

CHAPTER 3 - Business and Industrial Development

EXISTING BUSINESS/INDUSTRIAL DEVELOPMENT

Bayview Ridge is a unique area with respect to economic development opportunities. The growth of industry around the airport has created over 1,000 manufacturing jobs for Skagit County. The location is ideally situated for both light and heavy industry, and infrastructure is either already in place or has been planned for. The location adjacent to Skagit County’s largest airport provides the opportunity for air cargo, aviation business use and commuter service.

Development within Bayview Ridge began with the Airport. As of ~~2004~~2008, the ~~1,817~~ 1,840-acre Port of Skagit County ownership included the ~~764~~ acre airport and the adjacent 1,056 acre Bayview Business and Industrial Park. The Port ~~continues to negotiate the~~ recently completed the purchase of the small remaining portions of the Runway Protection Zone, thereby complying with the recommendations of the *Skagit Regional Airport Land Use Compatibility Study*.

Within the Port’s ~~1,056~~1,060-acre Bayview Business and Industrial Park, ~~408~~101 acres are already developed and ~~254~~203 acres are planned for development through ~~2015~~2025. The remaining ~~694~~703 acres are not developable, based on either the presence of extensive wetlands and/or the Runway Protection Zone. These ~~694~~703 acres are designated as open space. Industrial development of the Port’s ~~254~~204 acres is accounted for in the allocation of commercial and industrial acreage under Countywide Planning Policy 1.1 (2000) [†]. A breakdown of the Port’s land use is shown in **Table 3-1**.

In addition to the development within the Port of Skagit County ownership, light industrial and heavy industrial uses have been developed on private and public properties surrounding the airport. Some of the major businesses are ~~These developments include~~ the 200-acre Paccar Technical Center, the Skagit County Solid Waste Handling Facility, Washington Alder, Rural Skagit Sanitation, ~~and Lignotech~~ Sierra Pacific Industries, Hughes Farms, and Whole Energy Biodiesel.

**Table 3-1 - Port of Skagit County
Bayview Ridge Ownership**

ZONE	Total Acres <u>Port Ownership</u>	Developed Acres	Wetlands/ & Buffers/ <u>Open Space</u>	Developable Acres
<u>BR-LI and BR-HI (Bayview Business & Industrial Park)</u>	1,056 <u>1,060</u>	408 <u>101</u>	694 <u>703</u>	254 <u>203</u>
AVR	764 <u>759</u> [†]	764 <u>67</u>	N/A <u>680</u>	0
<u>Outside UGA</u>	<u>20</u>			<u>N/A</u>
TOTAL	1,817 <u>1,839</u>	869 <u>168</u>	694 <u>1,383</u>	254 <u>203</u>

[†] ~~19 acres of AVR land is currently in private ownership. The Port of Skagit County is in the process of acquiring this land.~~

Note: Columns three through five do not sum to total acres because the total is calculated from zone boundaries, while the remainder of the columns are based on parcels and exclude road rights of way.

**Table 3-2
UGA Population and Commercial/Industrial Land Allocations**

Urban Growth Areas	Residential Population (2015 <u>2025</u>)	Commercial/Industrial Land Allocations (New)
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Bayview Ridge	3,4205,600	750
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**Table 3-3
Bayview Ridge Industrial Lands**

ZONE	Total Acres	Developed Acres	Wetlands/ & Buffers/ Airport Open Space	Developable Acres¹
BR-HI	411,909	114,477	147,146	272,150
BR-LI	1,741,214	487,169	625,627	363,629
TOTAL	2,123,152	646,601	772,773	635,779

~~1 All land needed for future roads and associated utilities will be deducted from this total.~~

RELATIONSHIP TO OTHER PLANS

Countywide Planning Policies

Countywide Planning Policy 1.1² (GMA Goal 1) encourages development in urban areas where adequate public facilities exist or can be provided in an efficient manner. Pertinent specific policies include:

- 1.1 *Urban growth shall be allowed only within cities and towns, their designated UGAs, and within any non-municipal urban growth areas already characterized by urban growth, identified in the County Comprehensive Plan with a Capital Facilities Plan meeting urban standards. Population and commercial/industrial land allocations for each UGA shall be consistent with those allocations shown in the **Table 3-2**:*

- 1.3 *Urban growth areas shall provide for urban densities of mixed uses and shall direct development of neighborhoods which provide adequate and accessible urban governmental services concurrent with development. The GMA defines urban governmental services as those governmental services historically and typically delivered by cities, and includes storm and sanitary sewer systems, domestic water systems, street cleaning services, fire and police protection services, public transit services, and other public utilities associated with urban areas and normally not associated with non-urban areas.*

