



Planned Unit Developments

What is a Planned Unit Development (PUD)?

A PUD is a type of development and a regulatory process. Individual definitions can vary greatly depending on the community or jurisdiction and its goals. Generally, the purpose of a PUD is to allow greater flexibility in the configuration of buildings and/or uses on a site than is allowed in standard zoning ordinances, together with additional public process to review the proposed PUD.

For Bayview Ridge, a PUD is...

A conceptual development plan under single ownership or unified control that may include two or more phases of development.

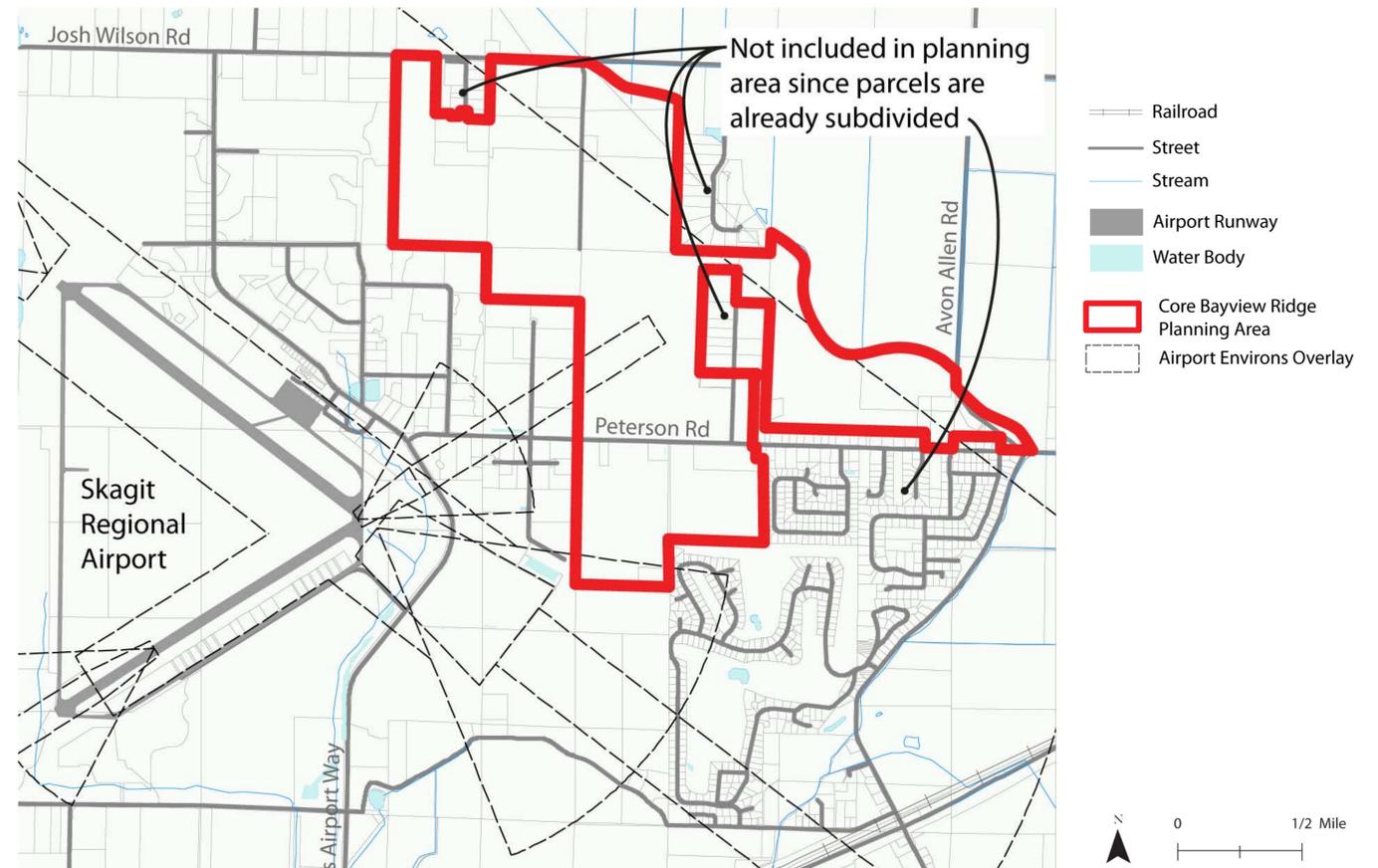
What is the purpose of requiring a PUD?

