

CHAPTER 2 - Land Use, Community Character, And Design

INTRODUCTION

The Land Use Element addresses future land use within the Bayview Ridge Subarea. It represents the county's policy plan for urban growth through the year 2015. The Land Use Element specifically considers the general distribution and location of land uses, the appropriate intensity and density of land uses given development trends, and provides policy guidance for new residential, industrial, and commercial development.

Community character and quality of life are intangible yet critical aspects of community development. The pattern of urban development created by the Bayview Ridge Subarea Plan should strengthen community identity and reflect local values and opportunities. Because large areas will be developed over the 20-year period, how that development does or does not strengthen and fit with the existing community is a key issue. Requiring a high quality of community design helps create a sense of place. Retaining the sense of the existing landscape, maintaining views, and requiring appropriate scale and amenities in new developments are key components to strengthening community character.

EXISTING LAND USE

The Bayview Ridge Subarea encompasses 4,011 acres with a mix of industrial, commercial, residential, and wetlands/buffers land uses, as well as vacant land. The Subarea is separated from the surrounding agricultural valley by both arterial streets and topography. This separation allows the Subarea to maintain its unique identity. Existing land use within Bayview Ridge is summarized in *Table 2-1*.

Land use within the Bayview Ridge Subarea is influenced by the long-term needs of the Skagit Regional Airport, an essential public facility (see Chapter 11). Much of the Subarea lies within the Airport Environs Overlay (AEO) zoning district. Preserving

the utility of the airport while assuring public safety is an important land use compatibility issue. This issue is more thoroughly addressed in the *Skagit Regional Airport Land Use Compatibility Study* (Reid Middleton, June 2000).

TABLE 2-1
BAYVIEW RIDGE EXISTING LAND USE
based on 2001 land cover, not zoning

Use	Total Acreage
Skagit Regional Airport	761
Industrial Development	601
Commercial Development	0
Residential Development	494
Wetlands/Buffers	1,023
Vacant, Developable Land	1,132 ¹
Total	4,011

1. Does not include 244 acres of wetlands and wetland buffers in residential areas. Wetlands and/or wetland buffers are protected by the County's Critical Area Regulations. However, allowed residential densities from these areas can be transferred to other portions of the same ownership. For purposes of determining the potential number of housing units for each alternative, no deduction has been made for wetland and/or wetland buffer acreage in residential zones.

Additionally, the Subarea has a long history of industrial and residential development and infrastructure investment, from public and private entities, outside the Skagit Regional Airport property. For example, the Subarea includes more than one mile of frontage on the Burlington Northern and Santa Fe Railroad line. This rail line is currently underutilized. Burlington Northern and Santa Fe Railroad upgraded its switching capabilities in Burlington to serve this section of track. Additionally, an extensive network of underground electrical distribution lines as well as high capacity high voltage line running along SR 20 also serves the area. The high voltage lines are sufficient to serve additional sub-stations as may be required by heavy industrial

users. Similarly, two large natural gas lines run along the southern part of the Subarea and are available to serve industrial and other uses. Public water service is provided to a majority of the Bayview Ridge Subarea by Public Utility District of Skagit County (PUD No. 1). Distribution lines in the area range from 3 to 18 inches in diameter. In 1999 a new 2.9 million gallon storage reservoir was constructed. As of 2000, there were approximately 726 residential and commercial meters in the Subarea. Further, a sanitary sewer system is provided and maintained by the city of Burlington. The city of Burlington's wastewater treatment plant is currently undergoing a two-phase expansion project. Phase I was completed in 2001 and Phase II is expected to be completed in 2005. Finally, Verizon Communications recently installed redundant fiber optic lines to serve the Fredonia Business Park, a 130-acre industrial park in the southwest portion of the Subarea. The fiber optic lines provide state-of-the-art communications options for commercial and industrial uses. The combination of modern infrastructure and the location of the Subarea along SR 20, surrounding the Skagit Regional Airport and bound by residential development at urban densities on the East, make the Subarea unique and ideally suited for further development.

