



# Bayview Ridge Subarea Plan 2014

airport · business park · golf · heavy industry · residential · trails

Adopted by the Skagit County Board of Commissioners  
by Ordinance O20140005 on November 17, 2014

[www.skagitcounty.net/bayviewridge](http://www.skagitcounty.net/bayviewridge)





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# Chapter 1 Introduction

*existing land use and development conditions in the Bayview Ridge Subarea and compatibility with the Skagit Regional Airport*

## Overview

The Bayview Ridge Subarea is a 3,586-acre “non-municipal urban growth area” in Skagit Valley approximately one mile west of the City of Burlington and one-and-a-half miles northwest of the City of Mount Vernon. Although situated within an agricultural valley, the Bayview Ridge Subarea is distinct from the surrounding farmland both due to its location on a topographic bench above the Skagit River floodplain and its history of urban development. The Bayview Ridge Subarea community presently is characterized as a mix of industrial and business uses, airport and aviation-related uses, pastureland, and a variety of residential uses. The Subarea Plan represents the County’s policy plan for development through the year 2025.

The Bayview Ridge Subarea encompasses the Port of Skagit’s Bayview Business Park and Skagit Regional Airport, the Sierra Pacific lumber mill, the PACCAR Technical Center, and other industrial and commercial developments in the western and central portions of the Subarea. Residential subdivisions and the Skagit County Golf and Country Club lie along the eastern edge above the valley floor. Tracts of vacant land are located between the airport and the residential area, east of the airport. Numerous wetlands are scattered throughout the Subarea.

The remaining undeveloped properties are generally large, providing an opportunity for large-scale light industrial business-park-style development. This Subarea Plan helps plan for that development while ensuring compatibility with existing residential areas and continued development of Skagit Regional Airport.

## Subarea/UGA Boundaries

Figure 1-1 is a map of the Bayview Ridge Subarea.<sup>1</sup> The boundaries of the Subarea reflect major property ownerships, existing land use, and topography. A steep hillside forms the boundary on the east. State Route 20 (SR 20) and Ovenell Road bound the Subarea to the south. Farm to Market Road and Port of Skagit ownership form the west boundary; Josh Wilson Road and a steep hillside bound the subarea on the north.