Ensure that developments are coordinated, connected, and planned consistent with goals and objectives of the Bayview Ridge Subarea Plan.

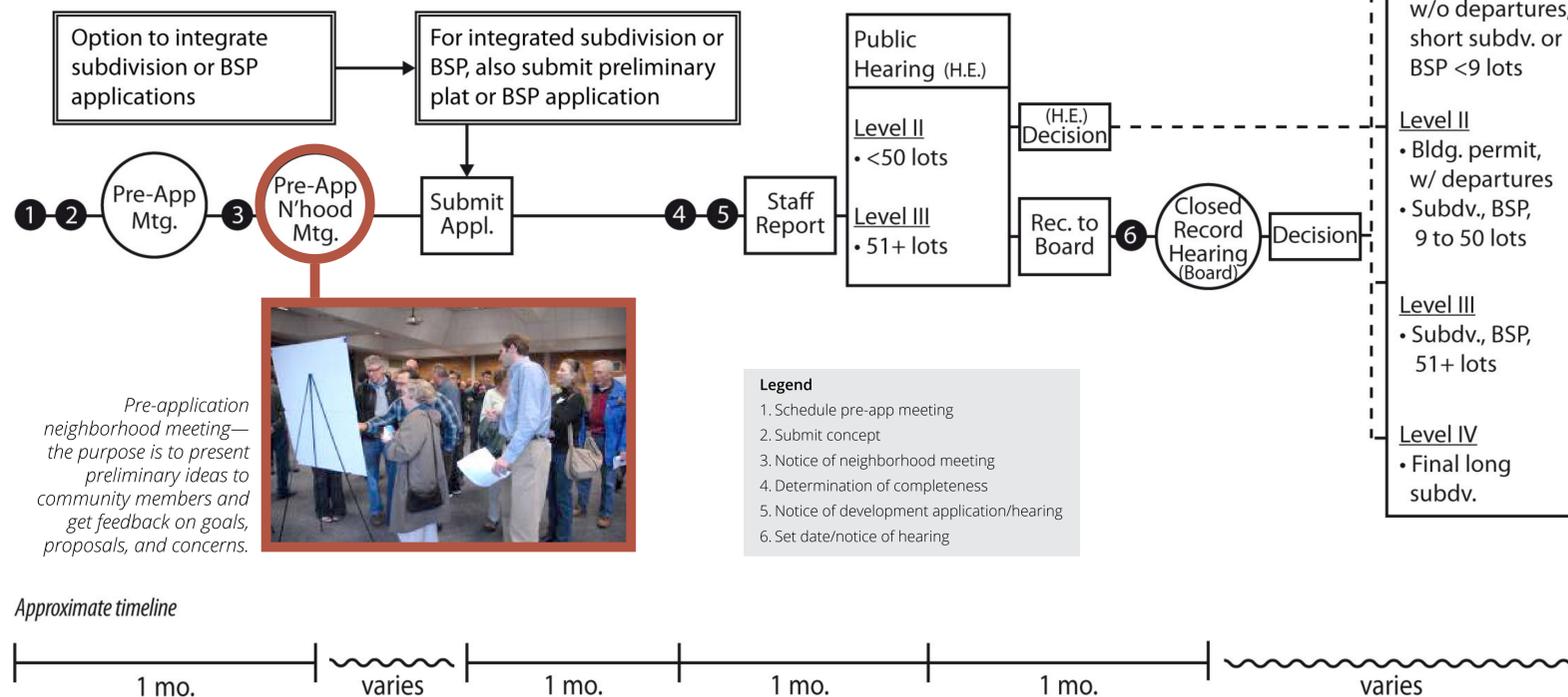
When is a PUD required?

Prior to or integrated with any subdivision or binding site plan application in the Core Bayview Ridge Planning Area (see map to the right). Conformance for subarea properties outside of the Core Planning areas is **voluntary**.

Core Bayview Ridge Planning Area



What is the review process?



PUD Examples

PUD's come in many shapes and sizes. The examples below integrated a mix of housing types, parks/common open spaces, a connected road network, and sidewalks/trails.