EXISTING COMMUNITY CHARACTER

13,000 years ago, retreating glaciers deposited gravelly material, creating this unique setting, a plateau with an incredible panorama of gorgeous, fertile Skagit County farmlands, San Juan Islands, salt water, and two mountain ranges. That is a gift of nature and the basic soul of Bayview Ridge. It defines the essence and the character of the area.

In 1933 what is now known as the Skagit Regional Airport was first built as a military facility in Bayview Ridge. Over time, Bayview Ridge developed sporadically; the industrial base and urban density residential elements developed concurrently but independently. The industrial area developed because of available land outside of primary agricultural lands, while the residential subdivisions and golf course communities were created to take advantage of the spectacular setting. Public and private utility and infrastructure created a climate of development, but without a common theme, strategy, or particular sense of community. In more recent years the State of Washington passed the 1990 Growth Management Act (GMA) and the Bayview Ridge area

has evolved into an independent, non-municipal urban growth area (UGA) without a Subarea Plan to support it.

RELATIONSHIP TO OTHER PLANS

Countywide Planning Policies

Countywide Planning Policy 1.1¹ (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 following table:*

Urban Growth Areas	Residential Population (2015)	Commercial/Industrial Land Allocations (New)
Bayview Ridge	3,420	750

- 1.2 *Cities and towns and their urban growth areas, and non-municipal urban growth areas designated pursuant to CPP 1.1 shall include areas and densities sufficient to accommodate, as a target, 80 percent of the county's 20-year population projection.*
- 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.*

BAYVIEW RIDGE SUBAREA PLAN

Land Use

The Bayview Ridge Subarea Land Use Plan, shown in *Figure 7*, is based on a vision of how the area should grow and develop while protecting a high quality of life and equitably sharing the public and private costs and benefits of growth. The concept of the Plan supports the existing urban land use patterns, takes the unique condition of the Skagit Regional Airport into consideration along with the unique natural features of the Subarea, and establishes the framework for urban governmental services and facilities in the Bayview Ridge community. The overall intent of the Plan is to create a cohesive community, providing for an urban level of development with urban services.

It is recognized that urban development within the Subarea will occur over time. Any portions of the Subarea not designated and zoned for urban development at this time will be placed within a rural classification. Development within any rural area will be required to be clustered so as not to preclude future urban development. Future land use within the Bayview Ridge Subarea will build on the existing land use pattern and will encompass residential, limited commercial, business/industrial, and aviation-related uses. Future land use designations within the UGA include: Bayview Ridge Residential (BR-R), Bayview Ridge Community Center (BR-CC), Bayview Ridge Light Industrial (BR-LI), Bayview Ridge Heavy Industrial (BR-HI) and Aviation – Related (AVR). Parks and/or open space are included in each land use designation as appropriate.

As noted, almost all of the Bayview Ridge Subarea lies within the AEO zoning district. This district promotes land uses compatible with the airport and prohibits certain uses. Prohibited uses include those within which the occupants cannot move quickly out of harm's way (i.e., hospitals, nursing homes, churches and new K-12 schools), above ground storage of flammable materials or other hazardous substances which are not incidental to the primary use, and mobile home parks. Each of the Subarea land use designations and associated zoning regulations are consistent with the AEO zone.

The eastern portion of the Subarea is designated for residential development. The BR-R designation encompasses both the existing residential development south of Peterson Road and undeveloped properties between Peterson Road and the hillside to the north. BR-R is a residential zone, which may accommodate a variety of housing types and options including detached

single-family residences, apartments, condominiums, duplexes, townhouses and accessory dwelling units. Due to the constraints of the airport safety zones, densities are limited to an average of four units per acre. It is recognized that future residential densities in the Bayview Ridge area could increase to as many as six units per acre in the event that additional population is allocated through Countywide Planning Policies or the area is identified as a suitable “receiving zone” as part of a larger countywide Transfer of Development Rights program. Neighborhood shopping and service uses are not available now within the Subarea. Both residents and employees must travel outside the Subarea for day-to-day needs such as groceries, business and professional services, restaurants, etc. Space for public gatherings is also lacking.