- 1.4 *Urban growth areas shall include greenbelt, open space, and encourage the preservation of wildlife habitat areas.*

- 1.7 *Development within established urban growth boundaries shall, as a minimum, conform to those urban development standards in effect within the respective municipality as of April 1, 1999. Bayview Ridge UGA urban standards for roads, sewer, and stormwater shall meet or exceed those in effect in the City of Burlington on April 1, 1999. UGAs with populations of over 1,500 or a Commercial/Industrial land allocation (new) over 100 acres shall have, as a minimum, the following levels of urban law enforcement and fire service levels:*

Law Enforcement

One commissioned law enforcement officer per 1,000 population served or per 100 acres of developed commercial or industrial property, whichever is the higher number.

Fire

Urban fire level of service standard for Urban Growth Areas are as follows:

1. *For Cities and their adjacent Urban Growth Areas, an ISO grading of five or better shall be maintained; otherwise*

2. *Within five minutes of being dispatched, the Fire Department shall arrive and be able to deliver up to 200 gallons per minute fire flow in an offensive (interior) attack, with a minimum of four firefighters, for responses to: structural fires, vehicle fires, other outside fires, motor vehicle accidents, activated fire alarm systems, or other hazardous conditions. The Fire Department shall also be capable of delivering a minimum of Basic Life Support including defibrillation, with a minimum of one First Responder or Emergency Medical Technician for medical*

responses.

Within 10 minutes of being dispatched, the Fire Department shall be able to support the interior structural fire attack with teams which may include: a ventilation team, a search & rescue team, a team for a backup line, and standby firefighters, totaling between 8 and 12 firefighters on-scene. The Fire Department shall also be capable of providing Heavy Rescue capability, including heavy hydraulics, at Motor Vehicle Accidents.

Within 20 minutes of being dispatched, the Fire Department shall be capable of delivering 1,500 gallons per minute fire flow in a sustained defensive attack mode for structural fire responses. For buildings larger than 10,000 square feet, the Fire Department shall be capable of delivering 2,000 gallons per minute, and shall have an elevated master stream capability. These requirements shall be met for 90 percent of all incidents.

Mutual aid requested under the Mutual Aid Contract may be used to provide relief to the initial operating crews, but shall not be used to provide initial attack capability, support functions, or sustained attack capability. This does not preclude automatic aid agreements under separate contract, which does provide these capabilities or functions from other agencies.

Times are considered to be "Response Time," which shall be measured by the sum of turnout time (the time from dispatch until the first arriving unit is enroute to the incident), plus travel time. Dispatch time shall be allocated a maximum of one additional minute, which is measured from the time the 9-1-1 call is received until the fire department is dispatched.

All operations shall be conducted in compliance with state and federal regulations, including training requirements for firefighters and maintenance requirements for equipment and apparatus.

All commercial and industrial facilities shall be inspected for compliance with the Uniform Fire Code at least annually. Water systems shall be installed in accordance with the Skagit County Coordinated Water System Supply Plan, with a fire flow meeting the requirements of the Uniform Fire Code.

Countywide Planning Policy 2 (GMA Goal 2) addresses reducing the inappropriate conversion of undeveloped land into sprawling, low-density development.

Pertinent specific policies include:

2.1 Contiguous and orderly development and provision of urban services to such development within urban growth boundaries shall be required.

Countywide Planning Policy 5 (GMA Goal 5) encourages economic development that is consistent with the adopted Comprehensive Plan, promotes economic opportunity, and encourages growth in areas experiencing insufficient economic growth, within the capabilities of natural resources, public services, and public facilities.

Pertinent specific policies include:

5.1 The development of environmentally sensitive industries shall be encouraged.

5.2 Home occupations that do not significantly change or impact neighborhood character shall be permitted.

5.5 A diversified economic base shall be encouraged to minimize the vulnerability of the local economy to economic fluctuations.

5.6 Commercial, industrial, and residential acreage shall be designated to meet future needs without adversely affecting natural resource lands, critical areas, and rural character and life styles.

5.13 Skagit County shall increase the availability of renewable resources and encourage the maximum attainable recycling of non-renewable resources.

5.15 The Comprehensive Plan shall support and encourage economic development and employment to provide opportunities for prosperity.

Skagit County Overall Economic Development Comprehensive Economic Development - Plan (OEDP) Strategy (CEDS)

The ~~OEDP~~ Comprehensive Economic Development Strategy (CEDS) recommends goals, objectives, and policies for economic development in Skagit County. Goal statements are summarized as follows:

Employment: Create and maintain diverse employment opportunities that meet the changing income needs of Skagit County residents.