Roads & Transportation

Can the Bayview Ridge road network accommodate the projected population & employment growth?

Yes, provided strategic road connections and improvements are completed as new developments are phased in.

Who will build the new roads needed?

Developers must construct new roads that are internal to the development and serve the new development.

Can we expect more conflicts between airport & employment traffic & residential development?

SR 20 via Airport Higgins Way is the primary truck route to/from airport/employment uses. The Subarea Plan calls for Peterson Road to be designed as the major residential entryway to the area.

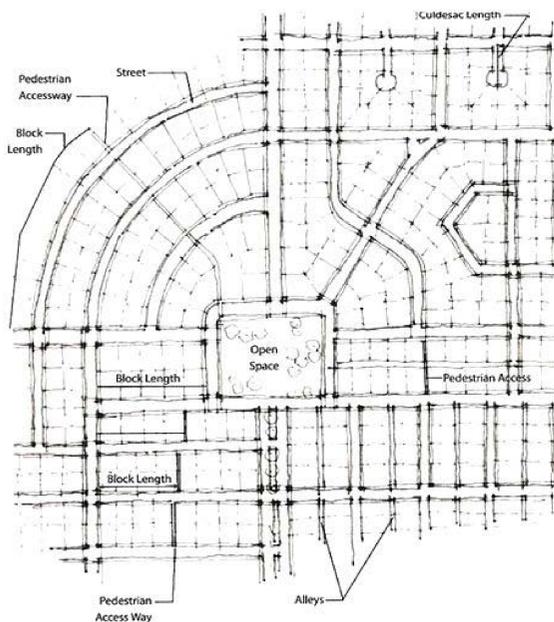
What are the standards for the design of new roads?

See street standards images to the right.

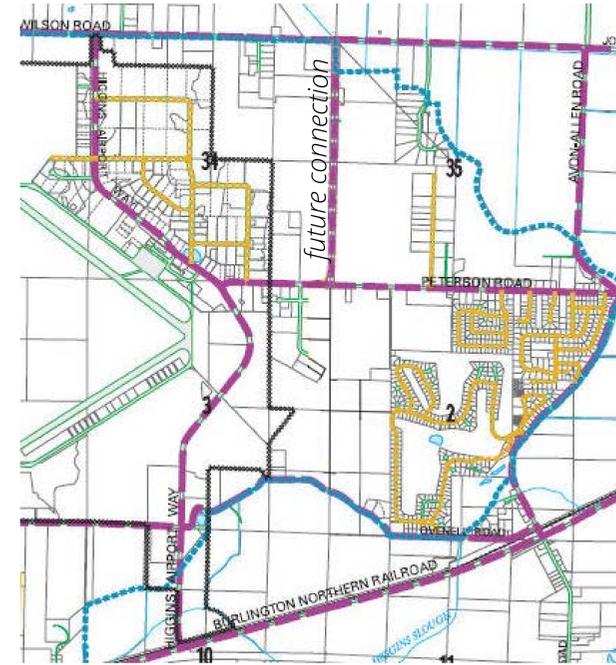
Are there standards for the layout of new streets?

Yes, streets must connect to existing, proposed, or planned streets outside of the subdivision.

A new north-south connection between Peterson Road and Josh Wilson Road is likely needed.



Example of a well-connected road network

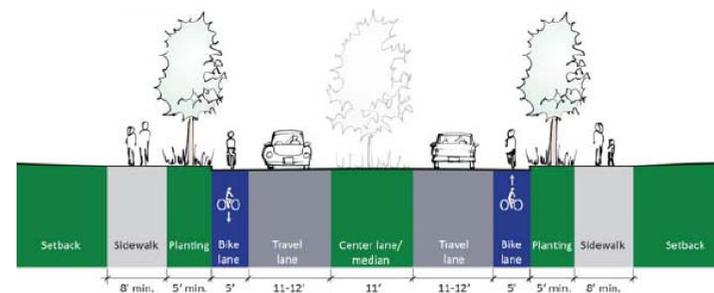


Bayview Ridge Subarea Road System

- Major Collector
- Proposed New Local Access
- Local Access
- Subarea Plan Boundary
- Port Of Skagit County Boundary