The Bayview Ridge Community Center (BR-CC) designation provides a central location for community businesses and public uses that are relatively small in size, consistent with the needs of the local area employees and residents. The BR-CC designation applies to a 15-acre area along Peterson Road, designed to be accessible to both the residential and business areas. Common open space/greenbelts will be integrated into the master plan for the commercial properties.

The Bayview Ridge Aviation-Related (BR-AVR) designation provides for uses directly related to the airport and encompasses the airport runways, taxiways, the terminal, and their immediate environs. The BR-AVR zone also provides for amenities related to the airport terminal such as a restaurant.

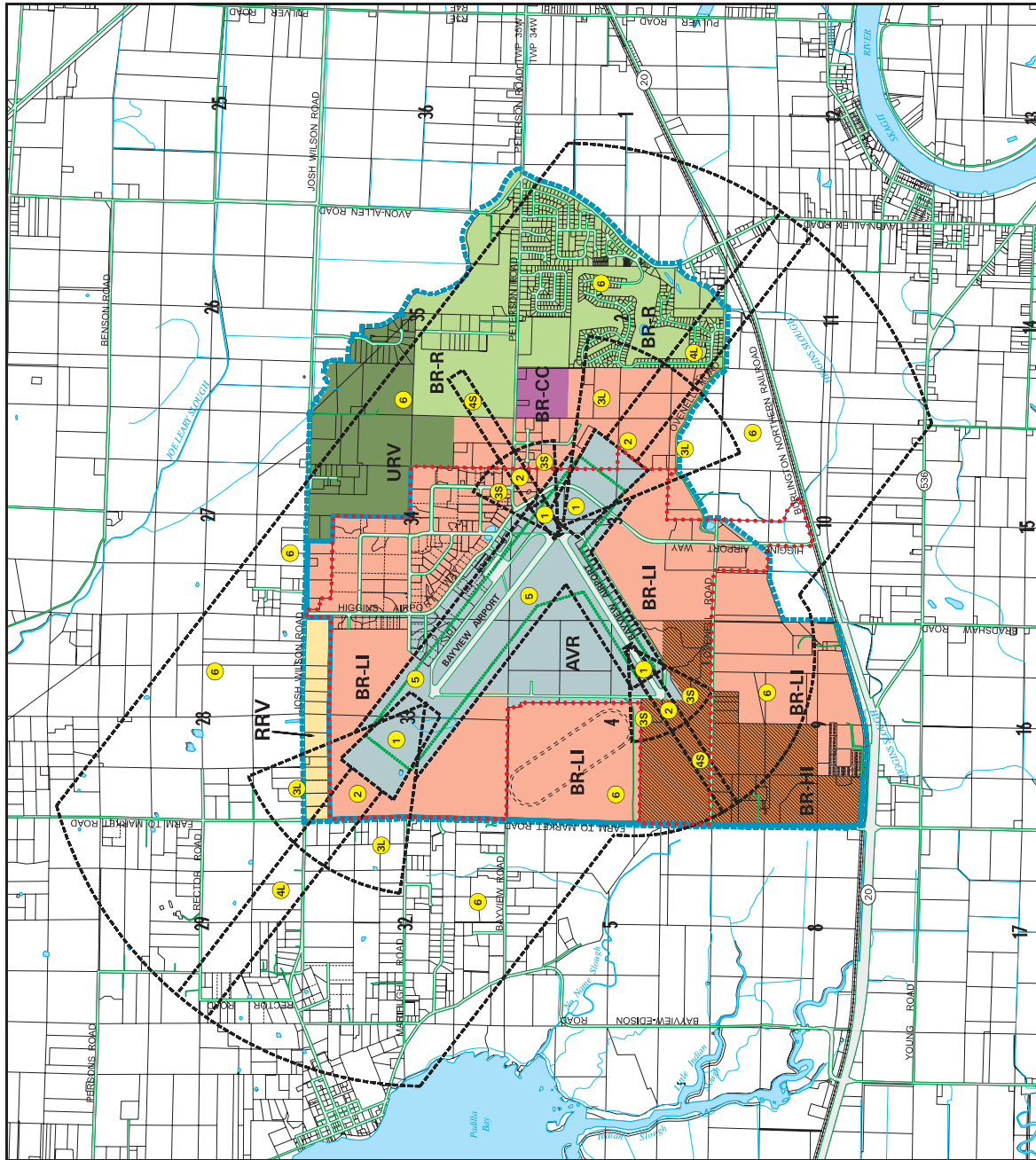


Figure 7

The Bayview Ridge Light Industrial (BR-LI) zone, which provides for light manufacturing and related uses, encompasses the majority of the Port of Skagit County ownership, the Paccar Technical Center, and additional properties east and south of the airport. This zone is designed for compatibility with the Skagit Regional Airport and establishes performance standards, including restrictions on building height and particulate and smoke emissions. Where the BR-LI zone abuts residential properties, buffers are required to protect the residential development.

A portion of the existing industrial area located at the southwest corner of the Subarea is designated for Heavy Industrial (BR-HI) uses as well as those uses allowed in the BR-I zone. Washington Alder and Lignotech are located in this area.

Open space will be required for each new development project consistent with the Skagit Regional Airport Land Use Compatibility Study findings. A 25-acre community park is also planned for the area. Additionally, community open space and pocket parks, along with areas for employee recreation, will be addressed in the master site planning process.

There are a few areas outside the UGA, but within the Subarea, that abut the Bayview Ridge Residential (BR-R) area that will be rezoned to Urban Reserve (URv). These lands are on the fringe of the UGA. The URv designation is intended to protect areas from premature land division and development that would preclude efficient