Business Development: Sustain and enhance (value-added) the economic utilization of Skagit County's

natural resources and attract a more diversified base of non-resource industries consistent with local quality of life and environmental values, including high-tech industries.

Commercial Activity: Provide a range of commercial retail and service businesses to meet local resident needs and serve visitors to Skagit County at appropriate locations.

Visitor Services: Establish Skagit County as a visitor destination by preserving and enhancing the unique qualities of both rural areas and urban communities.

Human Services: Provide a full range of human and social services necessary to encourage a strong local economy.

Conservation & Economic Development: Encourage economic development that conserves natural resources and open spaces, protects environmental quality, and enhances Skagit County's overall quality of life.

Transportation & Economic Development: Provide, maintain, and encourage a transportation system that is adequate to attract and accommodate economic growth.

Business & Investment Climate: Foster a public-private cooperative partnership involving Skagit County, local cities, tribal governments, and state and federal agencies that is supportive of diverse business operations and investments throughout Skagit County.

The ~~2000-2003~~ *Skagit County Comprehensive Economic Development Strategy (CEDPCEDS)* and ~~2000~~ *Skagit County Comprehensive Plan* recognize the importance of the Bayview business/industrial area. As stated in the ~~QEDPCEDS~~: "The dominant player in the industrial property market in recent years has been the Port of Skagit County's Bayview Business and Industrial Park."

While the Port of Skagit County business and industrial park continues to provide for expanded employment opportunities in the area, there has been increased development activity, capital investments and marketing by landowners with private holdings in close proximity to the Port's Bayview properties. The Bayview Ridge area capitalizes on convenient access to SR 20 and easy access to I-5, midway between Seattle/Bellevue and Vancouver, B.C.; a mixture of construction-ready industrial sites, both small and large; immediate access to Skagit Regional Airport and rail service; and, the supporting infrastructure (public water, sanitary sewer, storm drainage, natural gas, electricity, and telecommunication services).

The ~~QEDPCEDS~~ used an employment-driven forecast methodology for estimating the total demand for County-wide industrial and commercial properties through ~~2015~~2025. For UGAs, approximate 2,750 acres of industrial and commercial acreage will be needed for future development. To meet this forecasted demand, 750 acres (or 27 percent of the total) is to be allocated to the Bayview Ridge UGA for industrial and commercial development.

The area adjacent to Skagit Regional Airport is considered a top priority area for economic development located outside of a municipality or natural resource area.

BAYVIEW RIDGE SUBAREA PLAN

Creating and maintaining a stable and diverse economy is important for many reasons. A diverse employment base provides a variety of job opportunities for Skagit County residents. It also minimizes the vulnerability of the local economy to economic fluctuations. A strong and stable economy also generates considerable revenues that help stabilize the local tax base so that local government is able to provide many needed and valued services.

The Subarea Plan recognizes the existing development pattern and designates the western and central portions of Bayview Ridge for continued business and industrial development. The specific land use/zoning districts include Aviation-Related (BR-AVR), Light Industrial (BR-LI), and Heavy Industrial (BR-HI).

The Aviation-Related (BR-AVR) uses encompass ~~761-768~~ acres adjacent to and including the airport. Only very limited opportunities for in-fill aviation-related development remain within this area.

The Heavy Industrial (BR-HI) designation encompasses ~~411-909~~ acres. Of this total, ~~114-477~~ acres are considered developed and ~~147-146~~ acres are ~~identified~~ wetlands and wetland buffers, leaving ~~150-272~~ -developable acres.

The Light Industrial (BR-LI) designation encompasses ~~1,741-1214~~ acres. Of this total, ~~487-169~~ acres are considered developed and ~~625-344~~ acres are ~~identified~~ wetlands and wetland buffers, 283 acres are airport

open space, leaving ~~629-363~~ developable acres.

Taken together, the Light Industrial (BR-LI) and Heavy Industrial (BR-HI) designations total ~~2,152~~2123 acres. Of this total, ~~604-646~~ acres are already developed, and ~~772~~773 acres are identified wetlands, buffers, and airport open space and wetland buffers. As shown in **Table 3-3**, ~~779-635~~ acres are left for future industrial development, including all necessary roads and associated utilities. ~~The Countywide Planning Policy 1.1 (2000)³ allocates 750 acres to this area for new development.~~

GOALS, OBJECTIVES, AND POLICIES

Goal 3A Create a high quality living and working environment in Bayview Ridge.

