

**Skagit County Planning Commission  
Tour of Bayview Ridge Subarea  
August 6, 2013**

**Commissioners:**            **Annie Lohman, Chair (absent)**  
   **Josh Axthelm, Vice Chair (absent)**  
   **Dave Hughes**  
   **Carol Ehlers**  
   **Elinor Nakis**  
   **Jason Easton**  
   **Keith Greenwood**  
   **Bob Temples**  
   **Matt Mahaffie**

**Staff:**                            **Dale Pernula, Planning Director**  
   **Ryan Walters, Civil Deputy Prosecuting Attorney**

**Others:**                         **Sara Young, Port of Skagit County**  
   **Kate Martin, *Skagit Valley Herald* Reporter**  
   **Kevin Meenaghan, Planning Commission Applicant**  
   **Kerri Cook, Planning Commission Applicant**  
   **John Bouslog, Developer**  
   **Doug Christensen, Architect (for Mr. Bouslog)**

Dale Pernula: We're being recorded right now and whenever we're discussing stuff or if you have questions and we have answers we're going to try to get it recorded so that we can have a transcription made and give to the other Planning Commission members and to the public.

Ryan Walters: Emphasis on "try."

Dave Hughes: That's why Carol's in the front seat – so you're not \_\_\_ go very far with it.

Mr. Pernula: Right!

Mr. Walters: Thanks, Dave.

Mr. Hughes: Hey, I can do that! I'm the old dog here!

Mr. Pernula: A couple of other things: We have some additional people in addition to the seven Planning Commission members here tonight. We have

Kerri Cook and Kevin Meenaghan who are here – they’re applying for membership to the Planning Commission – sitting in the back. We also have John Bouslog, who’s a property owner up on Bayview Ridge, and Dave Christensen is an architect.

Mr. Walters: No relation!

Mr. Pernula: And Kate Martin. And the seven Planning Commission members here are Jason Easton, Carol Ehlers, Keith Greenwood, Dave Hughes, Matt Mahaffie, Elinor Nakis and Robert Temples. And we’re on our way.

(gap)

Carol Ehlers: ... state of Washington, according to the Sheriff.

Jason Easton: I thought somebody sold marijuana here.

Ms. Ehlers: We ought to know about it.

Mr. Walters: Transportation is tightly held onto by Public Works. We’re going to have –

Ms. Ehlers: I don’t care! We should know about it.

Mr. Walters: Right. You should get whatever reports you want they’re providing to the Planning Commission.

Ms. Ehlers: I don’t have reports. I’ve talked to the Sheriff and I’ve talked to the Emergency Management. And what you intend to have is trucks coming out of this road.

Mr. Walters: Okay, so we’re approaching the ridge. We’re going to hit the Country Club first so you can see what some of the pre-existing residential development looks like. It was built in the 1970s. According to our calculations, the density is what? About almost four units per acre in the Country Club. The Country Club doesn’t have a lot of standard residential street features like curb, gutter, sidewalk. That leads to some drainage issues. But we wanted to give you a little tour of that first so you’re familiar with the biggest of the residential developments that are already here – and oldest. What’s that?

Mr. Easton: How many units?

Mr. Walters: I don’t know what the total number of units is but it’s about four per acre, maybe three.

Mr. Pernula: The density is actually less than four dwelling units per acre based on the single-family dwellings, but there are some condos that bump up the total quite a bit.

Mr. Walters: And the golf course is interspersed so you can golf right through people's back yards. It's crazy.

Elinor Nakis: So when you say four houses per acre, is that not including the golf course in that calculation?

Mr. Pernula: That's correct.

Mr. Walters: Right.

Mr. Pernula: It does not include the golf course. That means the overall density is substantially less than that.

Ms. Nakis: Right. Okay.

Ms. Ehlers: That's what the official density was in the days this was built. And the subdivisions that are off Peterson Road are also that density because they were done in 1991 before Growth Management.

Mr. Walters: So you've got five maps stapled together in your packet, and a lot of the point of this tour is to just orient yourselves to what's out here and then what the zoning lines are and everything else. Unfortunately, none of the five maps is a zoning map. That's why we threw the zoning map as a separate map in the packet. The first map, though, is existing development, so that's the one that's going to highlight what's out here already. And that map and most of these maps are straight out of the Subarea Plan. Right, the existing – the 2008 Subarea Plan.

Ms. Ehlers: Now where is the Olympic Pipeline?

Mr. Walters: That is not on any of these maps but we're going to point to it off of Peterson.

Mr. Pernula: It does go through this subdivision. It goes through the golf course.

Ms. Ehlers: It goes down a road that's on the edge of the subdivision.

Mr. Pernula: One thing you may notice – that there's no curbs, gutters and sidewalks here. That's not consistent with the new proposed standards for the PUD.

Mr. Easton: I see some gutters, though.

Mr. Walters: Occasionally, but not always. Sometimes on just one side of the street.

Mr. Easton: There is some stormwater though? Is there some stormwater system in here at all for drainage?

Mr. Walters: Yeah. It has become problematic, though, because Bayview Ridge is addressed by a couple different drainage districts and by the drainage utility. And I don't think we have that map in here. But typically Public Works would do roads and they would do the drainage facilities adjacent to the roads.

Mr. Easton: And these are public roads?

Mr. Walters: I'm not entirely sure these are all public roads or not.

Mr. Pernula: My understanding is most of them are; some are not.

Male voice: One thing you notice when the road is mainly twenty feet wide so people drive slower and it has a friendlier scale, so the scale \_\_\_ urban service area \_\_\_\_\_ developments like this.

Ms. Ehlers: Well, that's true except that drainage is a major problem here because in 1990, '91 there was so much water that Bay View Ridge turned in photographs at hearings for plats right uphill from us where the water was going down Peterson four and five inches deep. We found out at the time that much of the water in Country Club was drained into the various ponds on the golf course.

Mr. Walters: Not a bad deal, if it were designed that way.

Mr. Pernula: You have her turning onto Ovenell?

Mr. Walters: Yeah. We're going to Ovenell next, right?

Mr. Pernula: Turn right?

Mr. Walters: Yeah. So now we're turning onto Ovenell. The third map in your packet is the road system map.