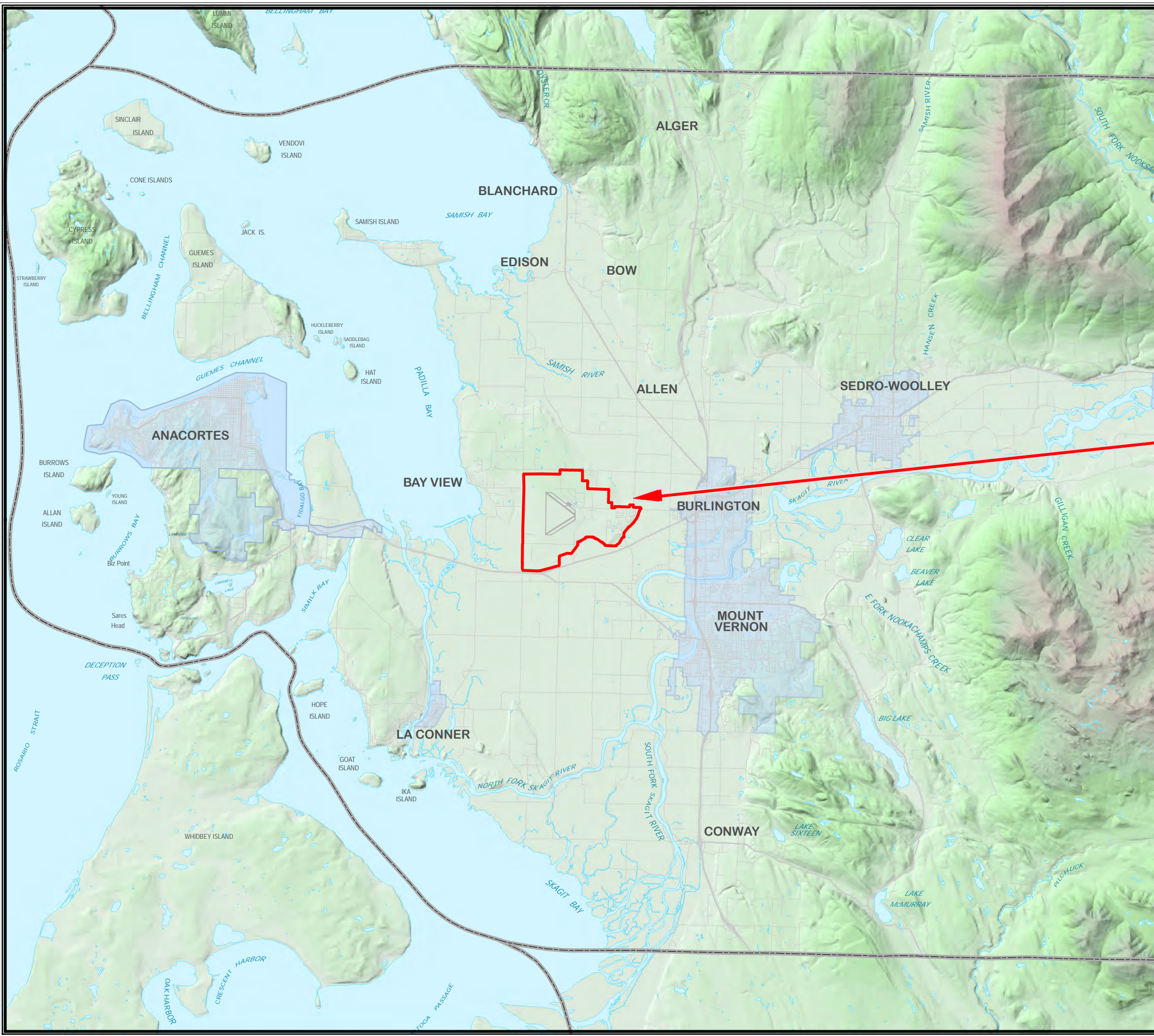


<sup>1</sup> Previous versions of this plan established different sizes for the subarea versus the urban growth area. Starting in the 2014 version, the boundaries of the subarea and UGA are harmonized.


## Vision Statement

A vision statement paints a picture of how the community might look and function in the future. The vision outlined below provides a framework for developing goals, objectives, and policies to guide and shape Bayview Ridge development. The employment options that exist now and that are planned for at the industrial properties and the Port of Skagit create an opportunity for a thriving community for people of all ages and income levels who choose to work at Bayview Ridge.

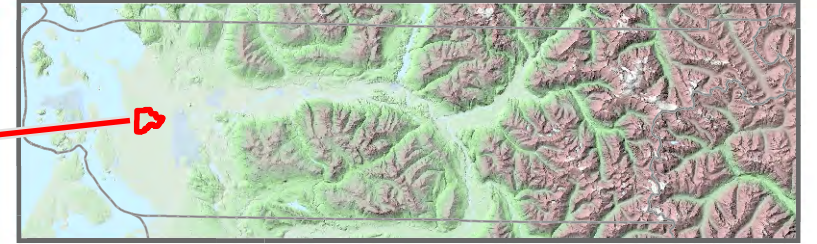




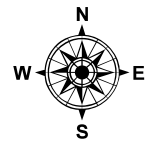
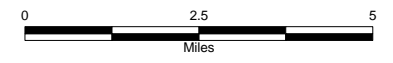
**LEGEND**

 Proposed Urban Growth Area Boundary

**Skagit County**



August 27, 2014



**BAYVIEW RIDGE SUBAREA PLAN**

**Vicinity Map**

Figure 1-1

The Bayview Ridge Subarea Plan provides for the planned and orderly growth of the Bayview Ridge Subarea. The Subarea Plan aims to:

- Establish a Bayview Ridge Urban Growth Area based on its suitability for development and the commitment of public and private services and resources invested in the area;
- Create a cohesive, thriving business campus-like environment with a diversity of light industrial and airport-related uses, and existing residential uses;
- Take advantage of the unique opportunity to build upon the natural assets of this area, situated on a topographical bench above the floodplain with incredibly scenic views;
- Create a safe, pedestrian-friendly internal transportation network;
- Preserve and protect aviation activity at the Skagit Regional Airport, an essential public facility, consistent with the Skagit Regional Airport Master Plan;
- Provide for industrial development in a planned and coordinated fashion; and
- Develop an open space and trails network that provides recreational opportunities, airport safety, and protects and maintains natural resources and critical areas.