Objective 3A-1 Create and maintain diverse employment opportunities that meet the changing income needs of Skagit County residents.

Policy 3A-1.1 Facilitate the creation and retention of family wage jobs to meet the needs and demands of Skagit County households.

Policy 3A-1.2 Encourage diverse job options and entrepreneurial opportunities for persons interested in full-time and part-time employment or desiring to own their own business.

Policy 3A-1.3 Actively encourage business investments that provide economic and employment opportunities to meet the employment needs of all county residents.

Policy 3A-1.4 Skagit County should work cooperatively with local jurisdictions and Economic Development Association of Skagit County to address employment needs consistent with countywide regional policies.

Policy 3A-1.5 Encourage mixed use development to create a balance of incomes, jobs, and housing in appropriate areas.

Policy 3A-1.6 Market Bayview Ridge as a community and a place to conduct business and commerce.

Policy 3A-1.7 Encourage diverse job options for persons seeking full-time and part-time employment.

Policy 3A-1.8 Encourage the entrepreneurial spirit in those desiring to start their own business.

Policy 3A-1.9 Allow residential units to be mixed with commercial and light industrial when combined in a mixed PRD.

Policy 3A-1.10 Monitor the availability of industrial land as part of the comprehensive planning process.

Objective 3A-2 Sustain the economic utilization of Skagit County's natural resources and attract a more diversified base of non-resource industries consistent with local quality of life and environmental values.

Policy 3A-2.1 Plan for a diversity of ready-to-build sites with sufficient infrastructure and support services needed to meet demand for industrial land.

Policy 3A-2.2 Encourage clean up, re-use, and redevelopment of vacant or underutilized industrial sites.

Objective 3A-3 Encourage economic development that conserves natural resources and open spaces, protects environmental quality, and enhances Skagit County's overall quality of life.

Policy 3A-3.1 Encourage development of commercially and environmentally viable recycling businesses.

Policy 3A-3.2 Keep development standards in place that are clear, reasonable, and economically feasible requirements, and that provide for concurrent mitigation of impacts on transportation, drainage, parks, public safety, and other elements of the environment.

Objective 3A-4 Provide, maintain, and encourage a transportation system that is adequate to attract and accommodate projected economic growth.

Policy 3A-4.1 Support the Port of Skagit County in promoting the continued growth of general/business aviation while encouraging commercial passenger/cargo service operations at the Skagit Regional Airport consistent with the Skagit Regional Airport Master Plan.

Policy 3A-4.2 Develop and coordinate programs and implement projects to effect combined objectives of transportation and economic development.

Policy 3A-4.3 Plan and site each new development to minimize the impact of new traffic generated on the level of service. Maintain the level of service for roads and intersections as adopted in the Skagit County Comprehensive Plan. Ensure that concurrent mitigation is feasible and that there will not be a need to curtail new development because of traffic impacts on level of

service.

Policy 3A-4.4 Work with the State Department of Transportation, the Port of Skagit County, and the city of Burlington in the ongoing program to improve to identify and facilitate improvements to the intersections of with SR20, and Higgins Airport Way and of SR20 and Pulver Road.

Policy 3A-4.5 Provide for a quality working environment through appropriate public and private amenities including public and private infrastructure, open space, and landscaping.

Policy 3A-4.6 Intermodal connections with future passenger and freight rail, commuter transit, and park and ride lots shall be encouraged because they are all significant for the future growth and development of the industrial base in Bayview Ridge.

Policy 3A-4.7 Provide well-defined access routes into the industrial area that do not conflict with access to the community center or residential area.

Objective 3A-5 Foster a public-private cooperative partnership involving Skagit County, local cities, tribal governments, and state and federal agencies that is supportive of diverse business operations and investments throughout Skagit County.

Policy 3A-5.1 Provide the public services and public facilities necessary to support a high quality of life and attract business investment.

Policy 3A-5.2 Develop a long-term program that effectively builds local capacity for sustained economic development.

Policy 3A-5.3 Provide planning flexibility that will be responsive to unforeseen or changing economic conditions and community expectations.

Policy 3A-5.4 Review land-use and permitting procedures to assure that regulatory processes are understandable, predictable, and can be accomplished within reasonable time periods in a manner that meets or exceeds state statutory requirements.

Policy 3A-5.5 Encourage business investment as a means to provide job opportunities for Skagit County residents.

Policy 3A-5.6 Maintain a balanced tax system that is competitive for business and residential investment.

Policy 3A-5.7 Encourage economic development that creates a net positive fiscal impact for Skagit County and local communities.