Mr. Pernula: I think we should be going to the right. I hope she – we're going to the right.

Driver: To the right? Okay. They got left on here, but you'll have to guide me on the rest.

Mr. Pernula: Yeah. That changed – yep.

Driver: Okay.

Mr. Walters: So the Subarea Plan proposes a new north-south road from Josh Wilson all the way to Ovenell.

Male voice: No, no.

Ms. Ehlers: No, it does but let's raise something else.

Mr. Walters: The Subarea Plan proposes this road. Since the Subarea Plan in 2008, there was a traffic study done in 2011 and that traffic study suggests that the connection between *Peterson* and Ovenell is not really required, that it won't improve the level of service at the intersection.

Ms. Ehlers: Well, not only that, it presumes that this is a truck road.

Mr. Walters: Well, and also this road, as you can see, is not a – it's not one of the best roads we have in Skagit County.

Ms. Ehlers: Well, pick something else that's important. This is one of the main bicycle roads in the county and on week-ends there are packs of bicyclers. Most of them seem to go west from here and then turn right on Higgins where there are so many of them – although Higgins has a nice, wide bicycle lane there's not enough space.

Mr. Walters: Right. This is very much a substandard road.

Ms. Ehlers: No, I'm talking about Higgins doesn't have enough space.

Mr. Walters: Oh, Higgins doesn't have enough space either.

Ms. Ehlers: Nowhere near, especially when the wobbler in the crowd is on the fog line.

Keith Greenwood: So \_\_\_\_ this substandard road for what? Increased development, or substandard in the sense that this is the existing?

Mr. Pernula: This one would be if we put in a north-south arterial through an industrial area tying to this. Yeah, it would be a substandard road.

Ms. Ehlers: Now where is the pipeline that crosses this?

Mr. Pernula: We're past it. It goes through the Country Club. We'll show it on the ride –

Ms. Ehlers: No, there's another one that cuts across here, and I'll show you when we get to the Higgins Road where they are all on the west side of the road.

Mr. Walters: Also on the map – on the road system map – that north-south road is labeled “local access,” because that's what the map in the Subarea Plan says, but the policy doesn't say “local access.” It's supposed to be one of the others – one of the other Public Works road types. Not “arterial” maybe but – I don't know – “connector.”

Ms. Ehlers: Okay, now look over here to the left at this pond. You better turn this Ovenell Road into a real road. You've got to put the road on the other side of the pond, and on the other side of the pond you see all these pipelines markers?

Mr. Walters: Okay, let's stop here for a second.

Ms. Ehlers: So all of these pipeline markers come from the west along Ovenell Road and they cross here and then they vanish. There aren't markers that show where they are.

Mr. Walters: So here we are about to turn onto Higgins-Airport Road. If we go straight, we hit the transfer station. If we go left, you see we've got Viva Farms over here on the left and then Highway 20. So Highway 20's right down there. At the time of the Subarea Plan, the intersection with Highway 20 wasn't, I don't think, even signalized and we didn't –

Ms. Ehlers: Yes, it was.

Mr. Walters: Maybe it was. We didn't have four lanes so there're going to be a number of little tweaks to the Subarea Plan to reflect the existing conditions. Also you can see up here on the right one of the trailheads for the Port's trail system. And we're going to pick up Sara Young from the Port in just a minute here or so and she's going to give us more about the trail system and how that connects to the Subarea.

Okay, let's go right. Also on your left you'll see some of the really significant drainage swales that the Port has put in to handle some of the drainage from the Port airport. Apparently sometimes you can even see some salmon in there, according to Kirk.

Mr. Pernula: I think we need to pick up Sara. Here's her number if you want to call her.

Ms. Ehlers: Ryan, do you know where the police station is up here – the Sheriff's station?

Mr. Walters: Search and Rescue?

Ms. Ehlers: No, it's not just Search and Rescue.

Mr. Walters: Well, I know where the Search and Rescue building is.

Ms. Ehlers: Okay. You will show it to us, please.

Mr. Walters: I'm not entirely sure it's on the route, but if we see it I'll point it out.

Ms. Ehlers: Please.

Mr. Walters: I'm not entirely sure we want to keep that building.

Ms. Ehlers: Well, I'm pretty sure you do because of the flood problem.

Mr. Walters: Hi, Sara. This is Ryan. We are approaching your location. Okay, great. Okay, good. Okay. All right. 'Bye.

What was that about the Sheriff?

Ms. Ehlers: There's a Sheriff's deputy stationed up here, according to Mark Watkinson, and I wanted to point it out as an advantage because, you see – out on Fidalgo – we don't have any, as you know.

Mr. Walters: Yeah. Yeah, I think that they are – they want to keep something out here. I'm not sure if they want to keep that particular building.

Ms. Ehlers: Oh, that'd be all right.

Mr. Pernula: That's her right there.

Ms. Ehlers: But it's really important to have something like that –

Mr. Pernula: Hi, Sara.

Sara Young: Well, hello. All right. Where should I put my mess? Can I check them in?

Mr. Walters: I think you may need to sit \_\_\_\_.

Mr. Pernula: I can hold them, if you wish. I can hold them. Whatever you want me to point out, I'll hold them up.

Ms. Young: Where am I going?

Mr. Walters: And buckle up.

Mr. Pernula: This is Sara Young, with the Port of Skagit. She's going to put us on a little mini tour within our tour.

Mr. Walters: One of the maps in your packet is the Airport Environs Overlay and there were some questions at the community meeting about that. We are not proposing to change that at all. So that's what's in the Plan and we don't anticipate it changing at all.

Mr. Pernula: Did you want me to pull up one of the maps?

Ms. Young: Yeah. I was just looking for my little handouts.

Mr. Pernula: Carol, is that your plane?

Ms. Ehlers: Ha – no!

Ms. Young: I don't have a great overview spot to take you to take a look at the airport, but I thought this would kind of give us a good sense of kind of the epicenter of action on the airport. And I can tell you just a little bit about our airport – who we are, what we're doing here. Does that make sense?

Mr. Walters: Talk loud.