## What is a Subarea Plan?

The Growth Management Act allows the County to supplement its Comprehensive Plan with specific plans for subareas, provided the subarea plans are consistent with the overall Comprehensive Plan. The Comprehensive Plan serves as an “umbrella” document and provides a foundation from which subarea plans are developed. Subarea plans then implement and enhance the Comprehensive Plan.

GMA supports subarea planning as an approach to addressing the diversity of natural features and communities in the county. Chapter 12 of the Skagit County Comprehensive Plan specifically addresses preparation of “community development” or “subarea” plans. Chapter 12 states that subarea plans coordinate and provide consistency with the Comprehensive Plan at a scale and level of detail that cannot be attained under

the broad guidelines of the Comprehensive Plan because of the diverse character of various parts of the county.

## What are Goals, Objectives, and Policies?

Each chapter, or “element,” of the Subarea Plan includes goals, objectives, and policies for the long-term development of the Bayview Ridge Subarea.

A **goal** is a direction-setter. It is an ideal future end, condition, or state related to the public health, safety, or general welfare toward which planning and implementation measures are directed. A goal is a general expression of community values and, therefore, is abstract in nature. Consequently, a goal is generally not quantifiable, time-dependent, or suggestive of specific actions for its achievement.

An **objective** is a specific end, condition, or state that is an intermediate step toward attaining a goal. It should be achievable and, when possible, measurable time-specific. An objective may only pertain to one particular aspect of a goal or it may be one of several successive steps toward goal achievement. Consequently, there may be more than one objective for each goal.

A **policy** is a specific statement that guides decision-making. It indicates a clear commitment of the local legislative body. A policy is based on a comprehensive plan’s goals and objectives as well as the analysis of data. A policy can be implemented through zoning, land division, and environmental ordinances.

## Existing Conditions in the Subarea

### Existing Natural Environment

The Bayview Ridge Subarea is situated within the Padilla Bay watershed on a topographic bench outside and above the floodplain and prime agricultural lands. The Subarea generally slopes from the east to the south and west; the western and northwestern edges of the Subarea are formed by hillsides approximately 150 feet above the valley floor. Figure 1-2 shows an aerial view of the Subarea.

The natural landscape within the Bayview Ridge Subarea encompasses gently sloping terrain, steep hillsides, numerous wetlands, large stands of mature trees, and open fields. The Subarea does not contain any identified

aquifer recharge areas. Flooding is not a serious hazard in the Subarea as most of the land lies above the floodplains for the Samish River to the north and the Skagit River to the east and south. Potential geological hazards in the Subarea include areas of erosion, seismic, and landslide hazards.



Soils in the vicinity of the airport are mapped as Bow gravelly loam (0 to 3 percent slopes), which is subject to seasonal wetness due to a perched water table. Bellingham silt loam, a very poorly drained soil, is found in smaller depressional areas. The Subarea does not contain “prime farmland soils” as defined in the Skagit County Comprehensive Plan.

Numerous wetlands are scattered throughout the Subarea and are especially prevalent in the western and central portions of the Subarea. Some wetlands have been fragmented or isolated by existing development; others have been hydrologically modified by uncontrolled or poorly controlled stormwater runoff, or support populations of primarily invasive vegetation. The Port of Skagit identified 445 acres of wetlands and buffers within their ownership as part of the Skagit County Wetlands and Industry Negotiation (WIN) Wetland Management Plan. Outside the Port property, the size and location of additional wetlands areas will be determined by onsite assessment when development is proposed.