transition to urban development. The URv designated lands are intended for future urban development and are identified as the primary areas to be included in the UGA in the future. These lands may be added to the UGA, as needed to accommodate any future population allocations, through amendments to the Skagit County Comprehensive Plan.



The 78-acre tract of land south of Josh Wilson Road will retain its current Rural Reserve (RRv) designation. *Table 2-3* shows the land available for development in each of the land use designations.

TABLE 2-3
BAYVIEW RIDGE EXISTING LAND USE

USE/ZONING	Total Acres	Developed Acres	Roads/ Right of Ways	Wetlands/ Buffers	Developable Acres
Aviation-Related	761	754	7	N/A	Infill
Community Center	40	0	0	7	32
Heavy Industrial	411	92	22	147	150
Light Industrial	1,707	441	46	625	595
Bayview Ridge Residential	709	343	59	124	307
Sub-Total (UGA Total)	3,628	1,630	134	903	1,084
Rural Reserve	78	30	0	19	48
Urban Reserve	315	56	6	101	253
SUBAREA TOTAL	4,021	1,716	140	1,023	1,385

Note: Calculations for Table 2-3 can be found in Appendix A.

Community Character and Design

Enhancing the community character of Bayview Ridge is an important part of the Subarea Plan. Providing a sense of place for current and future residents of the Bayview Ridge Subarea is vital. The intent of the Subarea Plan is to accommodate new growth in a manner that is consistent with the Skagit Regional Airport operations as described in the Skagit Regional Airport Master Plan and respects and enhances the quality of life currently enjoyed by residents in Bayview Ridge. The natural beauty and community setting shall be protected by providing public spaces and creating or maintaining open spaces in a strategic manner. Private and public development decisions should reinforce a clear distinction and separation between industrial and residential areas, except when they are coordinated through a master planned development process.

Community design can be thought of as those elements of the community environment that convey the visual impressions of that community and contribute to the community's character. The various elements of community design can be grouped into several broad categories: (1) the natural setting; (2) the existing development; (3) the potential for future development; and (4) the public and private infrastructure, such as streets, sidewalks, lighting, landscaping, and above ground and underground utilities, storm water systems, fiber optic cables, water and sewer.