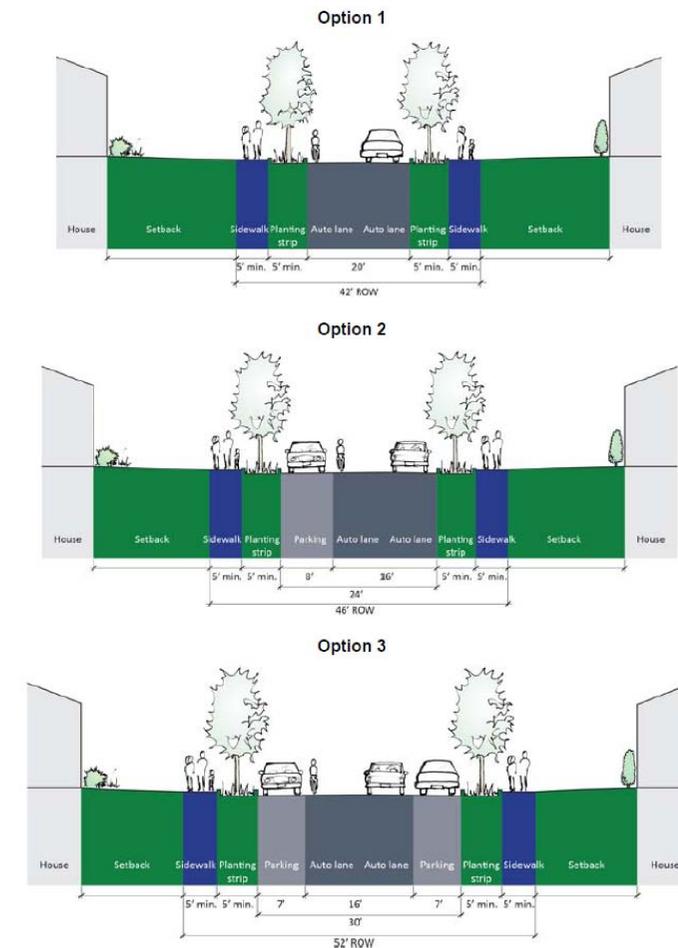


Proposed street standards Peterson Road



New streets in BR-LI will match existing pattern.

3 design options for new streets in BR-R





Community Center Zone

What is the vision for the Community Center zone?

A pedestrian-friendly village that provides small scale retail and commercial uses primarily serving subarea residents and employees.

How large is the zone?

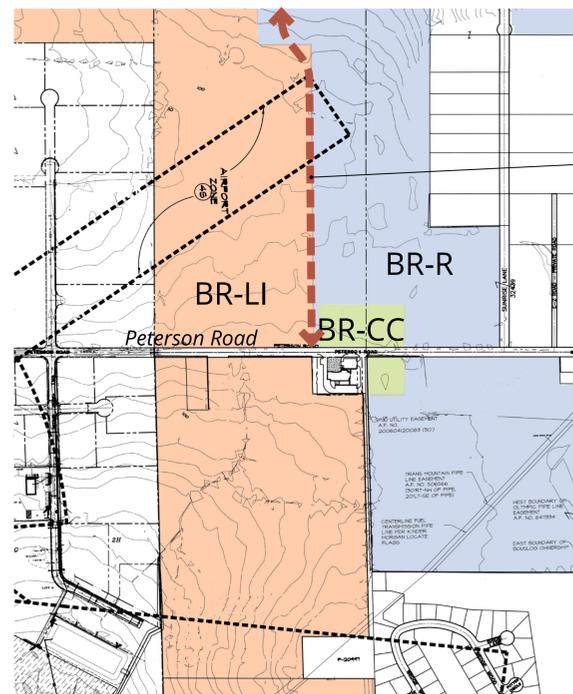
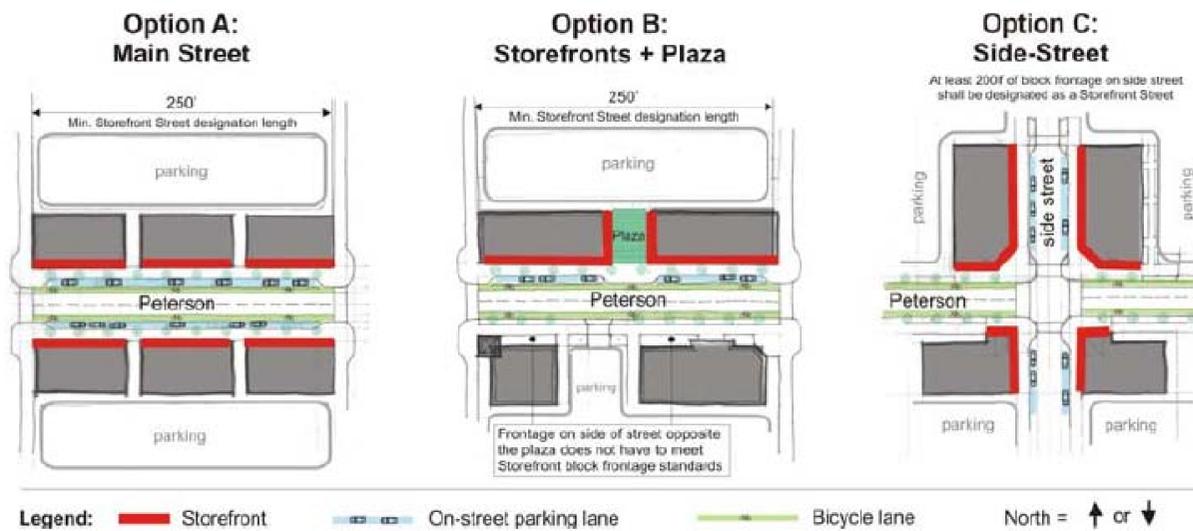
The proposed zone will be 5-15 acres, large enough to accommodate commercial/retail services for Bayview Ridge's projected residential and employment population. This is a reduction from the current 40 acres since the planned community park serving the area is no longer required in this zone (and may be located in the BR-R zone).