Higgins Slough transverses the southeastern edge of the Bayview Ridge Subarea, just north of SR 20 in the vicinity of Ovenell and Avon Allen roads. Higgins Slough is known habitat for Coho. No other streams or watercourses are known to exist in the Subarea. Further description of the natural environment is in Chapter 9.

Contents > Introduction > Existing Conditions in the Subarea

## Existing Development & Land Ownership

Existing development within the Bayview Ridge Subarea, depicted in Figure 1-3, consists of the Skagit Regional Airport, the Port of Skagit Bayview Business Park, other substantial industrial/business developments, and residential subdivisions. The industrial/business development is concentrated in the central and western portions of the Subarea—around the airport, along Farm to Market Road, and along SR 20. Undeveloped parcels of various sizes lie within this industrial area. Residential development and the Skagit Golf and Country Club are located in the higher, eastern edge of the Subarea, above Avon Allen Road. Substantial tracts of vacant land lie between the airport and the residential area, east of the airport. Figure 1-4 depicts large tracts of land, 10 acres or greater, in contiguous private ownership within the Subarea.



### Airport

The Skagit Regional Airport is the largest airport in Skagit County, and the center of considerable industrial development. The airport was originally built in 1933 by the Public Works Administration (PWA) and Works Progress Administration (WPA). The present runway and taxiway system was constructed in 1943 by the United States Navy as an alternate airfield for Whidbey Island Naval Air Station. The airport was transferred to the Skagit County Board of Commissioners in 1958, later to the Anacortes and Skagit port districts, and in 1975, to the sole ownership of the Port of Skagit. Since 1975, the Port of Skagit has worked to improve air transportation facilities and develop adjacent industrial lands. The master plan for the airport was last updated in 2007. More information about the airport is in Chapter 6,

Transportation, and Chapter 11, Essential Public Facilities.

The primary access to the airport and business park is Higgins Airport Way via SR 20 or Josh Wilson Road. Access is also available via Farm to Market Road and Peterson Road.



### Business Park

The Port of Skagit owns 1,970 acres within the Subarea. Of the total ownership, 782 acres are associated with the airport and substantially developed with Aviation Related facilities. The Port also operates the 1,168-acre Bayview Business Park. Of this, approximately 99 acres are developed, and 445 acres are designated as wetland and buffers. The remaining acres are undeveloped and planned for industrial development over the next 20 years.

### Industry

Public and private industrial uses in the western portion of Bayview Ridge include the Skagit County Recycling and Transfer Station, the 243-acre PACCAR Technical Center, the Puget Sound Energy tank farm, the Olympic Pipe Line tank farm, Sierra Pacific Industries, and Washington Alder. Most of these uses are accessible via Farm to Market Road, on the Subarea's west boundary.

### Residential

The 2008 residential population within Bayview Ridge UGA was estimated at 1800. The existing residential areas within Bayview Ridge, including the Skagit Golf and Country Club, were developed primarily between 1950 and 1970. The Skagit Golf and Country Club includes clusters of condominiums among single-family detached homes. The balance of the residences are in single-family subdivisions and individual lots. The Skagit Golf and Country Club development is accessed by Avon Allen Road, with a secondary access from Ovenell Road.

There is currently no road access to the remainder of the Subarea from this area. Residential subdivisions north of the Skagit Golf and Country Club are accessed by Avon Allen Road and Peterson Road.

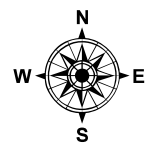
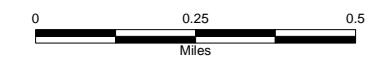


