agreement. In addition, over the previous two years, the Police Department has implemented a "Part Time Officer" program with twelve sworn part-time officers to assist in working extra duty events and provide more presence on the Campus of Auburn University.

There is no jail located within the City of Auburn. The inmates are housed in the Lee County Detention Facility located in Opelika.

8.1.5 City of Auburn Inspection Services Department *

The Inspection Services Department anticipates and identifies threats to public health and safety by developing and implementing strategies to mitigate these hazards. Inspection Services protects life and property by enforcing codes and standards for land use, building construction, swimming pools, nuisances and other hazards. Inspection Services is comprised of the Building Official, one Chief Building Inspector, Plan Reviewers, Neighborhood Inspectors, Fire Inspector, six Building Inspectors Officers , an Administrative Assistant and two Permit Technicians. The 2021 International Building Code, 2021 International Plumbing Code, 2021 International Mechanical Code, 2021 International Fuel Gas Code, 2021 Fire Code and the 2020 National Electrical Code are the current code editions used by the Department. The Department also houses the City's Fire Inspector. The fire inspector also has jurisdiction on the Auburn University campus on a contractual basis to inspect fraternity housing. The statistics for the number and type of building permits can be found in the Land Use Section 3.0.

*The statistics for the number and type of building permits can be found in Chapter Three: Land Use

8.2 Volunteer Fire Departments and other Emergency Services

8.2.1 Farmville Volunteer Fire Department

The Farmville Volunteer Department has the following equipment: 2007 American LaFrance Pumper truck, a 1981 Peterbilt Pumper truck, a 1976 Ward LaFrance pumper truck; one set of extrication equipment and other loose equipment. The coverage area for Farmville is 90 square miles. The station is located at 7649 Highway 280 West near the turnoff to North College Street. The station averages 12 calls for service per month.[7]

[7] Lee County, Alabama EMA website http://leecoema.com/citizen-engagement/vfds/

8.2.2 Southwest Volunteer Fire Department

Southwest Volunteer Fire Department has a 2001 E-One Freightliner Class A Pumper, one 1987 E-One Class A pumper, one 1997 Brush/Utility Truck, a 2006 Mobile light and air trailer/compressor, and several loose equipment items, such as thermal imaging equipment. The coverage area for Southwest is 52 square miles. The station is located at 2176 Lee Road 137 (Wire Road). The station averages 33 calls for service per month.[7]

8.2.3 Beauregard Volunteer Fire Department

Beauregard Volunteer Fire Department purchased a 2006 International Pumper Truck in 2007. The coverage area for Beauregard is over 123 square miles. The station is located at 7450 Highway 51, Opelika. The station averages 70 calls for service per month.[7]

8.2.4 East Alabama Medical Center EMS

The East Alabama Medical Center (EAMC) is located in Opelika, Alabama. It is a 340-bed acute care regional referral center which includes a 26-bed skilled nursing facility. Its Emergency Department is a 28-bed, Level III Trauma Center. EAMC has more than 200 physicians practicing in 40 different specialties. More than 100,000 patients are seen here each year for their healthcare needs.

East Alabama Medical Center experienced a significant period of growth in recent years. The hospital expanded its south bed tower in 2006, which changed the main building from four floors to eight, and also added a two-story west pavilion. The first floor of the west pavilion houses two cardiovascular surgical suites, ten cardiovascular ICU beds and the hospital's Cardiac Rehab department. In 2014, EAMC began management of Lanier Memorial Hospital in Valley, Alabama, and that hospital is now known as EAMC-Lanier. Of the 200 physicians on staff, more than 95 percent are board certified or board eligible.

EAMC, which opened as an 81-bed general hospital in 1952, is a respected regional cardiac center. The growth of the heart program began in 1985, when EAMC opened its first heart catheterization lab. Presently, there are three regular heart catheterization labs, one swing lab (an area with two rooms that use one camera that swings from one room to the other allowing one patient to be prepped for a procedure, while another patient is having a procedure performed), and an electrophysiology lab. EAMC also offers cardiac and thoracic surgery, more commonly known as "open heart" surgery. There are currently 10 active staff cardiologists and two heart surgeons on the EAMC medical staff. The hospital also supports outreach clinics to make cardiac care available to residents of rural communities.

Also located on the main campus is a 50,000 square-foot Outpatient Services Center where patients are cared for during various procedures, including diagnostic cardiology, respiratory, endoscopy, sleep disorders, infusions, pain clinic services, radiology and nuclear medicine services.

8.3 Medical Facilities

8.3.1 Lee County Health Department

Lee County Health Department is located in Opelika. The department provides the following services: vital records, clinical services (such as, family planning, women's health, STDs testing, Women, Infants and Children Program (WIC), Medicaid enrollment, immunization), home health services, and environmental services. Currently, 29 full-time registered nurses, nurse practitioners, social workers,

and nutritionists are employed by the Department. Ambulance services are provided by the East Alabama Medical Center.

8.3.2 East Alabama Medical Center

The East Alabama Medical Center (EAMC) is located in Opelika, Alabama. It is a 314-bed medical center, acute care regional referral center which includes a 26-bed skilled nursing facility, a 28-bed, Level III Trauma Center and more than 160 physicians in 31 different specialties. EAMC serves a six-county area in east Alabama and also parts of west Georgia. Over 100,000 patients are seen each year for their healthcare needs.

From 2000-2010, East Alabama Medical Center experienced a significant period of growth. EAMC expanded the south tower, which changed the building from four floors to eight. The two-story west pavilion was added in 2006. The first floor houses two cardiovascular surgical suites, ten cardiovascular beds and a cardiology department. The HealthPlus Fitness Center and the Oak Park Nursing Home and Independent Living facilities are operated by EAMC. In 2013, EAMC began management Lanier Memorial Hospital in Valley, Alabama.

East Alabama Medical Center

The Medical Center, with over 2,750 employees, is Lee County's second largest employer. The facility opened as an 81-bed general hospital in 1952, but has since grown to accommodate the needs of Lee County residents, as well as the citizens of surrounding counties. Of the 145 doctors on staff, more than 95 percent are board certified or board eligible.

EAMC is a respected regional cardiac center with nine outreach campus in five counties in addition to the main center on the EAMC Campus. The growth of the heart program began in 1985, when EAMC opened its first heart catheterization lab. Presently, there are three regular heart catheterization labs, one swing lab (a room that has two labs, but uses one camera that swings from one side to the other allowing one patient to be prepped for the procedure, while another patient is having the procedure performed), and an electrophysiology lab. EAMC also offers cardiac and thoracic surgery, more commonly known as "open heart" surgery. A state-of-the-art cardiac surgery suite and cardiovascular intensive care unit were both built in 2006 in the new West Pavilion. There are presently ~~10~~ six active staff cardiologists and two heart surgeons on the EAMC medical staff. The hospital also supports outreach clinics to make cardiac care available to residents of rural communities.

The Cancer Center of East Alabama opened on the campus of EAMC in December of 1992. The EAMC cancer team is made up of many surgeons, physicians and other medical specialists. In 2007, the Cancer Center was expanded from 7,500 square feet to 17,000 square feet. During the expansion, the chemotherapy suite was renovated and enlarged, and a new vault was built to house a new Varian Clinac iX linear accelerator. This linear accelerator, used to combat cancer via radiation, is unique in that it has on-board imaging in the form of CT and Fluoroscopic scanners. This allows the accelerator

to perform two cutting-edge radiation therapy techniques: Intensity Modulated Radiation Therapy and Image Guided Radiation Therapy, which minimizes radiation to surrounding tissue and targets the malignancy.

A 50,000 square-foot Outpatient Services Center opened in December of 1993. This facility houses cardiac rehabilitation and all diagnostic cardiac services, in addition to respiratory, endoscopy, neurosurgery, radiology and nuclear medicine services. It also features holding and recovery areas for outpatient surgery.

In June 2019, the E.L. Spencer, Jr. and Ruth Priester Spencer Cancer Center opened a short distance from EAMC. It replaced the hospital's original cancer center which opened on the campus of EAMC in December 1992. Spacious and beautiful, the Spencer Cancer Center has received rave reviews since opening. The team there is made up of medical oncologists, radiation oncologists and a host of other medical professionals. Located inside the Spencer Cancer Center is a branch of the East Alabama Apothecary which allows patients to have prescriptions filled immediately following an appointment rather than making an extra stop. Another area within the center is The Boutique, which carries a wide selection of bras, mastectomy prosthetics, wigs and accessories such as "chemo beanies" (slip-on headcovers), fashionable hats, and headscarves.

E.L. Spencer, Jr. and Ruth Priester Spencer Cancer Center

8.3.3 Auburn University Medical Clinic

East Alabama Medical Center (EAMC), located only 15 minutes away from the Auburn University campus, is partnered with Auburn University Medical Center (AUMC) to provide professional medical services and management. The Clinic sees more than 35,000 students, staff and faculty members each year.

Auburn University Medical Clinic

Auburn University Medical Clinic (AUMC) is one of the best college health centers in the country. Its mission is to provide high-quality, efficient and convenient health care with compassion, dedication and professionalism. It strives to provide consistent service to its patients by being flexible, remaining competitive, and focusing on the holistic needs of every patient.