Community character and design are often shaped by a community's development standards. Flexible development standards are critical for both the existing and future residential community. The use of flexible and incentive-based regulatory tools often results in better designed and community supported developments. Developers are given incentives in the form of zoning flexibility, property tax breaks, or density and other bonuses while the community benefits from greater open space, aesthetically pleasing landscaping and the use of good design techniques.

Goals, objectives and policies that promote community character and design are found throughout the Bayview Ridge Subarea Plan since each element of the Plan impacts the character of the Subarea.

GOALS, OBJECTIVES, AND POLICIES

Goal 2A Provide for urban development within the Bayview Ridge UGA, which integrates existing and proposed uses, creating a cohesive community.

Objective 2A-1 Manage urban land use patterns in the community to optimize and balance the types and locations of uses.

Policy 2A-1.1 Develop regulations for Bayview Ridge Heavy Industrial and Light Industrial zones that provide areas for industrial development compatible with Skagit Regional Airport and adjacent residential use, and are largely devoid of nuisance factors, hazards, or exceptional demands on public facilities.

Policy 2A-1.2 Develop regulations for the Bayview Ridge Community Center area that provide for limited neighborhood shopping opportunities and a gathering place for community activities in a well designed setting, consistent with the character of the community.

Policy 2A-1.3 Allow mixed use development in logical areas to provide opportunities for residents to walk to work and neighborhood shopping locations.

Policy 2A-1.4 Develop regulations for the Bayview Ridge Residential area that provide for the enhancement of existing neighborhoods and transition of undeveloped lands to urban residential development consistent with the character of existing Bayview Ridge residential development.

Policy 2A-1.5 Discourage uses that conflict with the continued operation of the Skagit Regional Airport, as identified in the Skagit Regional Airport Master Plan, through the Airport Environs Overlay (AEO) development standards. The construction of a school will require special siting criteria.

Objective 2A-2 Provide and maintain adequate infrastructure and an adequate level of urban services to accommodate proposed development.

Policy 2A-2.1 Coordinate with the City of Burlington and the special districts that serve Bayview Ridge to develop a Capital Facilities Plan specific to the Subarea.

Policy 2A-2.2 Encourage the joint use of public facilities, including a satellite Sheriff's office at the new fire station.

Objective 2A-3 The Bayview Watershed Stormwater Management Plan shall be adopted prior to any further land divisions in the Bayview Ridge Community Center, or Bayview Ridge

Industrial, Heavy Industrial or Aviation Related zoning districts except those approved Industrial and Heavy Industrial districts established by Skagit County Ordinances No. 17938 and No. 18264. After adoption of the Bayview Watershed Stormwater Management Plan, all new development shall comply with this plan.

- Policy 2A-3.1 Establish limits on new impervious surfaces created within the Subarea.*
- Policy 2A-3.2 Require all new development to comply with the Bayview Watershed Stormwater Management Plan.*
- Policy 2A-3.3 Encourage the use of permeable surfaces and other new technologies in building construction and property development, consistent with County drainage regulations.*
- Policy 2A-3.4 Require cost-sharing arrangements which include Skagit County, Drainage District, and developer participation in the funding of required drainage improvements.*
- Policy 2A-3.5 Provide adequate enforcement, maintenance, and inspection services for storm drainage facilities.*
- Policy 2A-3.6 Provide businesses and residents of the Subarea with information regarding water quality and potential impacts to water quality from new development.*

Goal 2B Provide for rural development within the Bayview Ridge Subarea which complements the urban development within the adjacent UGA.

Objective 2B-1 Designate Urban Reserve areas adjacent to the Bayview Ridge UGA in order to preserve the opportunity for orderly and efficient transition from rural to urban residential land uses if and when needed in the future.