Ms. Young: Okay. Everybody hear me? Okay. Skagit Regional Airport is a – we're a general aviation airport. Not to bore you too much with airport minutiae, but that means we're not the kind of airport that has commercial air traffic. The FAA splits airports into commercial service airports and general aviation, and the majority of aviation in the world is general aviation. The majority of the airports in the world are general aviation airports. So we are an important part of the air transportation system. There's a lot that goes on here that's kind of behind the scenes in the transportation system. You don't see on I-5, but it's here and it's happening. We probably have a couple of medi-flights – trips back and forth from the islands – every month here at the airport. We serve the area's law enforcement needs. You'll see Border Patrol in here fairly often. Military transports will come in here. We have Fed Ex Express down the road here. They're different than Fed Ex Land. They're airport-based, aviation-based, and they send one little flight out of here every day. Usually that flight has Penn Cove muscels on it, sometimes bulbs from our local growers. So we have a lot of commerce that happens on the airport through the general aviation system.

This is Corporate Air Center. Corporate Air Center's our a major jet center, but we don't have services in and of our own right as a port, so we rely on vendors like Corporate Air Center to service business traffic. So business aviation is kind of our major focus as a port district for our airport. That's what we want to be doing with the Skagit Regional Airport. We don't have plans in the future for

commercial service. That's not where we want to go, partly because we don't think that's how we serve our community best and it's probably not how we serve the regional transportation system best. Bellingham's doing that very well. They have great commercial service and they're growing. That's the direction that they're focusing on. Paine Field has now been authorized to go to commercial service. Whether or not they do that is still an open question, but they may go in that direction. So we feel that we have a good niche, you know, geographically. We're located on the I-5 corridor between Vancouver and Seattle, and we don't really need to serve commercial air service needs. We really need to serve the business community, and that's also our mission as a port district.

So that's what we're trying to do with our airport. We'd like to encourage more business use in here. When corporate jets come and go from our airport they have huge economic impacts, beginning with the most literal thing: They buy a lot of fuel. We'd like them to buy more fuel. Most of those are big jets. Right now we have about between three- and four-hundred annual operations of the largest business jets that can come and go from our airport right now. Those are transcontinental jets, and if they could leave our airport with a full load of fuel, they could go to Asia or Europe straight from Skagit County. So that's what we would really like to see happen. The limitation on that is the length of our runway. So we need about between twelve- and fifteen-hundred feet of additional runway in order for those jets to leave here with a full load of fuel, because it has to do with the weight ratio. So what happens now, they come and go from Skagit; they leave with a partial load of fuel; they go to an intermediate refueling stop; and then they go on to their final destination.

So one of our major focuses, you know, over the next, say, ten-year planning horizon, is to get that runway extension and really open the airport up to maximize its use.

Ms. Ehlers: Which runway?

Ms. Young: 1129. It was renamed in the 2012 project from 1028. You may see it on old maps as 1028. It's now 1129. It has to do with magnetic form shifting.

Male voice: So you're going to expand to the northwest?

Ms. Young: The intention, yeah, would be to take a runway extension out that direction. It's not in our twenty-year master plan. That's kind of the next planning horizon that we're starting to formulate, you know, the concept for now. We have a reserve area for it in the master plan but our next master plan iteration would really look at the hard reality of that.

And we're right now we're – our forecasted growth – we're on track with our forecasted growth. We're seeing the growth we expected to see – put it that way. 500 annual operations of those largest business jets is a critical threshold

with the FAA. When we get to that number we are designated an airport – that becomes an airport designator and all of our geometric standards around the airport have to meet the standard for those larger business jets. So we just finished the second phase of a major project – about a fifteen-and-a-half-million-dollar project – on the main runway to bring it up to those standards now, because we were doing a simple overlay project and the rationale was if we're going to do an overlay then we should go all the way and save on mobilization costs. There's a cost efficiency to doing the big projects in one package.

Male voice: (unintelligible)

Ms. Young: About Fifteen-and-a-half million dollars?

Male voice: No, no. \_\_\_\_\_.

Ms. Young: Oh, the link. The future extension would be a maximum of 1500 feet. And right now that's recognized that's important.

Male voice: That'd be out here?

Ms. Young: Yes, to the northwest.

Ms. Ehlers: And how close does it get to Josh Wilson at that?

Ms. Young: I can't tell you in feet. It doesn't touch Josh Wilson. There's a large reserve area out there, but it has ramifications in terms of code. We have, I think – and I may be jumping the gun a little bit – but I think we have a really robust airport protection code for this airport. We had a great partnership with Skagit County working on that. We look at other airports in the area (and) it's something to be proud of. It relies on maps, and those maps then are sort of hard and fast fixed in a point in time. So when we look at that runway extension we either need to update those maps or look at a more flexible way to protect the airport. But that's something to worry about in the future. We've shifted our cross-wind runway. We shifted that cross-wind runway with the last project in order to open up development on this lot over there. So I'll show you on my little drawing here.

Ms. Ehlers: PACCAR's that way.

Mr. Pernula: There's PACCAR.

Ms. Young: If you're going to think opposite of me you're really going to challenge me here today!

Mr. Pernula: But it's upside down!

Ms. Young: I know! You're right, you're right. Okay, so you are here – right there. Maybe ignore these color codes a little bit for now. They have to do with the readiness of our lots to develop. This yellow lot here is this lot right past Corporate Air Center. That's a really key development lot for us. And the vision for this entire flight line is to look at mostly demolishing and redeveloping over time. The only buildings that would remain are Corporate Air, because that's a really key business for the airport, and some of our privately-owned, executive hangars out this way. But the idea is that over time we want to maximize the use of this land area along our primary runway. It's basically waterfront property and there's very limited property that fronts the main flight line. It's developed as all property develops – somewhat haphazardly over time and hindsight is 20-20. We have a lot of small hangars. We have buildings right on the flight line that are not essential airport buildings. Our own airport or Port administrative offices are on the airport flight line. That's not a business that needs – or a building that needs to be on the airport flight line. We need hangars on the airport flight line. We need them pushed back as far as they can be pushed, because that allows us to put larger jets out on the ramp without having height conflicts. And we need to be moving non-essential buildings elsewhere.