# LEGEND

 Proposed Urban Growth Area Boundary

Aerial Photo 2013

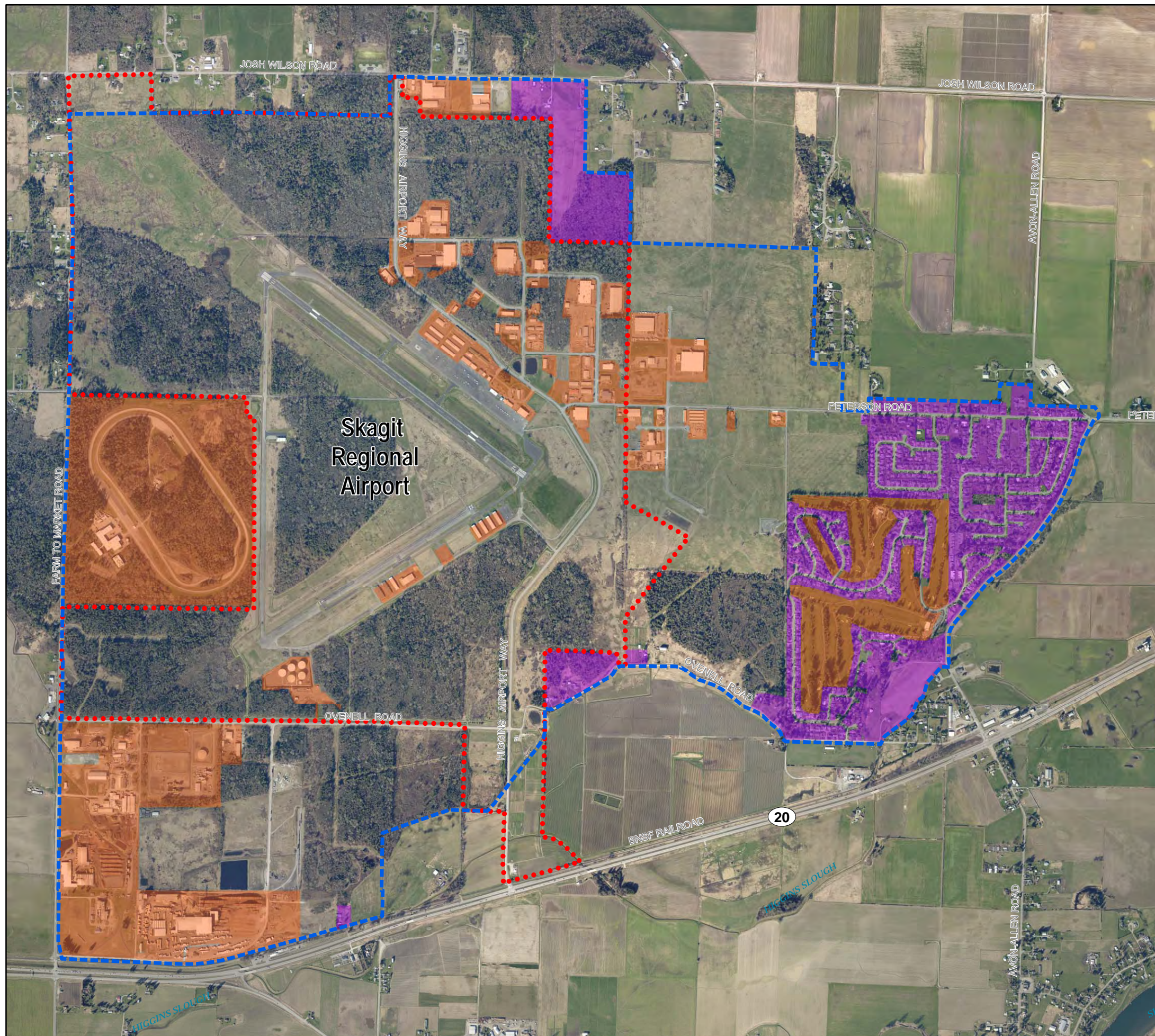
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## BAYVIEW RIDGE SUBAREA PLAN

Aerial Photo

Figure 1-2



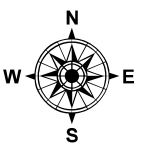
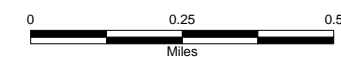
# LEGEND

-  Urban Growth Area Boundary
-  Port of Skagit County Boundary
-  Commercial Developed Parcels\*
-  Residential Developed Parcels\*