AUMC provides medical services on a fee-for-service basis, meaning the patients pay for medical services only when they use them. More than 75 percent of the University's students are covered under their parents' medical plans or have other medical insurance. The Medical Clinic has contracts with most of the major insurance companies and will file insurance claims as a courtesy to their patients. For those who have high deductible plans or restrictive HMO coverage, the Student Government Association has a sponsored accident and sickness health insurance policy to meet their basic medical needs. It includes coverage for office visits to AUMC with the payment of a co-pay. The center also works with those patients who are uninsured to provide medical services available at AUMC by setting up appropriate payment plans and options.

In 2005, the Medical Clinic moved into a new state of the art facility with 40 exam rooms, digitized x-rays and cutting edge lab equipment. They are accredited by the Joint Commission on Accreditation of Healthcare Organizations (JCAHO), making it the only primary and urgent care center in the area with this distinction. Housed in the facility is a pharmacy operated by the AU School of Pharmacy, Student Counseling Services and Safe Harbor.

In addition to serving the AU student population, AUMC also provides health care services for members of the administration, faculty, staff, citizens from the surrounding community, and visitors to the area. Its philosophy is to serve as a patient advocate, which obligates them to empower patients to better manage their health needs through education and skill development. AUMC prevention-oriented, and seeks to work with patients so that they can better understand their health care needs.

8.3.4 Auburn Medical Pavilion

Auburn Medical Pavilion is a three-story medical facility located in the Auburn Research Park on the Auburn University campus. Part of the first floor of the facility is occupied by the East Alabama Medical Center Freestanding Emergency Department. It has 12 beds, is a Level III trauma center and is open 24/7.

A freestanding emergency department (FED) is a licensed facility that provides emergency care in a facility that is structurally separate from the hospital. Although the East Alabama Medical Center Freestanding Emergency Department is not physically connected to EAMC, ambulance transport is provided when a patient requires admission to the hospital. The facility is also equipped with a helicopter landing pad.

Also on the first floor is a retail pharmacy called East Alabama Apothecary that is open to the public. It is joined on the first floor by Outpatient Imaging services. This is where patients visit for lab work and radiology procedures (x-rays, MRI, etc.).

On the second floor is the East Alabama Ambulatory Surgery Center, which is a joint venture between East Alabama Medical Center and a group of local physicians. A variety of outpatient surgical procedures are offered here in specialties including orthopaedics, ear, nose and throat, plastic surgery, ophthalmology, gastroenterology, and general surgery.

The Breast Health Center, located on the third floor of the Auburn Medical Pavilion, provides comprehensive breast care, including 3D mammography, breast ultrasound, and a breast imaging navigator.

For more information, visit www.eastalabamahealth.org.

8.4 Analysis of Existing Conditions

There are many issues and needs that should be considered as the City moves towards the year 2030. Annexation and growth, along with the aging population, will create challenges for the Public Safety Department.

8.4.1 Growth

The Auburn Interactive Growth Model (AIGM) projects that the population of the city will increase to nearly 80,000 by the year 2030. The expected expansion of the city limits over time will create needs for additional fire stations, equipment and personnel. Implementation of an on-campus fire station to provide services to Auburn University are being discussed. It will also create a need for satellite police stations and personnel. The most probable need for this addition is in the southern corridor of the city. The anticipated growth may increase the police and fire response times if not properly addressed with the additional needs for stations and personnel. The funding for these programs will be based on the service demands, the population growth and the expectations of the citizens.

The Fire Department response time should be based on the proximity to the situation instead of the city limits. At the current time, the Fire Departments sends out units based on the least amount of time and/or distance to the situation. The fire zones are established by the Geographic Information Systems (GIS) study of time and distance. The Battalion Chief can dispatch a unit that is closer if the first due unit out is not available.

For the Fire Department, mutual aid agreements are reviewed annually. With the projected growth, the Fire Department anticipates that mutual aid areas will also expand. After an annual review, the staff determines the boundaries for that particular year.

The amount of personnel needed by the Fire Department is determined by the national standard for an engine company or ladder company. Currently, the National Institute of Standard Technology recommends four personnel as the optimal number for an engine company. The Insurance Service Office (ISO) rating is affected (higher) if the number of personnel for each engine company does not meet the national standard.

As the City increases in size, the distances to outlying areas becomes a factor. The Fire Department can respond to these areas, but the quality and timeliness of the service may be affected. The availability of hydrants and sufficient water pressure are considered in the ISO ratings.

The Police Department will also be affected by the projected growth. Under newly created law, the police jurisdiction outside of the city limits has frozen to the geographic area that was recognized as of January 1, 2022. As the city limits expand, the police jurisdiction will shrink; and expansion will only occur with annexation. The current beats for the Police Department are determined by the call volume and geographic boundaries or usage. The Auburn Police Department is allocated adequate staffing for the call volume and geographic area recognized in 2020; however, hiring and retention of professional law enforcement officers remains a priority to maintain expected service to the community.

As the population grows, there will be a need to maintain the diversity of the Police Department. Auburn's Hispanic population is increasing, resulting in a need for multi-lingual officers. The 2020 Census for Auburn's Hispanic/Latino population is approximately 4.7% of the total population, or 3,619. The Hispanic/Latino proportion of the population has increased by approximately 3.4% from the Census 2020 figures.[8] The Police Department now has a Spanish language speaking officials, females, and minorities represented in all sections of the department.

8.4.2 Communication and Education

Auburn's growth creates opportunities in the Public Safety realm. The Fire Department currently teaches AED and CPR classes. These classes will be expanded when warranted by the population growth. Additionally, fire prevention and education classes are offered upon request related to fire extinguisher use, emergency action plans, and pre-fire planning. The ability to educate the public about Public Safety should continue. The two departments are continuing the Public Safety Academy, and continue to see a strong interest from the public to participate. Safety tips and information on traffic safety, domestic violence, weather awareness, fire prevention, theft and burglary prevention and awareness, and identity theft prevention should continue to be provided to the public via the Public Safety Department's social media platforms, phone app and website. The Public Safety department should continue to enhance neighborhood-oriented activities through neighborhood and apartment complex outreach for safety talks and security surveys.

The Public Relations office should continue to enhance electronic notification to citizens, schools and other critical institutions, as directed by police and fire administration during an emergency. Alert systems, including wireless emergency alerts, social media push notifications and traditional media outlets will continue to play a role in keeping the public informed. Established lines of communications with adjacent public safety agencies and emergency management will be a priority to share critical notifications.

The Police Division has implemented a complimentary program to the DARE Program and Dare Camp called "Bridges" to help teach high school aged youth how to interact with the Police. Additionally, the addition of the CRASE training for businesses, civic institutions, and churches will impact active shooter awareness and mitigation planning.

The Emergency Communications Section of Public Safety will see an increase in personnel and equipment as growth occurs. Current daily staffing is 3-5 personnel on consoles during a shift. Additional personnel are added for planned events and critical incidents. In 2019 the construction of the Public Safety Building included a new Emergency Communications Center (ECC) with six functional positions and expansion capacity as needed. In 2022, one workstation was added to the ECC, bringing the total to seven. Additionally, in 2019 two back-up consoles were installed at the Auburn University Police Precinct as a redundancy and for utilization during Auburn University football games or other large on-campus events. The Biennial Budget for FY 2023 provides funding to expand and improve public safety radio capabilities with the addition of a second tower location in south Auburn. With the establishment of the University Police Precinct, the City of Auburn has more direct access to information generated through the university's extensive alert system. Additionally, Auburn Public Safety has partnered with Lee County EMA to maintain a robust alert system for the county-wide population. The City's Emergency Manager will continue to work closely

[8] https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_15_5YR_DP05&src=pt

with local, state and federal agencies to provide a high level of emergency action planning and preparedness, sharing access of emergency equipment and training.

8.4.3 Inspection Services

Potential community problems which are comprised of dilapidated infrastructure, run-down buildings, neglected vacant structures and lots can increase the opportunities for crime, fire and other issues. Education of the public as noted above would be beneficial to help deter problems. The potential areas for problems should be identified and the Inspection Services should use options, such as additional education of the public in conjunction with the Public Safety Academy, to enforce safety and building codes to allow for the renovation or removal of the potential problems. They are also projected to continue to remove abandoned/dilapidated structures. Unsightly vegetation and "junk" could also be included in the enforcement of these nuisances.

Property maintenance is also an issue. Inspection Services finds that the complaints are usually of unkempt properties, landscaping and lawns. The complaints are split evenly between owner-occupied homes and rental properties. With the change in the economy, bank foreclosures are also an additional problem. There are subdivisions that were cleared and now the empty lots are overgrown. There are also vacant houses that are generally unattended.

The increasing age of the housing inventory in Auburn could be an issue in the coming years. Housing ages run from the mid 1800's to new housing. Housing quality can be tied to the age of the housing inventory. Auburn should strive toward conserving and protecting the older homes, and not allowing them to become dilapidated. The historic areas of the City should continue to be preserved.

8.4.4 Budget

The budget needs to reflect the possibility of additional buildings, personnel, equipment and continued funding to additional programs for education of the public and personnel and expansion of supporting these additional programs. Personnel should be encouraged to seek new technologies and additional training and certifications in support of the Public Safety mission.