Our concept is that we need that you can put a lot of small airplanes in a large hangar; you cannot put a large airplane in a small hangar. So we have building standards now, as this white line redevelops over time to make sure that we really optimize the development on this property and we don't wind up with buildings that aren't going to be useful over the long term.

So tied in with that is the development of that key lot out there. We call it Lot 72. We'd like to see larger hangars in that area. We've done a little conceptual rendering of the flight line, primary runway. And, again, you are roughly in here. Here's Corporate Air Center, and this is that lot developed out. And so some of these hangars are actually large enough to house a 737. We don't expect to get 737s in here. But, again, we don't want to make a mistake. If you're going to build a lot of infrastructure, you want to make sure it's going to work for the long haul. What we really expect to see are things like Gulfstream 4s, Gulfstream 5s. Those are business jets that come in here to Skagit today. We just want to eliminate limitations on their use and try to maximize that use.

The other thing we'd really like to see is some synergy between our airport and our business park. So this property was all gifted to local government – Skagit County – together as a unit. Our business park and our airport was granted by the federal government – to originally to Skagit County and then eventually to the Port of Skagit. And the concept was that you need a business park in order to support an airport. It's really hard to make an airport run in the black, although we're trying really hard to do that. And we do that through land revenues – rents and fees. But our business park is here and we would really like to have it not just be a way of funding the airport but actually a synergy with the airport so that we would have businesses in our business park that really need the airport and

vice versa. There are examples for that. We've looked a lot at Hillsborough Airport in the Portland area. The Port of Portland has three airports. They have Portland International – commercial service; they have Troutdale, which is their little recreational airport; and then they have Hillsborough, which is their business airport. And they have some really significant manufacturing businesses there. They do like the airport.

So we would love to see a little bit of that happening in Skagit County, maybe a little bit more of that happening in Skagit County. Right now we see a number of our major businesses in the county using the airport. Sierra Pacific comes in and out or here fairly regularly. Our refineries, both Shell and Tesoro – boy, just a lot of use of the airport. I'd like to see more of it.

So maybe that's enough for here. We can go take a little tour of the business part and come around and take another little stop and talk about airport protection and all that. Does that make sense?

Mr. Pernula: Sounds good.

(many people talking in the at the same time)

**(This tape ends.)**

Ms. Ehlers: This is Westar Lane. WSU is down at the end.

Ms. Young: Maybe I'll just call out a few little highlights like this one. This red building here on the left is the Skagit County \_\_\_\_\_ Building. If you haven't followed that in the newspaper that's a really interesting little start-up building, a business that's looking at value-added agriculture – bringing wheat back into the valley and really maximizing the value of wheat as a rotation crop by using it to create malt for really specialty craft breweries. So it's kind of a fun little business, especially if you like beer.

This on the right is Volant. They're an aircraft spinoff business. They do aircraft interior refurbishing. All kinds of interesting gadgets in there.

Mr. Walters: On the left here is going to be Skagit County Search and Rescue. Is that right?

Ms. Young: They are actually on – I'm confusing them with the Sheriff's.

Mr. Walters: Same building.

Ms. Young: Yeah, I don't think they are on this corner.

Mr. Walters: Talk about the trails system?

Ms. Young: Yes. Yes. So the trail system is interwoven throughout the business park. It's almost eleven miles of trail and that was kind of an early – I like to call it an early example of low impact development, but really it was kind of an early compromise between the need to have urban standards on Bayview Ridge within the urban growth area and the need to respect the character of the area as it was at that time. It's not – this environment was not a very urbanized environment and so we negotiated with Skagit County to do a trail system in lieu of curb, gutter and sidewalk and they were kind enough to work with us on that. And it's just been an outstanding addition to the business park. You know, our businesses tell us that when they have people come in from out of town, you know, from other branches of the company or what have you that they love coming to this campus, they love taking a walk in the trail system at lunchtime – that sort of thing. And the public loves it. If you look at a Skagit County walking trail map this is one of the most significant sections of trail in the county.

Mr. Walters: So here on the left is the Skagit County Sheriff's detachment – the Search and Rescue building.

Ms. Young: Thank you. And this is a recent expansion by Exel Corporation. Exel works with Boeing. They make component parts for aircrafts. And, yeah, they've been really successful in this latest addition. It's been a really nice bit of new construction in a down economy.

Nordic Tugs off to the right. They're not as going strong as they once were but they are still in business working on some boats.

Up here on the right is a seed company. It used to be Sorensen Seed; now they're Vikima. They were bought by a Danish company and they just recently made an expansion. And then Fed Ex Express is up here on the right. And we remodeled this building for them several years ago now to relocate them, partly to get them out of that core redevelopment area and get them to a better location for their needs.

Mr. Walters: Fed Ex Ground is also up here?

Ms. Young: Fed Ex Ground is actually off Port property along Peterson Road. It is on the ridge – yep.

So that's kind of a quick circuit. Do you have more on your map?

Mr. Pernula: That's pretty much it.

Mr. Walters: They have lots of maps.

Ms. Young: Okay. You have lots and lots of maps.

Mr. Walters: The Airport Environs map also has a good boundary of the Port property.

Mr. Greenwood: So does the Port sell these properties then \_\_\_\_\_?

Ms. Young: We lease them, and that's actually a requirement of federal land \_\_\_\_\_. We cannot sell a property. We sold the PACCAR property and that was an act of Congress.

Kate Martin: Was it literally an act of Congress or are you just saying that?

Ms. Young: Well, that's a really good question! You'll have to do your research and let me know.

Ms. Martin: You're a funny woman. I like you.

Ms. Ehlers: Sara, we have a question.

Ms. Young: Yes, ma'am?

Ms. Ehlers: When you say "commercial" – years ago I used to fly out of this airport and go to Seattle, but I understand you can't do that anymore.

Ms. Young: That is correct.

Ms. Ehlers: And that's what you meant by "commercial."

Ms. Young: Yes.

Ms. Ehlers: Okay.

Ms. Young: This building on the left, the Port constructed, oh, three years ago now – something like that – and it's occupied by a company called "Impressions Worldwide." They refurbish printing presses and ship them all over the world. They've been very successful.