\* Status based on land use not zoning

Aerial Photo 2013

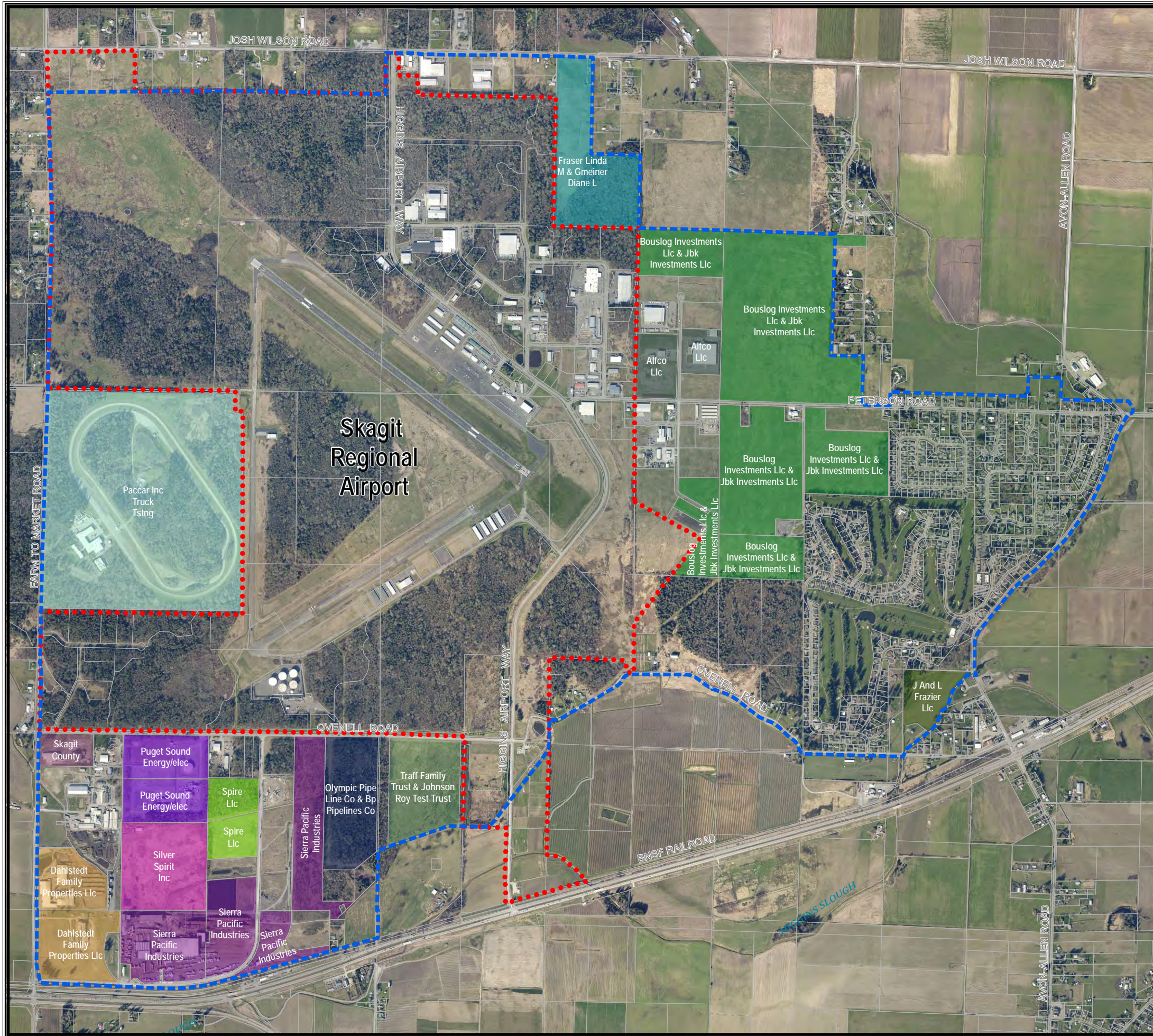
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## BAYVIEW RIDGE SUBAREA PLAN