The Biennial Budget for FY 2023 & FY 2024 provides funding for a number of capital equipment improvements and expansions, including the training center, communications tower equipment, hostile vehicle barriers and public safety vehicles, to include a fire ladder truck replacement. The capital outlay budgeted for FY23/24 combined is $4.2 million. For Fire, the budget includes transitioning nine Student Firefighter positions to career Firefighters each year and funding to make improvements to the City's fire stations. The majority of the police capital outlay is designated to replacing police vehicles.

8.5 Goals, Objectives, and Policies

PS 1: Provide efficient and effective public safety services that grow in capabilities and manpower as the City grows.

PS 1.1: Provide efficient and effective fire services that grow in capabilities and manpower as the City grows.

PS 1.1.1: Continue to use the projections of the fire stations submodel of the Auburn Interactive Growth Model and the City-developed fire station location model to provide guidance to the Fire Department regarding desirable locations for future fire stations, with a focus on the southeast Auburn residential growth area.

PS 1.1.2: Adapt fire services to the needs of Auburn's changing demographics, including adding additional Spanish-speaking firefighters, developing programs for specific groups, such as senior citizens, students and youth, and specialized resources for the wide variety of call types answered by the fire division.

PS 1.1.3 As the City expands geographically, work with local volunteer fire departments to expand the use and scope of mutual and automatic aid agreements to enhance fire protection in and around the City.

PS 1.1.4 Work to ensure investment is made in fire protection infrastructure to ensure adequate fire flows for high-density/intensity development and newly-annexed areas.

PS 1.1.5 Encourage the use of underground power utilities to reduce conflicts with fire-fighting apparatus.

PS 1.1.6 Work to co-locate fire stations with other city facilities in nodes.

PS 1.2: Continue to provide efficient and effective police services that grow in capabilities and manpower as the City grows.

PS 1.2.1: Develop a methodology for estimating future Police Division staffing needs by examining a combination of factors, including trends in population, crime, and emergency calls.

PS 1.2.2: Secure funding and approval for use of the Development Services Building site as additional Police Division space once the Development and Environmental Services Complex is completed.

PS 1.2.3: Provide satellite Police Division offices in appropriate locations and co-location with fire stations or other city offices in nodes.

PS 1.2.4: Continue to adapt police services to the needs of Auburn's changing demographics, including adding additional Spanish-speaking officers and developing programs for specific groups, such as senior citizens, students and youth.

PS 1.2.5: Review the current practice of providing police services outside the City limits but within the Police Jurisdiction, determining the cost of providing such services and their impact on possible future annexations.

PS 1.2.6: Work to integrate Police Division review into the planning process, including assessing the impacts of annexations on police services and incorporating Crime Prevention Through Environmental Design principles into development review and development regulations.

PS 1.2.7: Work closely with the "to-be-formed" Neighborhood Services Division of the Development Services Department on neighborhood-level crime prevention and intervention as well as with business owners, civic and church groups to implement and grow community education on threat recognition and mitigation strategies.

PS 1.2.8 Closely work with regional law enforcement agencies and prosecutors in a task force environment to identify and mitigate violent gun crimes and gang activity across the partnering jurisdictions.

PS 1.2.9 Complete a review and implementation of a wholistic wellness program for law enforcement staff that will encompass physical, emotional and mental components to maintain optimal fitness for duty.

PS 2: Provide immediate emergency notifications and long-term educational opportunities to citizens of and visitors to the City of Auburn.

PS 2.1: Provide emergency notifications to City residents and visitors through a variety of channels.

PS 2.1.1: Partner with Auburn University or use existing in-house capabilities to implement a citywide emergency mass notification system that uses phone, email, internet and text channels to inform the public of emergencies. Expand the use of the mass notification system that is maintained by the Lee County EMA to provide timely information to the public. Continue to explore new technologies and options to increase mass communication capabilities.

PS 2.2: Provide educational opportunities to City residents and visitors.

PS 2.2.1 Continue existing successful programs such as the Public Safety Academy and in-school fire prevention and drug abuse prevention education.

PS 2.2.2: Provide community safety information utilizing an "all hazards" approach, including such issues such as weather awareness, domestic and child abuse prevention, gun safety, home safety, scam awareness and traffic safety through a variety of channels.

PS 2.2.3: Promote safe driving by older individuals by improving the travel environment and driver education.

PS 3: Build strong neighborhoods through expanded neighborhood code enforcement and neighborhood relations efforts.

PS 3.1: Provide expanded neighborhood code enforcement and build expanded neighborhood relations capabilities.

PS 3.1.1: Recognize that crime, fires, and many other community problems tend to be directly related to dilapidated infrastructure, run-down buildings, neglected vacant structures and lots, and similar conditions. Initiate a strong program to identify these areas and quickly target them for renovation or removal. Explore all legal options to enforce safety and building codes.

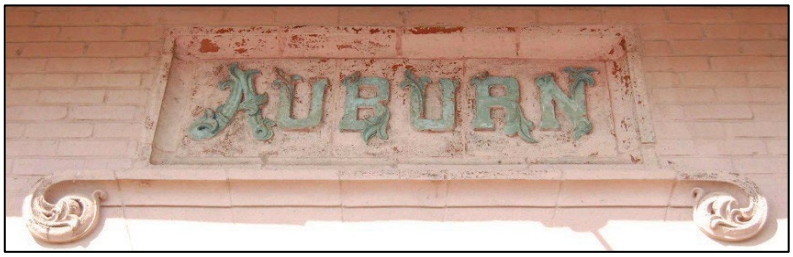
PS 3.1.2: Continue a focus on nuisance enforcement in areas such as unsightly vegetation, junk and dilapidated structures.

PS 3.1.3: Establish a neighborhood services division with neighborhood relations responsibilities as part of future departmental reorganization.

CHAPTER 9: HISTORIC PRESERVATION

9.0 Auburn Historic Preservation Commission

The City of Auburn has a rich and diverse history. Organized efforts to preserve locally significant historic and cultural resources allow the City to recognize and protect its past, while simultaneously planning for future development and growth. Preservation planning, or a lack thereof, can have a significant impact not only on aesthetic appearance, but on the unique sense of place created by a community. The Auburn Historic Preservation Commission (AHPC), the City's governing body concerning issues of preservation, was created on March 2, 1999 with the passage of Ordinance 1818 by City Council. The Commission is comprised of seven members, and is intended to meet several essential needs. For the community, it assures that Auburn's historic resources are maintained in a manner appropriate to the City's heritage. For property owners, residents and contractors, it provides primary guidance in the planning and design of projects that are sympathetic to the special character of the historic district; and that will, in turn, assure that property values are maintained and enhanced.



9.1 North College Historic District

On June 21, 2005 the City Council passed Ordinance 2302, which gave the AHPC the task of recommending designation of historic districts and properties in the city. These recommendations are presented to the Council, which then reviews them for final action. The City's first locally designated district, the North College Historic District, contains 37 parcels north of downtown Auburn and was officially designated by Ordinance 2377 on March 21, 2006. All of the properties in the North College Historic District lie within the boundaries of the Old Main and Church Street District, a National Register of Historic Places District designated in 1978. Old Main and Church Streets were prominent thoroughfares in the City's early history, and were renamed North College and North Gay Streets in the late-nineteenth century. The National Register District is slightly larger than the locally designated North College District, and includes several additional properties along Bragg Avenue, Warrior Court, the east side of Gay Street, and one on Gay Street south of the railroad tracks. An extensive inventory of contributing and non-contributing structures in the Old Main and Church Street District was conducted in October 1978. A similar survey of historic and cultural resources of the North College District was undertaken in February 2006.