Mr. Greenwood: So the Port will build the building and own the building and lease it to their specifications, or \_\_\_\_\_?

Ms. Young: We have done all of the above. You know, it's really kind of what works best. We cannot sell the land but we have both Port-owned buildings and tenant-owned buildings on the property, and it really just depends on what works best. We like to have a building inventory available that we own that we can, you know, work with people as they're coming up to start up businesses – that sort of thing? But, generally speaking, the private sector can build more cost effectively

than a public sector organization so we're very open to that as well. We have construction standards, and those construction standards are kind of what we rely on to make sure that we get an even standard over time.

Mr. Walters: Okay, so we're now going to head back to Peterson Road.

Mr. Easton: So is it the Port's opinion currently that the Subarea Plan as it is protects the Port's needs to expand in the future?

Ms. Young: Yeah. You know, I think that the Port worked really hard on the Subarea Plan with Skagit County and, like I said, I think it's something – if you look around, nothing is perfect.

Mr. Easton: Sure.

Ms. Young: And, you know, you develop a regulation this year and then time marches on.

Mr. Easton: Right.

Ms. Young: And you have to stay current. And we have constantly a need to be working on airport protection on all fronts. You know, the northwest quadrant is an area of focus for me. Our compatibility with PSE and the work they're doing to expand around this area is a focus for me. But I think if you compare what we've done on Bayview Ridge around Skagit Regional Airport to many other airports, we've done really good work. We've got really good mitigating measures in place and they've been in place, you know, for a while.

Mr. Greenwood: With the expansion of any \_\_\_\_\_ the neighborhood \_\_\_\_\_ increased quantity of traffic, size of jets, noise, that sort of thing? Because I just was driving down Whidbey the other day and, you know, the Navy's been there forever, you know, and then you've got people moving in saying, Hey, wait a minute \_\_\_\_\_.

Ms. Young: Yes, I know.

Mr. Easton: \_\_\_ federal lawsuits now.

Mr. Greenwood: Oh, I'm sure.

(several people talking at the same time)

Ms. Young: So it really depends on whether you're looking at political pressure, legal pressure. As far as really, you know, a regulatory framework, we do a master plan. We look at our twenty-year projected build-out. We do noise \_\_\_ modeling. Our twenty-year master plan shows that \_\_\_ noise threshold is 65 dnl,

which is kind of the critical noise threshold that you want to control, well within our footprint. So over a two-year build-out we're not going to go off and \_\_\_\_ look at doing an environmental review on the federal \_\_ or state SEPA requirements. Our impact is minimal in looking at build-out. With the extension, you need a little bit \_\_\_\_ model it. All those things are \_\_\_\_\_.

Female voice: So when you're talking about the footprint, are you talking about the property that the Port owns or are you talking about the Airport Environs Overlay?

Ms. Young: I'm talking about the property the Port owns.

Female voice: Okay.

Mr. Walters: Okay, so now we're reaching the boundary of Port property. You want to talk about this seed company building?

Ms. Young: That's off of our property.

Mr. Walters: That's about where the boundary is, right?

Ms. Young: That is about – well, the boundary's about here.

Mr. Walters: Yeah. So we're on Peterson Road. Maps that you might want to look at now are map 2 and map 5, the private, large lot ownership map and the development concept map. Bouslog, right here in the back, is one of the biggest property owners out here so he may have something – or his architect – that they might want to throw in. Map 5, the development concept, is not part of the development regulations proposal. It's a development concept that Bouslog has submitted to the County. It's not part of any application at this time but could be in the future.

So this is Peterson Road. In the Subarea Plan this is envisioned to have the Community Center right around here – right around the fire station that is existing – but then also have a lot of the residential development right in this area. These big, open fields here obviously are the undeveloped areas that could be developed.

Mr. Pernula: Some of that's in the 110 acres that was added for industrial.

Mr. Walters: Yeah, if you look on map 5 – I guess I should be holding this this way.

Mr. Greenwood: What figure would that be?

Mr. Walters: Map 5 is the fifth map in the packet of stapled maps and it's labeled "Development Concept."

Ms. Nakis: The one with the large orange on it?

Mr. Walters: Yes. If you hold that this way, Peterson Road runs through it across there, and the fire station is in white. So if you're looking on this map you'll see that the orange or brown area – whatever color your printer happened to print it – is designated as BR-LI, Bayview Ridge Light Industrial. To the right, the blue area is BR-R, Bayview Ridge Residential. So these are just drawing those zones onto the map. The Subarea Plan Zoning Map is one of the non-stapled maps that you have. The proposal that will come to you will include some map that looks something like this.

The green area – the green square there is BR-CC. That's the Community Center zone. On your existing zoning map, BR-CC is much larger. It's 40 acres. Here I think we're showing 5 acres. So the proposal for you this fall will include a proposal to change that 40-acre zone to a more flexible boundary, from 5 to 40, and that is accomplished by removing the park from the Community Center zone. In the Subarea Plan, the 40-acre Community Center zone also has a 25-acre park in it. But the concept here now is instead of having a destination park that would attract the whole county, you'd have parks spread throughout the subarea, rather than just in one place, which I think everybody seems to think would be more attractive and also more cost-effective for the County, because smaller parks – like neighborhood parks – would be managed by homeowners associations. Community-sized parks would be deeded to the County so the County would run community-sized parks, but they wouldn't be running a 25-acre park; they'd be running a 15- or 1-acre park – something like that.

Ms. Ehlers: Is that how large a community park is?

Mr. Walters: The standard that is in the development regulation proposal would have an 18-acre community park for 5,000 residents. And we're not talking 5,000 *new* residents; we're talking about total 5,000 residents at build-out after twenty years. So that would be the level of service for a community park for that number of expected residents. If the expected residents are less, then there would be a smaller park.

Ms. Ehlers: And what about the school park land? Isn't that supposed to be coordinated?

Mr. Walters: Yes. It would hopefully be coordinated with the school.

Mr. Pernula: As you can see, most of the residential is from right about here to the east.

Mr. Walters: So we are going to go down the road a little ways and turn right into another pre-existing development. Yeah, we're going to head east and turn right at Bay Hill or something. How would you like to run the recorder?