### Existing Development

Figure 1-3

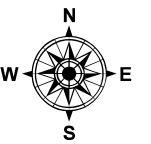
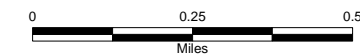


# LEGEND

-  Urban Growth Area Boundary
-  Port of Skagit County Boundary
-  Private Large Lot Ownership  
10 Acres or Larger

Aerial Photo 2013

August 27, 2014



## BAYVIEW RIDGE SUBAREA PLAN

### Private Large Lot Ownership

Figure 1-4

## Compatibility with Skagit Regional Airport

The County commissioned a Skagit Regional Airport Land Use Compatibility Study by Reid Middleton in April 2000. The intent of the study was to offer guidance regarding compatible land use development and the preservation of the utility of the Skagit Regional Airport. The three issues of concern and the objectives were:

- **Height Hazards.** To avoid development of land use conditions, which, by posing hazards to navigation, can increase the risk of an accident
- **Noise.** To minimize the number of people exposed to frequent and/or high levels of airport noise
- **Safety.** To minimize the risks associated with potential aircraft accidents to both people and property on the ground and enhance the survival of aircraft occupants

The Skagit Regional Airport Master Plan (June 1995) addressed the height and noise compatibility issues and made recommendations for height and noise compatibility that are consistent with the guidelines provided by the Federal Aviation Administration (FAA). Skagit County subsequently adopted development ordinances related to height and noise.

There are two maps that depict height restriction contours that enable Skagit County Planning and Development Services and permit applicants to determine if their proposed project falls within the contours that require an FAA permit (7460-1) or would likely exceed Part 77 surface limitations.

The third issue of safety is more problematic. The question is what constitutes an acceptable level of risk. For areas where aircraft accident potential is greatest, certain types of land uses are considered unwise.

Three strategies are employed in minimizing the risks associated with potential aircraft accidents, including:

- Density limitations on the maximum number of dwellings, size of dwellings, or structures in areas close to the airport.

- Open space requirements to enhance safety for the occupants of an aircraft forced to make an emergency landing away from a runway.
- Avoiding certain critical types of land uses, particularly schools, hospitals, and others where the mobility of occupants is effectively limited.

The Skagit Regional Airport Land Use Compatibility Study identified and graphically illustrated five airport zones where uses should be strictly limited and a sixth zone, known as the traffic pattern zone. The County adopted an Airport Environs Overlay that reflects these six zones with limitations on uses and densities as well as open space requirements.



In 2011, the Washington State Department of Transportation updated its guidebook for land use planning near airports (*Airports and Compatible Land Uses Guidebook, January 2011*). As a result of the new guidance, and based on the expectation that Skagit Regional Airport will eventually extend its main runway, the County revised its Airport Environs Overlay code and map concurrent with the 2014 Subarea Plan update. Several of the existing airport protection zones changed size and shape. Because of the restrictions on residential uses in airport zones 4 and 6, most of the subarea will not be able to accommodate the new residential development at urban densities as previously planned.

In 2014, Skagit County consulted with the Washington State Department of Transportation (WSDOT) Aviation Division regarding the proposed revisions to the Subarea Plan and development regulations pursuant to RCW 36.70.547 and 36.70A.510. WSDOT praised Skagit County for implementing the best management practices



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set forth in the 2011 Guidebook regarding airport compatibility. Specifically, WSDOT commended:

- Downsizing the UGA by removing unused residential zoning and allowing residential development to move forward at compatible rural densities.
- Encouraging compatible light industrial development.
- Updating the airport environs overlay to reflect the anticipated runway extension and WSDOT's 2011 Guidebook.
- Promoting infill development.



# Chapter 2 Land Use, Community Character, and Design

*general distribution, location, and appropriate intensity and density of land uses throughout the subarea, and compatibility with Skagit Regional Airport*

The Land Use Element addresses future land use within the Bayview Ridge Subarea. 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 industrial and commercial development. Because large areas will be developed over the 20-year period, how that development affects the existing community is a key issue.

## Existing Conditions

### Historically

Some 13,000 years ago, retreating glaciers deposited gravelly material that created this unique setting: a plateau with an incredible panorama of gorgeous, fertile Skagit County farmlands, San Juan Islands, salt water, and two mountain ranges.