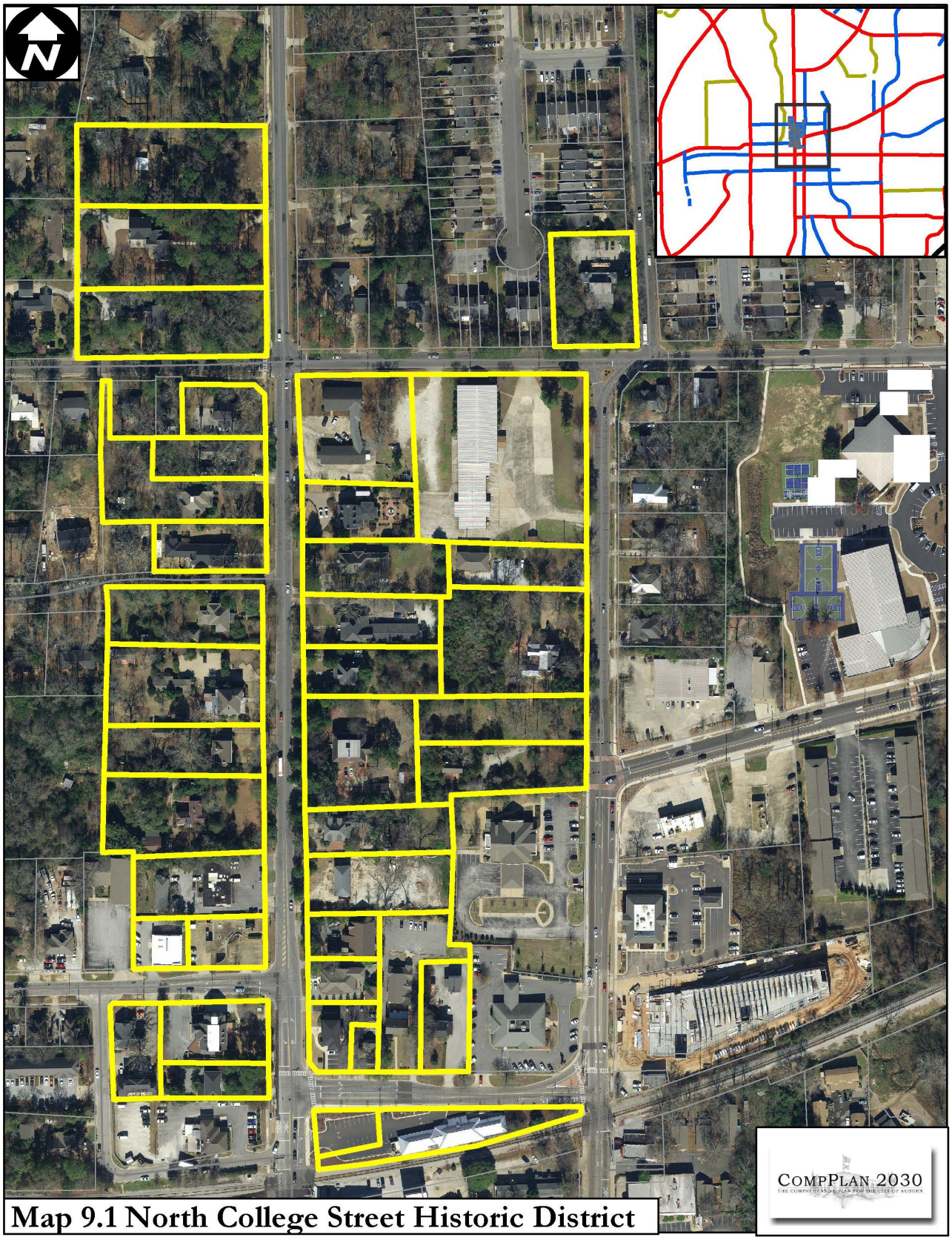
The District has a dual significance - historic and architectural. Historically, the District is important in its association with the development of Auburn, from the agrarian days of the Creek Indians and early planters, to the present day educational and economic community. Since the mid-nineteenth century, the University has been a significant influence in the economic and educational growth of the Auburn and the State of Alabama. The district housed many of the school's early leaders, as well as other persons whose contributions to the state, region, and nation have been historically

important. The architectural character of the district reflects and juxtaposes the taste and lifestyle of distinct groups of people whom, at different periods in the town's growth, comprised a significant portion of its cultural and economic base. Contributing buildings within the district were constructed between 1848 and 1937. Within a single century, the economic power base of the community shifted from the strict authoritarian structure of the plantation period, so closely reflected in the severe and simple lines of the Greek Revival style, to the post-Civil War break-up of the old economic and social system represented by the fragmentation characteristic of the Victorian style.

Auburn, Alabama, was originally land owned by the Creek Indian Nation. The Creeks ceded their land to the federal government in 1832. Indians were allowed to claim tracts of land. These tracts were later obtained by the white settlers, and the town of Auburn was incorporated in 1836. Auburn was the site of a pair of nineteenth century academies for sons and daughters of area planters and religious leaders. In 1856, the East Alabama Male College (now Auburn University) was established in Auburn as one of the first colleges chartered by the state of Alabama. The school became the state's land grant college in 1872 (at that time it was renamed the Agricultural and Mechanical College of Alabama). The college assisted in making the state's languishing agricultural industry more profitable and thus played a very significant role in resuscitating the state's economy, which had been all but destroyed by the Civil War. Closely associated with the development of the University were those academic leaders and their students who lived in the area now designated as the North College Historic District.

Corner of North College Street and Drake Avenue in the North College Historic District

For all properties within the locally designated North College Historic District, including non- contributing structures, any exterior work visible from a public right-of-way in front of the structure is subject to review by the Auburn Historic Preservation Commission (AHPC), to ensure that the investments of all the property owners in the historic district are protected and enhanced. Any major work to a structure within the district, including new construction, changes to a building footprint, or significant changes to landscape features are also reviewed by the AHPC. Minor work is reviewed by Commission staff and approved by an officer of the AHPC. Any repair or displacement where there is a change in the design, materials, or general appearance is defined as an alteration and requires a Certificate of Appropriateness (COA) from the Commission before work may proceed. Routine maintenance is not subject to review. The review process by the Commission and staff is intended to be of assistance to the property owner to find reasonable and appropriate ways to ensure that the scale and character of the neighborhood are reinforced and enhanced by any alteration. The Commission may approve, approve with conditions, defer, or deny any application for a COA.



Map 9.1 North College Street Historic District

To provide specific guidance regarding practical review and approval of applications for COAs, the Commission has prepared and adopted design review standards for the North College Historic District. The standards are influenced by the community character and distinguishing design elements determined by substantial surveys of the contributing historic structures within the District. The standards apply to rehabilitation, alterations, additions, new construction, and elements of public streets and common open spaces. Each stage of development and construction is guided by the standards, from site design to building materials. The standards are necessarily general so that they may be used by the Commission as a guide in a variety of circumstances. The Commission strives to apply these standards as they review each COA application on a case-by-case basis, giving full consideration to the unique circumstances and characteristics presented.

9.2 National Register of Historic Places

The National Register is a list maintained by the National Park Service of preservation-worthy historic places across the United States. To be considered eligible for the National Register, a property or district must pass a rigorous evaluation of its age, integrity, and significance. Nominations are submitted by individual property owners or preservation advocates to the State Historic Preservation Office, which notifies affected property owners, solicits public comment, and makes a recommendation to the National Park Service for final review and determination. Listing on the National Register not only provides formal recognition of a property and/or district's historic and cultural significance, it also provides access to a number of incentives, including federal and state tax benefits. The following properties and districts in Auburn are on the National Register:

- **Auburn Players Theater**- 139 South College Street. Built in 1851, the Theater is the oldest public structure in the City. The building was a Civil War hospital, YMCA headquarters, and temporary classroom space for the University prior to serving as the playhouse for the University's Department of Theater for forty years. It now operates as the Auburn University Chapel. It was listed May 22, 1973.
- **Auburn University Historic District**- A collection of historic buildings dating from the 1850's to the early 1900's centered around Samford Hall on the Auburn University campus. The district was listed June 3, 1976.
- **Cullars Rotation**- Woodfield Drive. In 1911, the Alabama Agricultural and Experiment Station at Alabama Polytechnic Institute (now Auburn University) received state funding to conduct fertilizer experiments on farmers' fields throughout Alabama. One of those fields was near Auburn on the farm of J.A. Cullars. Today, the "Cullars Rotation" (circa 1911) is the only one of more than 200 original on-farm experiments that has been maintained. The Rotation was listed on April 18, 2003
- **Ebenezer Missionary Baptist Church**- East Thach Avenue. The church was built of hand hewn logs from the nearby Frazer Plantation by newly freed black men and women circa 1870. It was listed April 21, 1975. The Church is now owned by the Auburn Unitarian Universalist Fellowship.
- **Noble Hall**- 1433 Lee Road 97. This Greek Revival plantation home was built by Addison Frazer circa 1852. The impressive center of a 2,000 acre plantation was constructed using slave labor. It was the first historic structure in Lee County to be listed on the National Register on March 24, 1972.
- **Old Main and Church Street Historic District**- A collection of historic buildings north of downtown Auburn listed October 19, 1978.

- **Old Rotation**- Lem Morrison Drive. The Old Rotation is a soil fertility experiment on the Auburn University campus that began in 1896. It is the third oldest ongoing field crop experiment in the United States and the oldest continuous cotton experiment in the world. It was listed February 14, 1988.
- **Old President's Mansion**- 277 West Thach Avenue. Known today as Cater Hall, the building was erected in 1915 and served as the home of the University President until 1938. The Old President's Mansion was listed August 29, 2003.
- **Scott-Yarbrough House**- 101 Debardeleben Street. The house was constructed in 1847 by Colonel Nathaniel J. Scott, brother-in-law of Auburn's founder, Judge John J. Harper. Scott referred to the Greek Revival house as "Pebble Hill." It was listed April 16, 1975. In 1985, the property was gifted to Auburn University and is the location for the Caroline Marshall Draughon Center for the Arts and Humanities.
- **U.S. Post Office-** 144 Tichenor Avenue. The post office was completed in 1933 and is an example of the "Starved-Classical" style typical of the Federal Depression architecture. The building now serves as City Hall. It was listed June 21, 1983.
- **Sunny Slope**- 1031 South College Street. Built circa 1857, Sunny Slope was the childhood home of Governor James Samford. Sunny Slope was originally a 2,500 acre plantation and served as a Confederate encampment and training ground. The extant Greek Revival home was listed on March 12, 2009.