Mr. Easton: Sure.

Mr. Walters: All right.

Mr. Easton: John? Hey, John? Is that your stuff?

John Bouslog: Yes.

Mr. Easton: Is that you over here, too?

Mr. Bouslog: Yeah.

Mr. Walters: The first – or the second map in your packet – in your stapled packet – is private large lot ownership, so you can see by color how many acres together different owners have. So, as you can see, we didn't get very far down Peterson before you hit residential development, existing residential development again. There's one large subdivision off to the right on Bay Hill or –

Driver: Right here?

Mr. Walters: Yeah, this is it.

Mr. Pernula: Yeah, that's it.

Mr. Easton: This is '70s stuff here, right?

Mr. Walters: I'm not sure on this one.

Mr. Easton: When do you think this was developed, John?

Mr. Bouslog: Early '90s.

Mr. Easton: Oh, okay.

Ms. Ehlers: This is 1991. You ought to listen to the County \_\_\_\_\_. Then you'll know about the drainage problems up here.

Mr. Walters: And I think that we calculated the density here at something also close to four units per acre.

Mr. Pernula: The calculation was 3.2 dwelling units per acre.

Mr. Walters: Okay, so 3.2. That's what we've got for this. So we don't have much to say about this. It's just showing you what is up here already. At the community meeting there was at least one person who said that four to six units per acre, you know, would be a ghetto. But I live in a neighborhood that is highly desirable in Anacortes with something close to seven units per acre, and here we've got 3.2. You can do more in a very attractive way. There is a presentation on the County's website called "Honey, I Shrunk the Lots," which was done as part of the Envision program, and it demonstrates, I think, up to like sixteen or twenty units per acre. It doesn't – whether things are attractive don't depend on density so much as just how you develop it.

Mr. Pernula: Design standards.

Mr. Walters: Design standards, and that's –

Ms. Ehlers: And how you maintain it.

Mr. Walters: And maintenance. And that's why we did all this work to develop design standards for the Bayview Ridge subarea.

Matt Mahaffie: Hey, Ryan? You keep throwing out "density." Could you perhaps explain to folks exactly where you got that from? Is it net buildable area density? Total gross density? Lot size?

Mr. Pernula: This is gross density. It's not net density. It includes the street rights of way.

Mr. Walters: And the Subarea Plan and the development standards that are being proposed talk about four to six units per acre. So that means, in this context, four units is the standard. You can't drop below four units per acre. That's also an average and you can average between properties. In the airport environs overlay, you're limited in a couple of the zones to how many houses per acre that you can have. So on average, we're saying four units is the minimum. You can get up to six by buying density credits, and that's fleshed out in the development regulations proposal. But basically how you do it is to get to five units per acre you buy into the Farmland Legacy Program. So you buy a credit to get to five, and then to get to six there are a number of different ways to get to your sixth unit per acre. One is affordable housing. One is environmental accreditation, so lead standards – that kind of thing.

Mr. Pernula: Do we go back here or \_\_\_\_\_?

Mr. Walters: I think now we're going to go right.

Mr. Easton: Something striking about the neighborhood to me and that is how few houses are for sale in that neighborhood. That's a really desirable place in

the county. It's a more desirable place in the county to live in – most people might realize – up here.

Ms. Ehlers: Uh, Ryan?

Mr. Walters: So – hold on just a second – so we're going to go left.

Ms. Ehlers: Is all of this going to be developed and built by one man or a couple of different developers building the six houses on the acre, or what have you? Or are people going to buy individual plots?

Mr. Walters: We don't know.

Ms. Ehlers: And if they buy individual plots, what keeps them from buying two?

Mr. Walters: Nothing.

Ms. Ehlers: Because that's what's been done – that's what traditionally was done here in these tight developments on the shorelines of Fidalgo. A lot of people bought a lot-and-a-half or two lots, which means the build-out is not as much as was originally planned.

Mr. Walters: Oh, right. Yeah. Okay.

Ms. Ehlers: Keep it back in the back of your mind.

Mr. Pernula: It's difficult to force somebody to build \_\_\_\_\_.

Ms. Nakis: You know, it seems like a lot of effort for not that many houses developed by not that many people.

Mr. Walters: This will be bigger than the town of La Conner.

Ms. Ehlers: Well, that isn't much.

Mr. Walters: It isn't but \_\_\_\_\_.

Mr. Easton: What's the residential potential build-out there?

Mr. Pernula: 5500 – wasn't that it?

Mr. Walters: I think so.

Mr. Easton: 5500? That's close to the size of \_\_\_\_\_. It's not that far off from what Burlington is.

Mr. Walters: Right. Burlington's not that big either.

Ms. Nakis: (unintelligible)

Mr. Pernula: It totally depends on the design of the subdivision.

Mr. Easton: How many citizens in Burlington in the city limits right now? It's not more – it's like less than 8. It's like 7500 or 8.

Mr. Pernula: \_\_\_\_\_ less expensive than something that's not.

Mr. Walters: So as we're travelling along this road you can look back and see the development on the ridge. Ridge properties are the view properties. Quite a few houses out there already.

Ms. Ehlers: If somebody has view property do they have to build to five density?

Mr. Walters: Okay, so one question is, If somebody has view property do they have to do high density? And the answer is no. You're able to average the densities and you're able to average it between property owners as well. So if you look at the large lot ownership, the ridge properties are generally different owners and some of them are already divided so they're not even large lots.

So now we're getting onto Josh Wilson. One of the elements of the Subarea Plan is the Capital Facilities Plan for Bayview Ridge. And the approach that we've sort of decided on for capital facilities is that the County has a Capital Facilities Plan for all the rural areas that are within the County's jurisdiction, and we are intending to keep that separate from the Bayview Ridge Capital Facilities Plan which is also within the County's jurisdiction but it's an urban area, or it's supposed – it's intended to be an urban area. So you're going to get a Capital Facilities Plan update later this year and then you're also going to have a Capital Facilities Plan chapter in the Bayview Ridge Subarea Plan that will be proposed to be updated along with the rest of the Subarea Plan.

Ms. Ehlers: This road – you better tell us that this road has to be upgraded to federal standards.