- Policy 2B-1.1 Urban Reserve areas are intended to provide guidance for where the UGA may expand at some future date. Inclusion of land in an Urban Reserve area does not necessarily imply that any of the land within the district will be included within the UGA at some future date.*
- Policy 2B-1.2 Urban Reserve areas shall about the established UGA. The Urban Reserve area shall not include designated Agricultural - Natural Resource Lands.*

- Policy 2B-1.3 Consideration shall be given to the following in the establishment and location of the Urban Reserve district within the Bayview Ridge Subarea:*
- a. The efficiency with which the proposed reserve can be provided with urban services in the future;*
 - b. The efficiencies with which the proposed reserve can be urbanized;*
 - c. The proximity of jobs and housing to each other;*
 - d. The protection of designated agricultural land and floodplains from nearby urbanization.*

- Policy 2B-1.4 Develop regulations for the Urban Reserve area that requires clustering of development within designated areas outside the UGA so as not to preclude future urban residential development, and provide for a transition from rural to urban infrastructure.*

Objective 2B-2 Ensure that rural areas within the Bayview Ridge Subarea develop in a manner that complements the urban development in the adjacent UGA.

- Policy 2B-2.1 All new land divisions shall create lots of 10 or more acres in size, unless proposed as a CaRD, in which the overall density is one (1) dwelling unit per five (5) acres.*

Goal 2C Strengthen community identity and maintain a high quality of life through creative, high quality design.

Objective 2C-1 Retain and strengthen the significant features of the natural landscape.

- Policy 2C-1.1 The land use pattern and transportation network should respect existing land forms and should use existing natural features to provide definition between various parts of the Subarea.*
- Policy 2C-1.2 Require new residential and commercial development to be compatible with the existing landscape.*
- Policy 2C-1.3 Require new industrial development to retain natural vegetation in landscape areas and buffers not subject to development.*

Objective 2C-2 Adopt development standards, including design standards, that strengthen community character and identity.

- Policy 2C-2.1 *Require that building height and scale reflect the character of the area and insure safe airport operations.*
- Policy 2C-2.2 *Encourage the development of open space that is both aesthetically pleasing and has functional value. Functional open space includes the provision of land for aircraft safety as well as recreation opportunities.*
- Policy 2C-2.3 *Require landscaping in all new commercial and industrial development, including streetscapes. Encourage use of native plants in such landscaping..*
- Policy 2C-2.4 *Require that the Community Center development include a master plan and design review process, and that these processes incorporate public involvement.*
- Policy 2C-2.5 *Develop and require implementation of distinct streetscapes for the residential, commercial, and industrial areas.*
- Policy 2C-2.6 *Prohibit billboards and large signs in the Bayview Ridge Residential and Bayview Ridge Community Center zones in order to minimize visual clutter, enhance traffic safety, and maintain views of existing landforms.*
- Policy 2C-2.7 *Assure that public buildings serve as models of quality design as well as community gathering places.*
- Policy 2C-2.8 *Encourage public art in and around public buildings.*
- Policy 2C-2.9 *Create and maintain physical and visual linkages throughout the Subarea.*
- Policy 2C-2.10 *Establish “gateways” at major access points to the Subarea.*
- Policy 2C-2.11 *Require industrial development adjacent to residential areas to provide a sight-obscuring buffer of a size and composition adequate to reduce visual and auditory impacts and provide vegetative relief.*

¹ Amendments to the Countywide Planning Policies (2000) were found to be non-compliant with the Growth Management Act due to alleged violations of the Framework Agreement by the Western Washington Growth Management Hearings Board in Case No. 00-2-0049c. This order is under appeal to Superior Court.

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 and commuter service.



Development within Bayview Ridge began with the Airport. As of 2004, the 1,817 acre Port of Skagit County ownership included the 761 acre airport and the adjacent 1,056 acre Bayview Business and Industrial Park. The Port continues to negotiate 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-acre Bayview Business and Industrial Park, 108 acres are already developed and 254 acres are planned for development through 2015. The remaining 694 acres are not developable, based on either the presence of extensive wetlands and/or the Runway Protection Zone. These 694 acres are designated as open space. Industrial development of the Port’s 254 acres is accounted for in the allocation of commercial

and industrial acreage under Countywide Planning Policy 1.1 (2000) ¹. A breakdown of the Port’s land use is shown in *Table 3-1*.