Are a mixture of uses allowed in this zone?

Yes, residential uses are allowed except along ground floor frontages of Peterson Road where storefronts are emphasized.

What are the proposed design concepts?

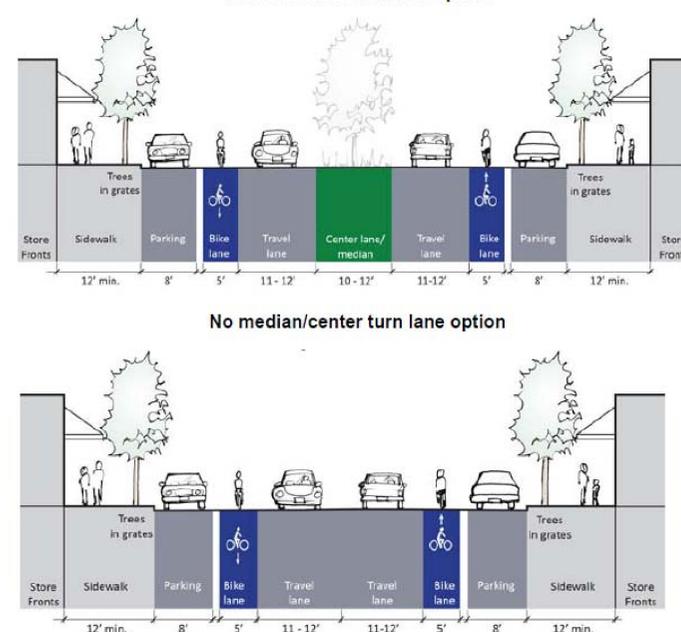
BR-CC village core area design options: Applicants may choose from one of three design options for the BR-CC village core area, as defined below and summarized in Figure 14.46.410.



Refining location and size of BR-CC Zone

Planned connection to Josh Wilson Road

Peterson Road cross-section options for BR-CC zone



Parking location along Peterson Road

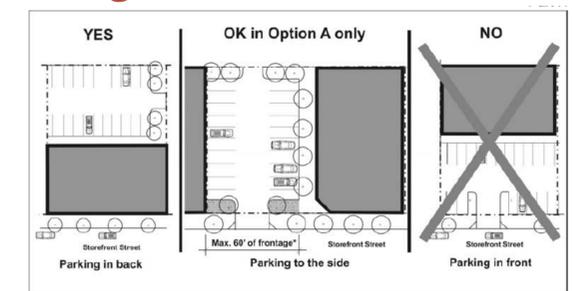


Figure 14.46.410(3)(c). Parking lot location standards for Storefront Street block frontages. Note that the walkway to the side of the parking area is not included in the calculation for the parking area.