Mr. Walters: So this is Josh Wilson. Public Works has a number of projects planned for Josh Wilson Road all the way from Farm to Market to I-5, and some of those projects are actually in process right now. There's a project that we'll hit at the intersection of Josh Wilson and Farm to Market, but also at Higgins Airport Way and Josh Wilson. We're also going to go by the school on the right, Bay View Elementary. There's already one school inside the subarea but Burlington-Edison School District needs another school. They've needed another school for a long time. And they think that they may want to locate one inside the subarea.

Makes a lot of sense because if there are going to be 2500 more people up here maybe they want to live near a school, maybe the school wants to be near them.

Mr. Easton: So the current estimate is to be a thousand already here?

Mr. Pernula: 2200.

Mr. Easton: 2200. Okay.

Mr. Walters: Right next to the school there's a gun range, because why wouldn't you want that...

(laughter)

Mr. Walters: But the school is –

Mr. Easton: What was there first, Ryan?

Mr. Walters: The school is limited into how much it can expand on its site.

Mr. Easton: And the gun range was there first or – before the school was?

Mr. Walters: Oh, I'm sure. Yeah.

Ms. Ehlers: *But*, Ryan, you should know that school was planned to be doubled in size and Superintendent Jones put the portables there so it can't be. The school was built so it could take care of the entire area. But Superintendent Jones changed the lot \_\_\_\_\_.

Mr. Easton: So are we back on the Port property now?

Mr. Walters: I think we are not yet on Port property. But we're seeing some commercial/industrial development here off of Port property, but it sort of takes advantage of the synergy, you know, being near the business park.

Mr. Easton: Is expanding Josh Wilson on the radar for Public Works?

Mr. Walters: What do you mean "expanding"? Making it wider?

Mr. Easton: Curbs and gutters, sidewalks – any of that kind of stuff?

Mr. Walters: That is not on the six-year plan. So beyond is the intersection with Farm to Market. That's out of the targeted area that we're talking about. It's still in the subarea but it's not within the PUD planning area. Out this was we get into the Urban Reserve area. But if we go this way we're going to head back at the Port buildings. We're going to let go of Sara, so you'll have a chance to say

anything else you want to say. So we're going to stop back at the airport where we were before. And we have fifteen more minutes before we head back.

Female voice: Do you have an estimation right now of what the improvements to Ovenell Road, Peterson Road and Josh Wilson Road will have to meet?

Mr. Pernula: Do we have an update on the capital facilities – needs on roads, for example?

Mr. Walters: The question was, Do we have an estimate on what Peterson and Ovenell will need? Public Works, because of their 2011 traffic analysis, doesn't think that we need another connector to Ovenell, so I don't think that they're really – they are hoping to not do improvements to Ovenell, at least in the next six years. Peterson – in the development regulation proposal there are standards for what Peterson should look like, at least in the Community Center zone. So as the Community Center is developed, Peterson will have to be upgraded, at least in that length. And there are explicit standards in the regs that you can look at.

Mr. Greenwood: And the County would take care of that?

Mr. Walters: No. As the Community Center is developed, the property owner of the Community Center area would need to pay for those improvements.

Mr. Pernula: We would maintain it once it's built to our standards.

Mr. Walters: It could be worked out in a number of ways at the time of application. Either the County could do it, developer pays for it, developer does it. You know, there are a couple of different ways. We'll also be talking to you about latecomer agreements and how, you know, you upgrade the road initially even though it doesn't need the upgrades that you might need to support the one business that goes there first. And then as additional businesses come online later, they can pay the developer back through a latecomer agreement.

Ms. Ehlers: But that means you have to have to have a law that allows latecomer agreements.

Mr. Pernula: That's right. We know that. We realize we've got to prepare it \_\_\_\_\_.

Mr. Walters: We actually drafted one several years ago. Okay, is there anything else you want to tell you?

Ms. Young: Not that I can think of. Questions?

Mr. Easton: Thank you.

Mr. Walters: There's a nice café out here and it's pretty fun to sit outside and watch the planes take off.

Ms. Ehlers: Is the food good?

Mr. Walters: It's passable.

Ms. Young: Thank you. \_\_\_\_\_ air show September 7<sup>th</sup> – come on out. \_\_\_\_\_ Aerobatics – so we'll have small-scale aerobatics. It'll be fun.

Mr. Easton: And the potential that Heritage Flight Museum from Bellingham's going to move to Skagit? Can you comment on that?

Ms. Young: What I can tell you is the Heritage Flight Museum is the owner of a hangar on our property now and they are still working through their museum plan.

Ms. Easton: Excellent.

Ms. Ehlers: Are the B-17 and the B-24 going to come back next year?

Ms. Young: We would love to get the B-17 and B-24 back. We always do, but we don't know that yet. We will have the B-17 and the B-25 here for the air show.

Ms. Ehlers: Oh, you will?

Ms. Young: Yes.

Ms. Ehlers: When in September?

Ms. Young: September 7<sup>th</sup>, Saturday. Come on out.

Mr. Easton: Thanks so much.

Ms. Young: Yep.

Mr. Walters: Is there anything you want to tell us about the Port wetlands?

Ms. Young: In terms of how that plays in? Is everybody familiar with our Skagit WIN Program? Are you thinking maybe a little familiarity?

Mr. Walters: I don't think anybody probably. Maybe Carol.

Ms. Young: All right. Well, let me tell you a little bit about Skagit WIN. Let me **just turn my bag out** and inflict a little bit – you have more time at your tour.

Mr. Walters: Yeah, we're pretty much done now. So we have ten minutes.