**TABLE 3-1
BAYVIEW RIDGE OWNERSHIP**

ZONE	Total Acres	Developed Acres	Wetlands & Buffers	Developable Acres
BR-LI	1,056	108	694	254
AVR	761 ¹	761	N/A	0
TOTAL	1,817	869	694	254

¹ 19 acres of AVR land is currently in private ownership. The Port of Skagit County is in the process of acquiring this land.

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. These developments include the 200-acre Paccar Technical Center, the Skagit County Solid Waste Handling Facility, Washington Alder, Rural Skagit Sanitation, and Lignotech.

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:*

**TABLE 3-2
UGA POPULATION AND COMMERCIAL/
INDUSTRIAL LAND ALLOCATIONS**

Urban Growth Areas	Residential Population (2015)	Commercial/ Industrial Land Allocations (New)
Bayview Ridge	3,420	750

- 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 Plan (OEDP)

The OEDP 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.

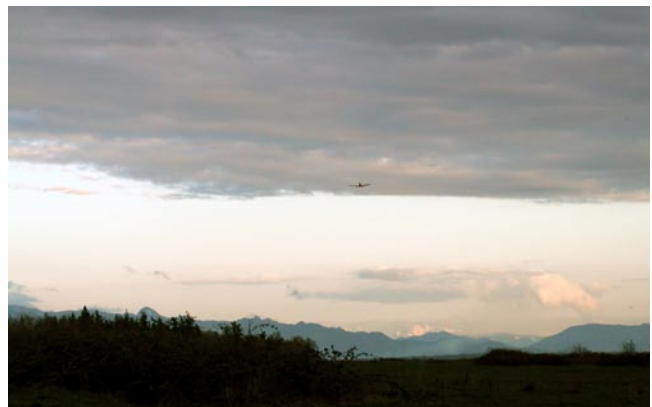
Business Development: Sustain and enhance (value-added) the economic utilization of Skagit County’s natural resources and attract a more diversified base of non-resource industries consistent with local quality of life and environmental values, including high-tech industries.

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 *Skagit County Overall Economic Development Plan (OEDP)* and 2000 *Skagit County Comprehensive Plan* recognize the importance of the Bayview business/industrial area. As stated in the OEDP: “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 OEDP used an employment-driven forecast methodology for estimating the total demand for County-wide industrial and commercial properties through 2015. 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 acres adjacent to and including the airport. Only very limited opportunities for in-fill development remain within this area.

The Heavy Industrial (BR-HI) designation encompasses 411 acres. Of this total, 114 acres are considered

developed and 147 acres are identified wetlands and wetland buffers, leaving 150 developable acres. The Light Industrial (BR-LI) designation encompasses 1,741 acres. Of this total, 487 acres are considered developed and 625 acres are identified wetlands and wetland buffers, leaving 629 developable acres.

Taken together, the Light Industrial (BR-LI) and Heavy Industrial (BR-HI) designations total 2,152 acres. Of this total, 601 acres are already developed, 772 acres are identified wetlands and wetland buffers. As shown in *Table 3-3*, 779 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.

ZONE	Total Acres	Developed Acres	Wetlands & Buffers	Developable Acres
BR-HI	411	114	147	150
BR-LI	1,707	487	625	595
TOTAL	2,118	601	772	745

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

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 to identify and facilitate improvements to the intersections of 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.*

^{1,2,3} Amendments to the Countywide Planning Policies (2000) were found to be non-compliant with the Growth Management Act due to alleged violations of the Framework Agreement by the Western Washington Growth Management Hearings Board in Case No. 00-2-0049c. The County appealed this decision to Superior Court. While on appeal, the cities that challenged the original Framework Agreement and the County reached a new Framework Agreement which was approved by the Superior Court in a Stipulation and Agreed Order on December 27, 2002. The issue was remanded to the WWGMHB, and on July 25, 2003 the Board found the 2000 CPP amendments in compliance with GMA.