Sunny Slope

9.3 State Historic Preservation Office

The State of Alabama's Historic Preservation Office, the Alabama Historical Commission (AHC), operates a number of statewide preservation programs, including the Alabama Register of Landmarks and Heritage. The Alabama Register, like its counterpart at the national level, recognizes buildings, sites, structures, and districts of historic value. The Alabama Register also includes many properties that may not be eligible for the National Register, including cemeteries, churches, and moved and reconstructed buildings. The Alabama Register is an additional means of bringing recognition to an historic site or structure. The following properties in Auburn are on the Alabama Register:

- **Auburn Depot**- 120-124 Mitcham Avenue. Built in 1904, listed January 25, 1977. The Depot underwent substantial restoration and adapted for reuse as the Depot Restaurant which opened in 2016.
- **Baptist Hill Cemetery**- South Dean Road between Old Mill Road and McKinley Avenue. Baptist Hill was Auburn's first separate black community cemetery. The land was given to Ebenezer Baptist Church in the 1870's. Baptist Hill was listed January 12, 1994.
- **Halliday-Cary-Pick House**- 360 North College Street. Two-story Greek Revival raised cottage built circa 1848, listed June 19, 1976. This property was gifted to Auburn University in 2011 and is the headquarters for Cary Center for the Advancement of Philanthropy and Nonprofit Studies.

- **Lane House**- 712 Sanders Street. Lane House, built in 1853, was home to many Auburn University notables. It was purchased in 1960 for the Auburn Woman's Club, and was moved to its current location in 1962. The original location of the home was on the corner of Thach Avenue and South College Street. Lane House was listed December 19, 1991.
- **"Old Nancy"**- 350-352 Mell Street (behind Corley Building on AU campus). "Old Nancy" was the affectionate nickname J.W. Dupree gave to the steam-powered tractor he purchased in 1905 for use at his Lee County sawmill. The tractor was moved to the Auburn University campus in 1974 and was restored by the Student Branch of the American Society of Agricultural Engineers. The historic piece of machinery was listed April 14, 1978. In 2019, the tractor was relocated to the Museum of East Alabama.
- **Pine Hill Cemetery**- 303 Armstrong Street (Armstrong Street & Hare Avenue). The oldest cemetery in the City, Pine Hill was established in 1837. Auburn founder, Judge John Harper, donated six acres to the new town to be used as a community burying ground. The cemetery was listed January 31, 1978.
- **"Pinetucket" (Foster Home)**-747 Wire Road. Greek Revival home built in 1850, listed May 25, 1977.
- **Sunny Slope**- 1031 South College Street. Built circa 1857, listed June 27, 2007. In 2016, a restoration of the property was completed and the Osher Lifelong Learning Institute began using the site for events.
- **Webster House**- 2484 AL Highway 14 West. Greek Revival home built c. 1832, listed May 28, 2009.

AHC jointly administers the Certified Local Government program in coordination with the National Park Service. Achieving Certified Local Government (CLG) status is a significant step for municipalities in strengthening their preservation efforts. CLGs are considered by the AHC for small matching grants from a pool of funds specifically designated for CLG sub-grant projects—at least 10% of the State's annual Historic Preservation Fund. CLGs promote local government partnership in national and state preservation programs. Auburn achieved its CLG status on September 27, 2001.

The Alabama Historical Commission also serves as the initial body of review for National Register and National Historic Landmark nominations in the state-- a liaison to the U.S. Department of the Interior. Other endeavors of the AHC include the annual "Places in Peril" list of a select number of threatened historic sites in the state, and the historical marker program. In 2010, the Auburn Depot was placed on the Alabama "Places in Peril" list. As a result of the listing, the City of Auburn purchased the property and worked with a developer to restore the building as a restaurant, ensuring the building's future as part of the history of Auburn. The AHC's extensive archives, located in Montgomery, may be viewed by the public by appointment.

9.4 Local Preservation Organizations

In addition to the public oversight of the Auburn Historic Preservation Commission, the City has two active citizen-led preservation organizations. The Auburn Heritage Association (AHA) was established in 1974. It is a corporation operated by a Board of Directors elected annually. The organization is dedicated to the identification and preservation of items and material of historical significance in Auburn and its surrounding environment.[1] AHA collects historic artifacts and

[1] http://auburnheritageassoc.org/

memorabilia, educates the public and stimulates local interest in preservation by assisting in preservation projects, and places markers at historic sites and structures to recognize their significance. To date, the Association has erected 14 markers in cooperation with the governing historical agencies in the area. Since its inception, AHA has purchased and restored several historic properties, including Pebble Hill and Ebenezer Baptist Church. The organization moved the Nunn-Winston House to Kiesel Park, and it successfully nominated many properties to the Alabama Register of Landmarks and Heritage and the National Register of Historic Places.

The Auburn Preservation League (APL) aspires to foster historic preservation and to promote cooperation in combining the resources of local government, organizations, associations, businesses, and citizens in order to enhance the quality and beauty of the Auburn community[2]. The corporation is ~~a~~ led by a Board of Directors and holds monthly meetings open to the public. APL works to promote and secure funding for local preservation projects, provide a forum for cooperative preservation efforts, and foster community sentiment for restoration and/or adaptive reuse of local historic structures and sites. Like the Auburn Heritage Association, APL welcomes any and all members of the public interested in preserving local heritage to join.

9.5 Analysis of Existing Conditions

During the comprehensive planning process, City staff, officials, and citizens identified a number of issues and needs related to historic preservation that should be addressed as Auburn progresses toward 2030. The need for greater recognition of historic resources, increased collaboration between concerned parties, and the consideration of rural land preservation were taken into account as well.

9.5.1 Zoning

Zoning within the City should be conducive to the adaptive reuse of historic buildings. Some zoning requirements may present additional, and perhaps unnecessary, obstacles to the rehabilitation of historic resources. Regulations should be reflective of the City's desire to promote the wise stewardship of its historic structures. Zoning regulations should not obstruct the pursuance of adaptive reuse as a viable development strategy, and should be flexible enough to accommodate plans for preservation and rehabilitation.

Many of the historic residential properties surrounding the urban core fall within the Urban Neighborhood zoning districts. These Districts are intended to provide for mixed land use at varying densities to meet the demands exerted by Auburn University, and to promote the conversion, redevelopment, and growth of residential, commercial, and institutional uses adjacent to the University campus and the urban core. The UN Districts are development and redevelopment Districts. The ability to redevelop parcels in these Districts with multi-family dwellings of varying densities may very well be in conflict with the preservation of historic, single-family residences; however, the UN districts do require greater setbacks and limits the height of buildings that abut single-family residential neighborhoods. Preservation and rehabilitation of historic buildings should be further incentivized to become a competitive alternative to demolition and redevelopment.

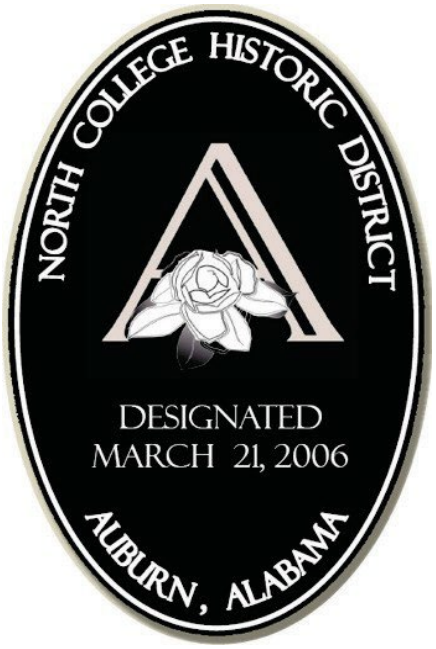
[2] http://www.auburnpreservationleague.org//frmMissionStatement.aspx

9.5.2 Public Opinion

The term "preservation" generates mixed reactions in the community. Some historic homeowners may associate organized efforts in preservation with a loss in property rights or an increase in property taxes. Preservation may also be viewed by some as an impediment to development. While there are various disadvantages to historic designation, there are many advantages as well. Designation is a means of protecting community character and the investments of homeowners and residents. It encourages more compatible design and can be a tool for neighborhood revitalization. Historic designation increases a community's sense of pride and awareness. The benefits of preservation, economic and social need to be fully communicated so that residents and officials can make informed decisions about the future built environment of the City. Preservation must be shown to be compatible with growth and progress.

9.5.3 Recognition of Historic Resources

There are a number of opportunities in the City for future historic designations of districts and specific sites. Historic structures that are vacant or in need of repair that have not been placed under the protection of local designation and design standards are threatened by demolition, neglect, and inappropriate redevelopment. A substantial architectural survey of Payne Street has been completed, and there has been some interest expressed in creating a local historic district in the vicinity. Thus far, however, there has not been major support documented by the property owners in this area for the establishment of a district.



The creation of a local register of historic places would allow for an additional means of recognition. Unlike local historic district and site designation, properties on the register would not be subject to design review. The register would acknowledge the historical significance of a structure or landscape to the City, without placing any restrictions on the future development of the site or building. While a register would not offer any additional means of protection, it would serve as a method of showing appreciation.

At a minimum, historic resources in the City need to be identified and recorded. Without a thorough survey of all of the historic resources within the City, including those outside of locally designated historic districts, community history and character are vulnerable. Identification and documentation of historic resources can improve the City's capacity to quickly recover and rebuild in the unfortunate event of a natural disaster.