Plaza examples under option B

Example concepts for Peterson Road in BR-CC zone





Schools, Parks, & Trails

What's the plan for schools?

Schools are proposed as a permitted use in the BR-R and BR-CC zone subject to conditions emphasizing safe pedestrian access, a prominent entry, and promoting joint public use of the playfield. Although no specific site has been identified, the school district will be coordinating with key property owners, and PUD applicants in the core planning area are encouraged to show concepts with and without schools on large sites.

What's the plan for parks?

The Subarea Plan and the Skagit County Parks Plan call for the integration of parks and open spaces to serve residents of the subarea and provide for compatibility with the airport. The plans and code propose a Community Park (18.2 acres) and 9.1 acres of Neighborhood/Pocket Parks to serve the anticipated 20-year build-out population of approximately 5,000 residents (which includes existing residences, the BR-R, and the BR-URV).



Community Park examples

The park on the right (Bing Maps) could be counted as either a Community Park or a Neighborhood Park. It includes a recreational center, a sports court, amphitheatre, play area, open field, community garden, and off-street parking.



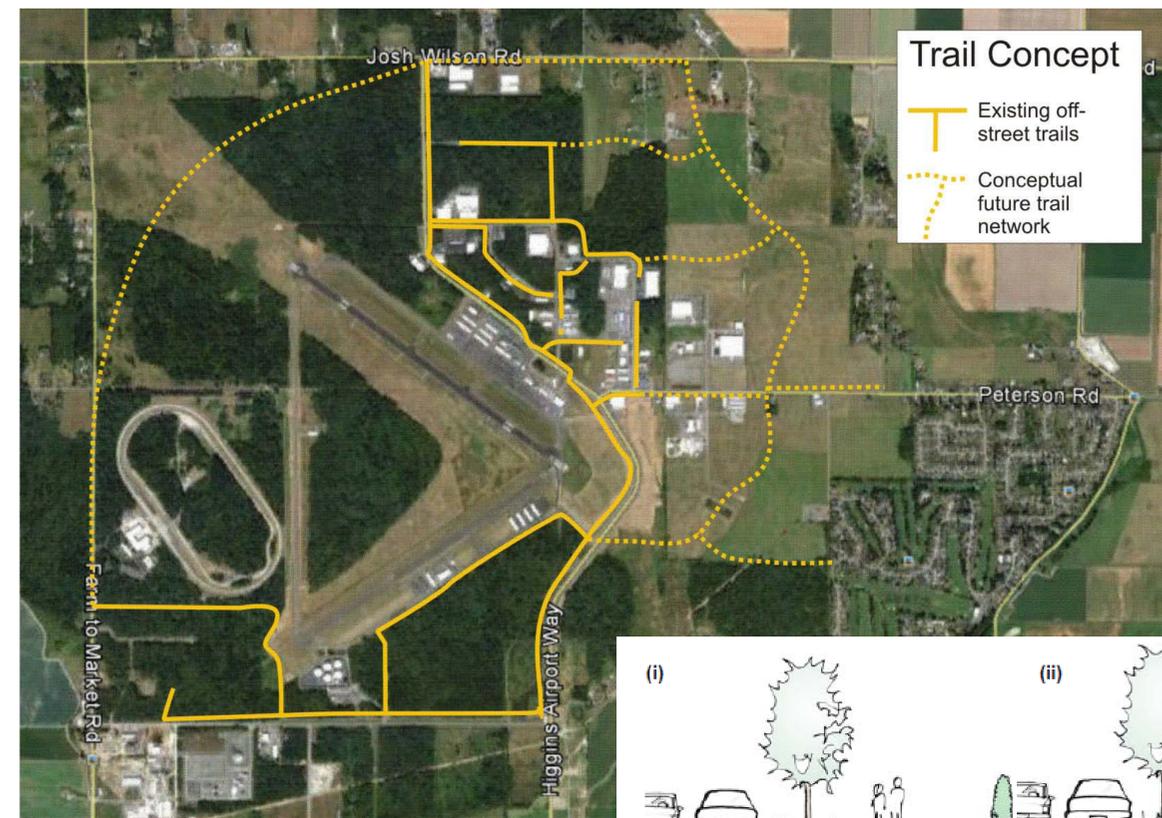
Neighborhood/Pocket Park examples

What about Trails?