Ms. Young: Well, I'm going to get it right-side-up this time. So the Port many years ago – and I swear I'll make this quick but it's near and dear to my heart. Many years ago the federal government passed the Clean Water Act – thank you, Richard Nixon – and eventually we all learned it's going to be very difficult to develop property in the northwest, especially on a ridge with very slowly permeable sub-soils. And so the Port was part of a program working with EDASC in a large consortium of partners, mostly federal resource agencies but also some of our local educational – environmental educational – organizations developing a program that we call Skagit WIN, which stands for the Skagit Wetlands and Industry Negotiations. And what we did at the time was delineate all of the wetlands on the property within our projected twenty-year development footprints, and there are small sections of the property that we didn't include, like the airport triangle and the northwest quadrant. And they ranked wetlands by high functioning to low functioning, **preserved** to put all of the very high functioning wetlands into permanent preservation tracts, and got a twenty-year Corps of Engineers permit to develop the rest of those wetlands. So we have a permit to develop low functioning wetlands and preserve high functioning wetlands, and we have a large mitigation site down near the stormwater ponds that you drove by on your way up. That's all been in the ground now for about ten years – in place for about ten years. What it does is make this property just that much more ready to go. For those who have ever been involved in property development, it's very difficult to get through all of the federal permitting processes and so to have our permits in place is a really good thing, but it also means that we have really limited land area up here on Bayview Ridge. We gave up and I – in gross numbers – I don't have the exact numbers at my fingertips, but in gross numbers we gave up about 450 acres of high functioning wetland – permanent preservation tracts – for about 250 acres of industrial land that we can develop that is in pre-established development lots the Corps of Engineers has agreed to.

So it's difficult. It's difficult to work around wetlands and do the right thing for the environment and still have, you know, some developable property. So that's what we've done up here and that's a lot of what the map that you see pertains to. So properties that are in red are properties that are basically ready to go because our Corps permit is on the shelf and ready to go. There're some other properties where we have – either we don't have a Corps permit, for various reasons, or we just have a lot of utilities and infrastructure to develop yet that are a little bit further down the pipeline in terms of readiness to build.

But, yeah, that's a major focus of this Port right now – is just trying to get our raw land developed and get all of our infrastructure in the ground and start seeing

some of the land really put to work. The recession hasn't helped but we're starting to see some signs of life. Any questions?

Mr. Walters: Any questions for Sara?

Ms. Nakis: Once again, what does "WIN" stand for?

Ms. Young: Skagit Wetlands and Industry Negotiations. Yeah, it was a pretty forward-thinking process at the time and it served us really well, but we now have about seven years left on that permit and we really need to see those lots developed.

Ms. Nakis: Awesome.

Ms. Young: All right.

Mr. Walters: Thank you.

Ms. Young: Feel free to give a ring anytime if you have any further questions.

Mr. Pernula: Thanks a lot.

Ms. Young: Thank you. Enjoy the rest of your tour.

Mr. Walters: Okay, we can head back now. So now we're going to head back. We can answer any other questions that you may have along the way, but also you will have several more meetings about this.

Ms. Ehlers: Why don't you show us where you expect all the truck traffic from this industry to access 20?

Mr. Walters: Oh, okay. So the Subarea Plan includes a policy that Peterson Road is ultimately closed to through truck traffic. That's an existing policy within the 2008 Subarea Plan. We have thought a little bit about how it is that you would do that – How would you accomplish that? – and it could involve a weight limit for trucks but...

Already Public Works has tried to address the major source of truck traffic on Peterson Road – and that's Fed Ex Ground – because some property owners have complained about Fed Ex Ground. They've tried to get them – with some success, I think – to go down Higgins Airport Way and get on Highway 20. That is supposed to be how truck traffic is handled out of Bayview Ridge. Other people in the community have, though, complained about a lot of the intersections actually. Not necessarily level of service issues but just blowing through stop signs and that kind of thing, and also that we do have an intersection at Farm to Market and Josh Wilson where there have been

accidents. There have been some improvements to that intersection but will there be more? Maybe.

The Subarea Plan policy that calls for eliminating truck traffic on Josh Wilson, the policy reads something like “It should be the main entrance to the community” – or not on Josh Wilson; on Peterson – “It should be the main entrance to the community, thus through truck traffic shouldn’t be allowed.” Truck traffic would obviously be allowed internally. But I think Public Works is a little bit reluctant to actually do that – to make that not be a through truck traffic-capable road, because it is a federally designated truck route. So we have yet to explore the methods for de-designating that, and I’m not entirely sure the Public Works Department has bought into the concept of even doing that, even though it *is* in the Subarea Plan right now and has been since 2008 or earlier.

Ms. Nakis: So and that does not include farm vehicles, or does it include farm vehicles? You know, like taking your \_\_\_ from one field to another?

Mr. Walters: Right. Well, the Subarea Plan right now literally says “through truck traffic.” It doesn’t get into detail onto what that would mean for farm vehicles, but I’m sort of assuming farm vehicles wouldn’t be prohibited because the mechanism for prohibiting trucks would probably be a weight limit.

Ms. Ehlers: Now notice the difficulty here, Ryan, because she has to park on this side \_\_\_ she’s taking a risk by going over that railroad.

Mr. Walters: At the community meeting we heard a lot about the railroad tracks – concern about Shell and Tesoro train traffic traveling through here and some concern about noise from railroad, but also concerns about access to Highway 20 if the railroad crossings are blocked. I’m not sure that that is that big of an issue, however, because there are constraints on how long trains can block railroad crossings. They can’t just sit there all day. On the other hand, they are allowed to drive across them for a long period of time, and if you have a mile-long train that’ll take a while to get across the crossing. But we have trains right now going to Tesoro at March’s Point that are a mile long.

Mr. Pernula: And they’ve been increasing for the last year or so.

(several people talking at the same time)

Mr. Walters: I guess that’s separate from the coal train issue.

Mr. Easton: No, Tesoro did an expansion a year ago. The reason why their traffic – train traffic on this stretch has definitely increased over the last year. I drive this road and see it quite a bit.

Mr. Walters: And also this route of track is slow because of the hairpin turn in Burlington.

Mr. Easton: Yeah, it can't be too fast across that little old bridge either!

(several conversations happening at same time)

Mr. Walters: I think one of the big constraints for trains along this route here is that there aren't very many places where they can stop and there's no siding. But there aren't very many places where they can stop and not block one of the intersections if they're a mile-long train.

Mr. Easton: I don't think there's any.

(several conversations happening at the same time)

Mr. Pernula: I think it was well worthwhile.

Mr. Walters: It's recording now.

Mr. Pernula: Thank you, everyone.

Mr. Walters: It's 7:40.

Mr. Pernula: It's 7:40.

(recorder turned off)