9.5.4 Communication and Collaboration

Local citizen-led preservation organizations and the Auburn Historic Preservation Commission could benefit from increased communication and collaborative efforts in the City. In addition, local preservation efforts should draw on the resources of Auburn University, including knowledge base, funding, and alumni support. The University's active Alumni Association has a current membership of 43,000 people across the country that care about the history and future of the community.

9.5.5 Rural and Farmland Preservation

As Auburn continues to grow toward 2030, much of the surrounding rural land subsumed by the growth boundary will change dramatically in character. This rural land is an important part of the cultural landscape of the historically agrarian-based area. Agriculture has played a fundamental role in the history of the State of Alabama and the City of Auburn. Preserving prime agricultural land not only serves to preserve history, it also allows communities to sustain local agricultural economies and maintains the environmental and aesthetic benefits associated with these lands. Agricultural lands contribute much more in revenue than they require in public service costs and provide environmental values[3]. Special consideration should be given to rural and farmland preservation as Auburn develops.

Auburn Deport, 120 Mitcham Avenue – 2006

Auburn Depot, 120 Mitcham Avenue – 2016

[3] American Farmland Trust. Saving American Farmland: What Works. Washington, DC: AFT, 1997

9.6 Goals, Objectives, and Policies

HP 1: Make preservation and the adaptive reuse of historic buildings a viable and desirable alternative to demolition and redevelopment.

HP 1.1: Incentivize preservation to increase the economic benefits.

HP 1.1.1: Publicize and advocate for the use of the Federal Rehabilitation Tax Credit and the Alabama Property Tax Reduction for historic commercial properties.

HP 1.1.2: Assist local historic property owners with the application process for both the Federal and State tax incentive programs.

HP 1.1.3: Research tools that may be used to acquire threatened historic properties and to provide small, low-interest loans to historic property owners in the City to make repairs, improvements, or for general maintenance.

HP 1.1.4: Pursue the possibility of implementing a tax assessment freeze for city property taxes on certified historic properties for a period of approximately ten years to encourage rehabilitation and reinvestment in historic buildings.

HP 1.1.5: Pursue other incentives for rehabilitation and preservation projects.

HP 1.2: Ensure zoning is conducive to preservation and adaptive reuse.

HP 1.2.1: As the urban core expands, prioritize the protection and adaptive reuse of historically significant single-family homes in surrounding zoning districts that allow for high-density redevelopment.

HP 2: Increase local support for the wise stewardship of the City's historic resources and preservation of Auburn's community character.

HP 2.1: Improve preservation's public image among Auburn residents.

HP 2.1.1: Promote the economic and social benefits of preservation through literature and lectures free and open to the public.

HP 2.1.2: Provide a rational cost-benefit analysis of local historic districts and site designations so that residents can more clearly understand the implications, both positive and negative, and make informed decisions about the future character of the community.

HP 2.2: Increase communication and collaboration between multiple preservation entities in the community.

HP 2.2.1: Collaborate with the Auburn Heritage Association and the Auburn Preservation League to provide greater opportunities for preservation education and assistance to citizens, publicize preservation successes in the community, and draw attention to threatened local historic resources.

HP 2.2.2: Encourage and work with Auburn University's Campus Planning Office to incorporate a preservation element into the University's comprehensive planning efforts.

HP 2.2.3: Draw on University resources to assist in planning efforts – including funding, knowledge base, and alumni support.

HP 3: Protect Auburn's significant historic resources within context for future generations to appreciate.

HP 3.1: Provide greater recognition of historic structures.

HP 3.1.1: Create a local register of historic places in addition to the Alabama and National Registers.

HP 3.1.2: Conduct a thorough survey of all historic structures within the City. This survey, and some element of preservation planning, should be incorporated into any future disaster response and hazard mitigation planning efforts.

HP 3.1.3: Continue to pursue the possibility of a local historic district within the general vicinity of Gay and Payne Streets to protect historically significant single-family homes near the urban core.

HP 3.2: Achieve a balance as the City grows between new development and rural land/open space preservation to maintain an element of the community's rural and agricultural heritage.

HP 3.2.1: Promote the donation of preservation easements to organizations like the Alabama Historical Commission to protect historically important land areas. Provide information about the tax benefits of donating a preservation easement to landowners.

CHAPTER 10: SCHOOLS

10.0 Background

The Auburn City School District (ACS) was established as a separate school system in 1961. The Auburn City Board of Education is composed of five members, each of whom is appointed by the City Council to a five-year term. The school system is accredited by the State Department of Education and the Cognia Accreditation Agency, formerly the Southern Association of Colleges and Schools (SACS). Accreditation and adherence to Cognia School and System Quality Standards was affirmed and continued in February 2023.

The system provides an early intervention program for children with disabilities ages three-five, and specialized education programs to all eligible children. Programs for gifted children are also offered. A number of fine arts and sports programs are available as extracurricular activities to interested students.

10.1 Facilities[1]

Auburn City Schools provides public education services to approximately 9,400 students in grades K-12. Overall, the school system has seen an increase in enrollment of 1,617 students since the 2014-2015 academic year. The school system is comprised of 10 elementary schools, one sixth-grade facility, one seventh-grade facility, one junior high, and one high school.

The elementary campuses are comprised of five schools serving grades K-2 (Auburn Early Education Center, Cary Woods Elementary, Dean Road Elementary, Richland Elementary, and Woodland Pines Elementary) that feed into five school serving grades 3-5 (Creekside Elementary, Ogletree Elementary, Pick Elementary, Wrights Mill Road Elementary, and Yarbrough Elementary). J.F. Drake Middle School (DMS) serves as a sixth-grade facility, East Samford School (ESS) serves as a seventh-grade facility, Auburn Junior High School (AJHS) serves grades 8-9, and Auburn High School (AHS) serves grades 10-12. The new Auburn High School opened in August 2017 at 1701 East Samford Avenue. With that opening, the previous high school became AJHS, the previous junior high became ESS, and DMS became sixth grade only.

The district employs approximately 1,163 (2023-2024 data) employees. The average teaching experience of an Auburn City Schools instructor is 13 years, and approximately 71% of teachers hold advanced degrees. The overall student-teacher ratio in academic instruction is 14.6:1.

Below is a list of facilities with 2023-2024 school year enrollments and planned capacities.

Auburn Early Education Center: Grades K-2
Auburn Early Education Center (AEEC) is a 74,552 square foot facility located on approximately 13 acres at 721 East University Drive. Enrollment for the 2023-2024 academic year is 496 students, while its planned capacity is 594 students.

[1]http://www.auburnschools.org/

Cary Woods Elementary School: Grades K-2
Cary Woods Elementary School is a 78,931 square foot facility situated on approximately 13 acres at 715 Sanders Street. Enrollment for the 2023-2024 academic year is 461 students, while its planned capacity is 600 students.

Dean Road Elementary School: Grades K-2
Dean Road Elementary School is a 71,871 square foot facility situated on approximately 15 acres at 335 South Dean Road. Enrollment for the 2023-2024 academic year is 405 students, while its planned capacity is 506 students.

Richland Elementary School: Grades K-2
Richland Elementary School is a 65,000 square foot facility situated on approximately 14 acres at 770 Yarbrough Farms Boulevard. Enrollment for the 2023-2024 academic year is 413 students, while its planned capacity is 572 students.

Woodland Pines Elementary School: Grades K-2
Woodland Pines Elementary School is a 71,888 square foot facility situated on approximately 32 acres at 1565 West Farmville Road. Enrollment is currently at 357 (opened in August 2023), while its planned capacity is 600 students.

Creekside Elementary School: Grades 3-5
Creekside Elementary School is a 70,557 square foot facility situated on approximately 25 acres at 1800 Richland Road. Enrollment for the 2023-2024 academic year is 426, while its planned capacity is 600 students.

Ogletree Elementary School: Grades 3-5
Ogletree Elementary School is a 70,021 square foot facility situated on approximately 21 acres at 737 Ogletree Road. Enrollment for the 2023-2024 academic year is 515 students, while its planned capacity is 598 students.

Pick Elementary School: Grades 3-5
Pick Elementary School is a 72,327 square foot facility situated on approximately 26 acres at 1320 North College Street. Enrollment for the 2023-2024 academic year is 438 students, while its planned capacity is 600 students.

Wrights Mill Road Elementary School: Grades 3-5
Wrights Mill Road Elementary School is a 60,352 square foot facility situated on approximately 14 acres at 807 Wrights Mill Road. Enrollment for the 2023-2024 academic year is 396 students, while its planned capacity is 552 students.

Yarbrough Elementary School: Grades 3-5
Yarbrough Elementary School is a 65,122 square foot facility situated on approximately 19 acres at 1555 North Donahue Drive. Enrollment for the 2023-2024 academic year is 403 students, while its planned capacity is 573 students.

Drake Middle School: Grade 6
Drake Middle School is a 130,809 square foot facility situated on approximately 16 acres at 655 North Donahue Drive. Enrollment for the 2023-2024 academic year is 722 students, while its planned capacity is 1,000 students.