The subarea already contains an excellent trail system surrounding the airport and along the streets within Port properties. The new code proposes to expand this network of trails in conjunction with new development.

For light industrial areas, the new code requires a separated trail along one side of all new streets to match existing development.

For new residential development, see map below for proposed future trail connections.



Desirable off-street trail configurations



Example trails

Figure 14.46.440(3)(d). Design options for trails that align next to public streets.



Residential Development

What are the goals for new residential development?

Create walkable residential neighborhoods that are compatible with airport operations, industrial areas, and adjacent existing residential development. New residential development can serve as a buffer between existing residential development and future new industrial areas. Minimize environmental impacts associated with new development.

What is the proposed density of new development?

4 dwelling units per acre base density (average) and up to 6 units/acre via bonus incentives. Reduced densities are required in some airport safety zones.

What types of density bonuses and how do they work?

Density can exceed 4 du/acre (to 5 du/acre) via the purchase of Farmland Density Credits. Density can exceed 5 du/acre (to 6 du/acre) via the purchase of Farmland Density Credits, via affordable housing incentives, or via environmental certification.

What types of housing are permitted?

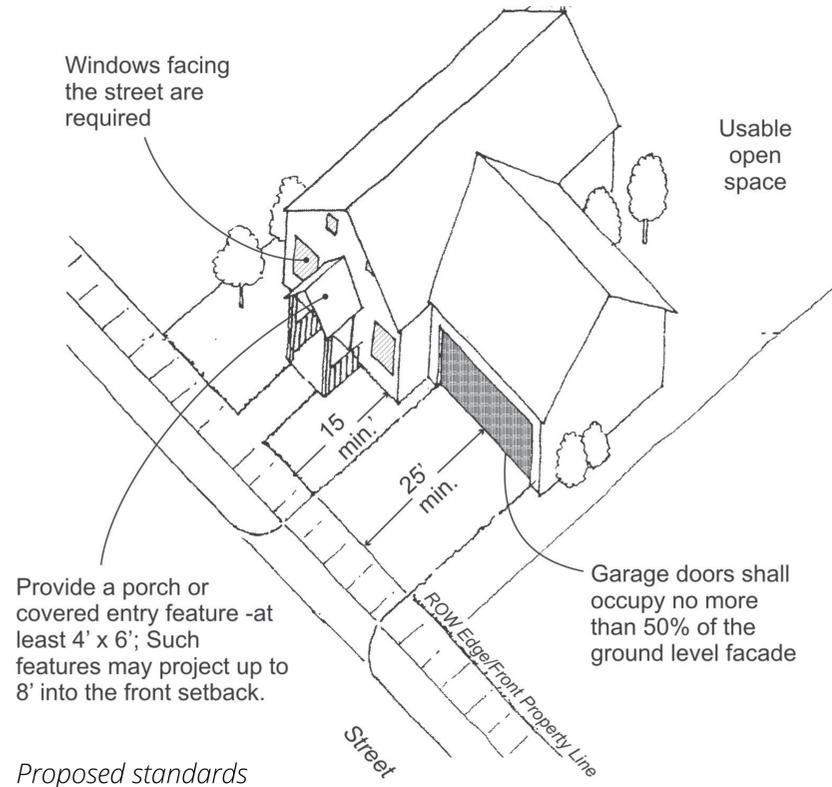
A variety of housing types are allowed, including cottage housing, duplexes, townhouses and apartments. The planned density, however, ensures that most BR-R zoned land will likely be developed with detached single family.

What other key provisions are proposed to mitigate impact of development and help meet community design goals?

- Block layout and connectivity standards (see other poster)
- Local residential street standards (see other poster)
- Subdivision design standards
- Integration of trails and parks (see other poster)
- Impervious area standards - set on a sliding scale based on density
- Housing type standards - see graphics

Detached single family

(The most prominent form of housing likely in the core planning area.)



Examples

Cottage houses



Accessory dwelling unit



Townhouses