East Samford School: Grade 7
East Samford School is a 144,712 square foot facility situated on approximately 17 acres at 332 East Samford Avenue. Enrollment for the 2023-2024 academic year is 719 students, while its planned capacity is 1,000 students.

Auburn Junior High School: Grades 8-9
Auburn Junior High School is a 264,396 square foot facility situated on approximately 36 acres at 405 South Dean Road. Enrollment for the 2023-2024 academic year is 1,501 students, while its planned capacity is 1,724 students.

Auburn High School: Grades 10-12
The current Auburn High School is a 349,181 square foot facility located on approximately 102 acres at 405 1701 East Samford Avenue. Enrollment for the 2023-2024 academic year is 2,153 students, while its planned capacity is 2,200 students.

10.2 Existing Funding, Plans & Standards

10.2.1 Funding

The FY2024 budget for ACS shows the system received approximately $159.61 million in total revenue[2]. Total local revenue accounted for $78.40 million of the budget and was provided mainly through various ad valorem taxes, bonds, and an appropriation from the City of Auburn. The remaining revenue was provided through a combination of State, Federal, and other sources.

The City's dedication to Auburn City Schools is evident through its local funding allocation of 1.25 pennies of sales and use tax from the City's General Fund. The City appropriated $19.4 million for fiscal year 2024. In addition to this funding from the General Fund, the City also dedicated the resources from a Special 5-Mill Fund to provide for the construction of additional schools and other facility improvements. This allocation is used to pay debt service on school related projects and will provide an estimated $8.2 million in FY2024.

10.2.2 Capital Facilities Plan

In May 2014, the Board of Education approved Facility Plan 2024, a ten-year plan addressing the impact of student growth on the facilities capacity. In May 2018, the plan was updated with the Board of Education approving Facility Plan 2028 which includes an estimated $181.60 million of capital needs to complete the full implementation.[3] Since 2014, Auburn City Schools has constructed a new Auburn High School, Creekside Elementary School, a new Drake Middle School, a new Cary Woods Elementary School, and a new gymnasium at East Samford School while implementing Facility Plan 2024 and Facility Plan 2028. Recent capital improvements include opening the new Woodland Pines Elementary School, grades K-2, in the fall of 2023. In 2023, the Board of Education approved the design of a second high school with an anticipated opening as early as 2027-2028.[2] Other capital improvements may be necessary at existing aging facilities.

[2] Auburn City Schools 2028 Master Plan https://www.auburnschools.org/Page/2697
[3] City of Auburn Schools FY 2024 Budget Hearing Presentation https://www.auburnschools.org/cms/lib/AL01901372/Centricity/Domain/1330/00%20FY%202024%20Public%20Hearing%20Document.pdf

10.2.3 School Site Requirements

The Alabama State Department of Education (ALSDE) is responsible for determining site requirements for new facilities. The school grounds must be large enough to provide outdoor areas for physical education and recreation. The minimum requirements for school sites are as follows:[4]

(1) An elementary school is a school with any combination of Grades K-eight and must not contain a grade above eight.

(a) Both existing and proposed elementary schools must have a base of five acres of land plus one acre for each 100 students.

(2) A middle school is a school with a combination of grades four-nine, but not including both grades four and nine.

(a) Both existing and proposed middle schools must have a base of 10 acres of land plus one acre for each 100 students.

(3) A secondary school is a school with any combination of grades five-twelve but must contain a grade above eight.

(a) Existing secondary schools must have a base of 15 acres of land plus one acre for each 100 students.

(b) A proposed secondary school must have a minimum base of 30 acres of land plus one acre for each 100 students.

(4) A unit school is a school that included grades below five and above eight with a principal on a single campus.

(a) An existing unit school must have a minimum of 25 acres of land.

(b) A proposed unit school must have a minimum base of 30 acres of land plus one acre for each 100 students.

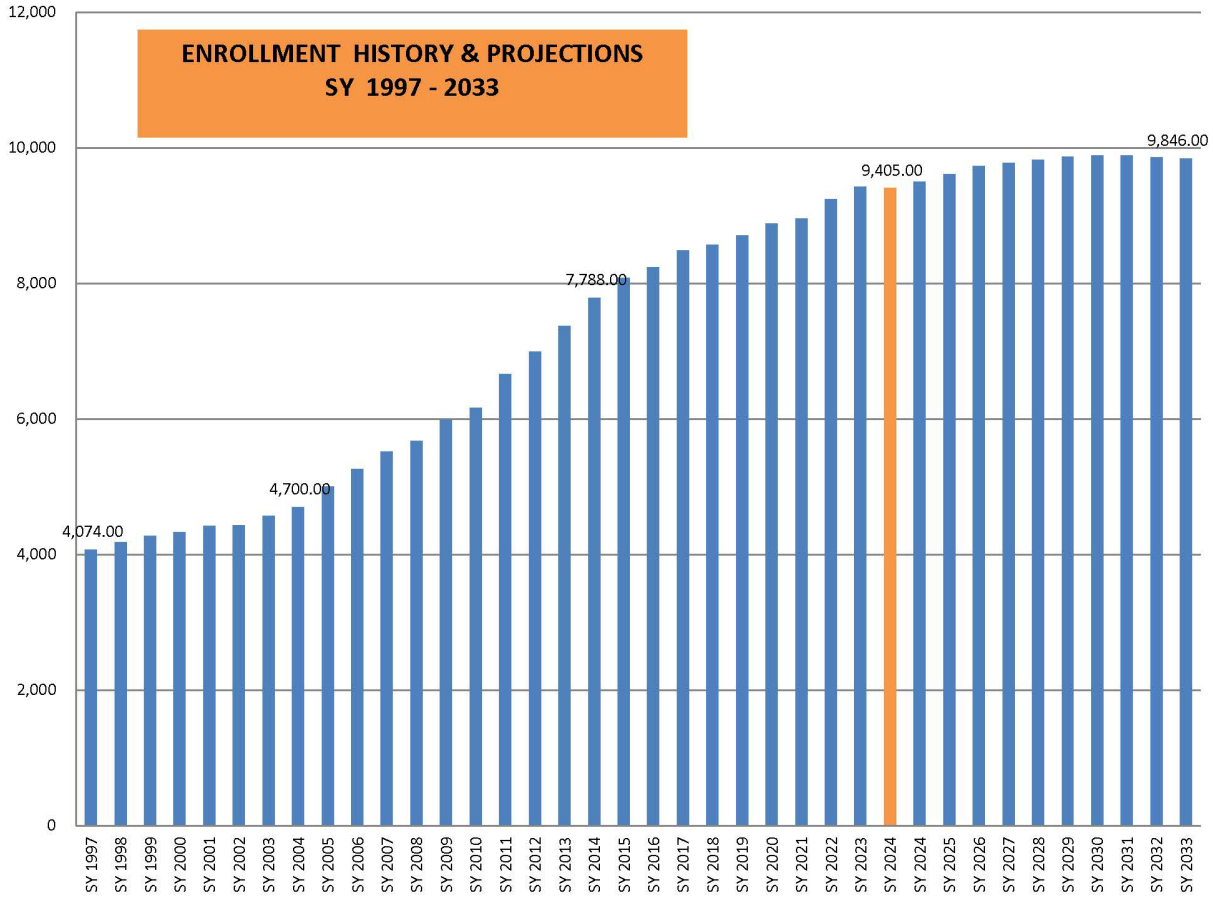
(5) Area Vocational Schools.

(a) Both existing and proposed area vocational schools must have a minimum of 10 acres of land.

10.2.4 Projected Increases in Enrollment Numbers

The current enrollment for Auburn City Schools is 9,405 with a projected enrollment of 9,846 by 2032-2033. This would be a projected increase of 441 students or 4.69% in the next nine years. Below is a chart that was shown in the FY 2024 budget hearings for ACS.

[4] Alabama State Board of Education, State Department of Education Administrative Code, Chapter 290-2-2-.04, School Site Requirements



10.3 Governing Principles[5]

The Auburn City Schools Mission, Vision, Statements of Belief, and Goals are as follows:

Mission Statement

> This Mission of Auburn City Schools, the pinnacle of educational excellence, is to ensure each student embraces and achieves his or her unique intellectual gifts and personal aspirations while advancing the community, through a system distinguished by:
>
> - Compassion for others
> - Symbiotic relationship with an engaged community
> - The creation and sharing of knowledge
> - Inspired learners with a global perspective
> - The courage to determine our future

Our Vision

> Auburn City Schools, in partnership with families and community, will create a safe, nurturing, learning environment where a challenging curriculum, high academic standards, and respect for diversity will maximize each student's intellectual, artistic, technological, and physical potential to become a productive member of our society.

[5] Auburn City School Board Policy Manual http://www.auburnschools.org/Auburn

Our Statement of Belief

The goals, objectives, and strategies guiding the Auburn City Schools are based on the following shared values and beliefs about education and its role in the life of our community. We believe that:

- all people have inherent worth
- all people deserve to be treated with kindness
- all people have the right to be safe
- diversity enriches a community
- communities thrive only to the degree that education is a shared commitment
- learning empowers the individual
- good character is always rewarding to the individual
- we are the agents of change for the world we want to create
- fairness is essential to trusting human relationships
- collective efforts always surpass individual potential
- we have the moral obligation to acknowledge and address the basic needs of others
- a culture of excellence is our greatest legacy
- faith inspires

Our Goals

- 100% of students exceed established academic expectations
- 100% of students continuously set and achieve personal, ambitious goals through life
- 100% of students possess the character and passion to lead and serve a global society
- 100% of students graduate and are competitive and in high demand in their career of choice

10.4 Other Educational Institutions

10.4.1 Lee-Scott Academy[6]

Lee-Scott Academy is a private preschool through 12th grade college preparatory school comprised of students from the cities of Auburn and Opelika, as well as surrounding communities. The campus is located at 1601 Academy Drive in Auburn. Total enrollment each year is approximately 700.

Lee-Scott Academy is accredited by the Southern Association of Colleges and Schools and is a member of The Alabama Independent School Association, and The Southern Association of Independent Schools.

[6] Lee-Scott Academy http://www.lee-scott.org/page.cfm?p=1

SOUTHERN UNION
STATE COMMUNITY COLLEGE

10.4.2 Southern Union State Community College

Southern Union State Community College is a public, two-year college established in 1993 as part of The Alabama College System. Southern Union's nearest campus is located six miles from Auburn in Opelika, Alabama. Southern Union enrolls over 5,000 students from an eight-county area in east central Alabama, as well as neighboring counties in Georgia.

Programs are designed for students to graduate from various academic, technical, and health science fields. Southern Union is accredited by the Commission on Colleges of the Southern Association of Colleges and Schools to award Associate Degrees in Science, Applied Science, and Occupational Technologies. Other instructional programs received individual professional accreditation/approval through various organizations. Through an articulation agreement between Alabama two- and four-year colleges and universities, Southern Union students who complete general education core requirements in the Associate in Science Degree and specialized major courses are guaranteed junior status when transferring to an upper-division college. Additionally, the institution also provides industry training in a variety of trades to area businesses and industries.

10.4.3 Auburn University [8]

Auburn University is a public, four-year college originally chartered by the Alabama Legislature in 1856 and, in 1872, became the state's first public land-grant institution. Auburn University is accredited by the Commission of Colleges of the Southern Association of Colleges and Schools to award Bachelor's, First Professional, Master's, Educational Specialist and Doctor's degrees in 13 different schools. For the 2022-2023 academic year, Auburn enrolled 31,764 students. The number of full-time employees for the 2022-2023 term totaled 5,552, of which approximately 1,435 were faculty. The campus is situated on over 1,800 acres with the academic core located within the boundary of South Donahue Drive, West Magnolia Avenue, South College Street, and West Samford Avenue.

AUBURN
UNIVERSITY

[8] Auburn University http://www.auburn.edu/

10.5 Goals, Objectives and Policies

SC 1: Plan ahead to meet facility demands for the current and projected student population

SC 1.1: Plan for improved and future facilities in conjunction with new growth.

SC 1.1.1: Use the Auburn Interactive Growth Model (AIGM) to analyze future population trends and provide data to schools as trends change.

SC 1.1.2: Update AIGM submodel as grade-level configurations change.

SC 1.1.3: Consider impact on school enrollments and capacities when reviewing annexations, rezonings, and other land use proposals.

SC 1.1.4: Consider increasing maximum potential capacity for new facilities.

SC 1.2: Assist Auburn City Schools in planning for future educational facility locations.

SC 1.2.1: Provide and interpret schools submodel results to help Auburn City Schools plan for future physical school locations.

SC 1.2.2: In conjunction with Auburn City Schools, develop a land acquisition process to identify, reserve and acquire sites for future schools.

SC 2: Collaborate with local educational institutions, learning centers, and intergovernmental organizations.

SC 2.1: Establish and maintain formal processes for ongoing communication and cooperation between the City of Auburn and local educational officials.

SC 2.1.1: Conduct semi-annual meetings with Auburn City Schools to assess current and upcoming needs and development proposals.

SC 2.2: Consider joint use of existing facilities to provide a broad range of educational opportunities.

SC 2.3.1: Work with existing community and civic organization to establish community learning centers that offer literacy and GED lessons, enrichment programs, and industry training.

SC 3: Provide school facilities that serve as community focal points and that are well-integrated into the urban fabric.

SC 3.1: Encourage development of school facilities to function as a focal point for civic activities in conjunction with new growth.

SC 3.1.1: Co-locate schools with other public facilities, including parks and recreation amenities, libraries, and community centers.

SC 3.1.2: Provide pedestrian connectivity between facilities when possible, utilizing programs such as *Safe Routes to School* where possible.

SC 3.2: Ensure consistency of facilities with current and projected land use classifications of surrounding property.

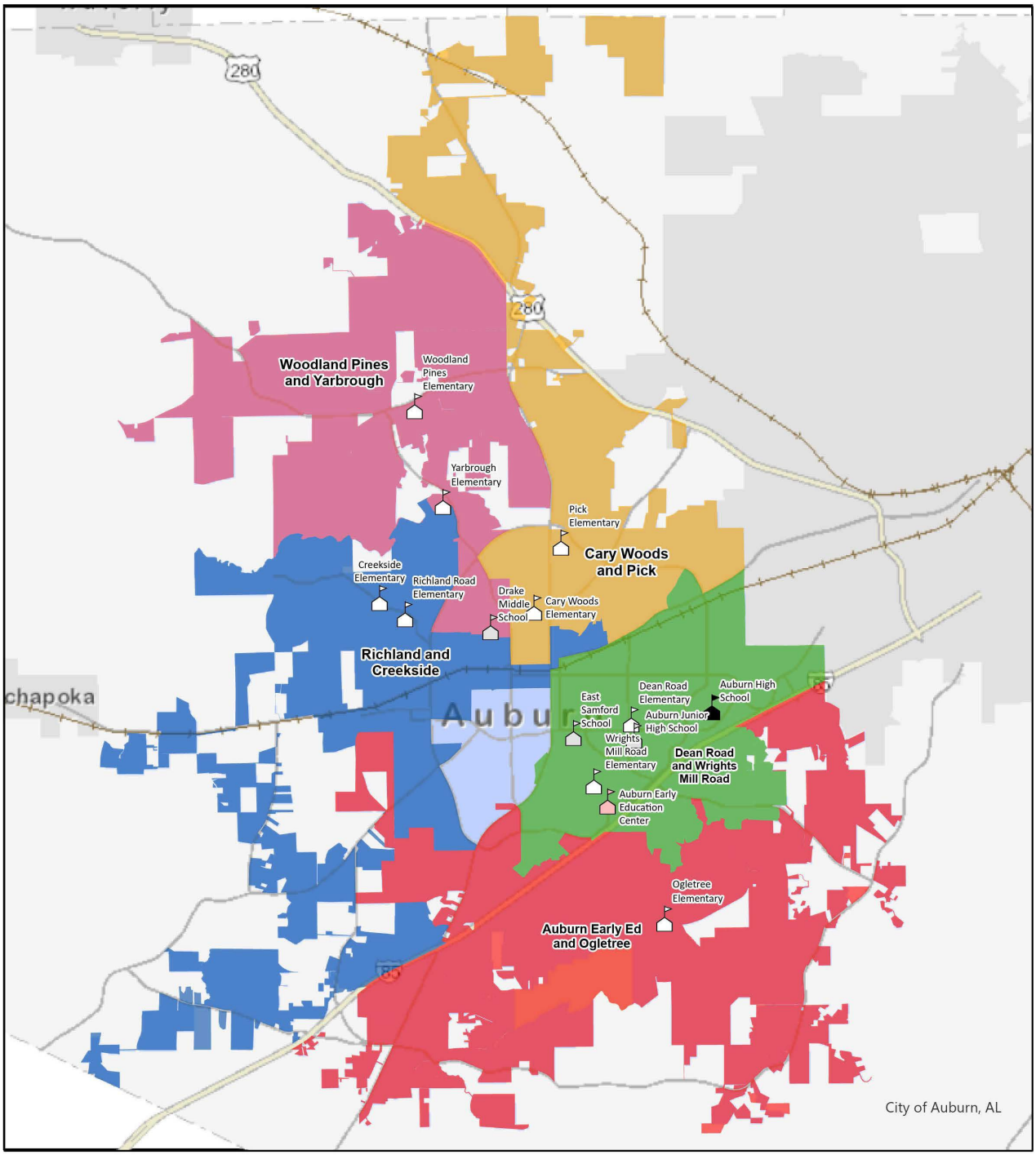
SC 3.2.1: Review parking conditions and make recommendations for improvements around schools with existing parking capacity problems.

SC 4: Maintain the City of Auburn's commitment to the Auburn City School System.

SC 4.1: Uphold financial support by continuing to appropriate funding from the City's General Fund.

City of Auburn

Map 10.1 Auburn City School Sites 2023



Schools
- Early Ed
- Elementary
- Middle
- High

School Zones
- Auburn Early Ed and Ogletree
- Cary Woods and Pick
- Dean Road and Wrights Mill Road
- Richland and Creekside
- Woodland Pines and Yarbrough

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Planning Dept.
07/28/2023

The City of Auburn, Alabama does not guarantee or warrant the accuracy of this map or any information contained herein. Information may contain errors and should be verified by an appropriately qualified, licensed and independent professional.