In 1933, what is now known as the Skagit Regional Airport was first built by the Works Progress Administration (WPA). The airfield was then taken over by the military in approximately 1938 and developed as a satellite military airfield to Whidbey Island Naval Air Station. 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 manage and support its development.



### Existing Land Uses

The Bayview Ridge Subarea encompasses a mix of industrial, commercial, public, 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.

Land use within the Bayview Ridge Subarea is influenced by the long-term needs of the Skagit Regional Airport, an essential public facility. Much of the Subarea lies within the Airport Environs Overlay (AEO) zone. Preserving the utility of the airport while ensuring public safety is an important land use compatibility issue.

### Infrastructure

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. 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 the Bayview Ridge Subarea by Skagit Public Utility District. The sanitary sewer system is provided and maintained by the City of Burlington. Fiber optic lines were installed throughout the industrial and commercial areas to serve the communication needs of existing and future commercial and industrial uses. The combination of 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.

### Essential Public Facilities

Essential Public Facilities are defined by the Growth Management Act to include facilities such as airports, state education facilities, state or regional transportation facilities, state and local correctional facilities, solid waste handling facilities, and in-patient facilities. These facilities, although often difficult to site, are essential to the functioning of the community as a whole. GMA requires every comprehensive plan include a process for siting such facilities. Skagit County provides for the siting of new essential public facilities through Chapter 10 of the Skagit County Comprehensive Plan.



The Comprehensive Plan identifies three existing countywide essential public facilities, two of which are located in the Bayview Ridge Subarea—the Skagit Regional Airport and the Skagit County Recycling and Transfer Station. The subarea plan must provide for continued utility of these facilities in light of proposed development.

In the development of this Subarea Plan, the constraints on land use resulting from the Skagit Regional Airport and Skagit County Recycling and Transfer Station have been considered at length. The Skagit Regional Airport Land Use Compatibility Study (May 2000) was prepared specifically to address compatibility with respect to height, noise, and land use/safety concerns.

The Subarea Plan addresses the long-term viability of the Skagit Regional Airport. The central and northwestern portions of the subarea are zoned for Aviation Related uses (the AVR zone and AVR-L zone). The majority of Bayview Ridge lies within a special Airport Environs Overlay (AEO) zone that addresses issues such as land use, density, height, and provision of open space. Additionally, policies in Chapter 3 further address the importance of the airport to both the Subarea's and the entire County's economic development strategy.

The Transfer Station is located in the Bayview Ridge Heavy Industrial area, as far as practical from existing residential development.

## Land Use Plan

The Bayview Ridge Subarea Land Use Plan, shown in Figure 2-1, 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 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 maintain a cohesive community, providing for an urban level of development with urban services.



Future land use within the Bayview Ridge Subarea will build on the existing land use pattern and will primarily be business/industrial and Aviation Related uses. Limited retail uses along Peterson Road are allowed to help serve the residential and employment population. Land use designations within the UGA include:

- Bayview Ridge Residential (BR-R)
- Bayview Ridge Light Industrial (BR-LI)
- Bayview Ridge Heavy Industrial (BR-HI)
- Aviation Related (AVR)
- Aviation Related-Limited (AVR-L).

Almost all of the Bayview Ridge Subarea lies within the Airport Environs Overlay, which 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 (e.g., hospitals, nursing homes), most aboveground storage of flammable materials or other hazardous substances, and

mobile home parks. Each of the Subarea land use designations and associated zoning regulations is consistent with the AEO zone.

The Residential (BR-R) zone reflects existing residential development and some additional opportunities for residential infill of vacant parcels. BR-R is characterized mainly by single-family residences but may accommodate a variety of housing types. Minimum density in BR-R is four units per acre, except for development on individual existing lots of record consistent with the community character.

The Light Industrial (BR-LI) zone provides for light manufacturing and related uses, encompasses the majority of the Port of Skagit ownership 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. Along Peterson Road, some retail and commercial uses are allowed.

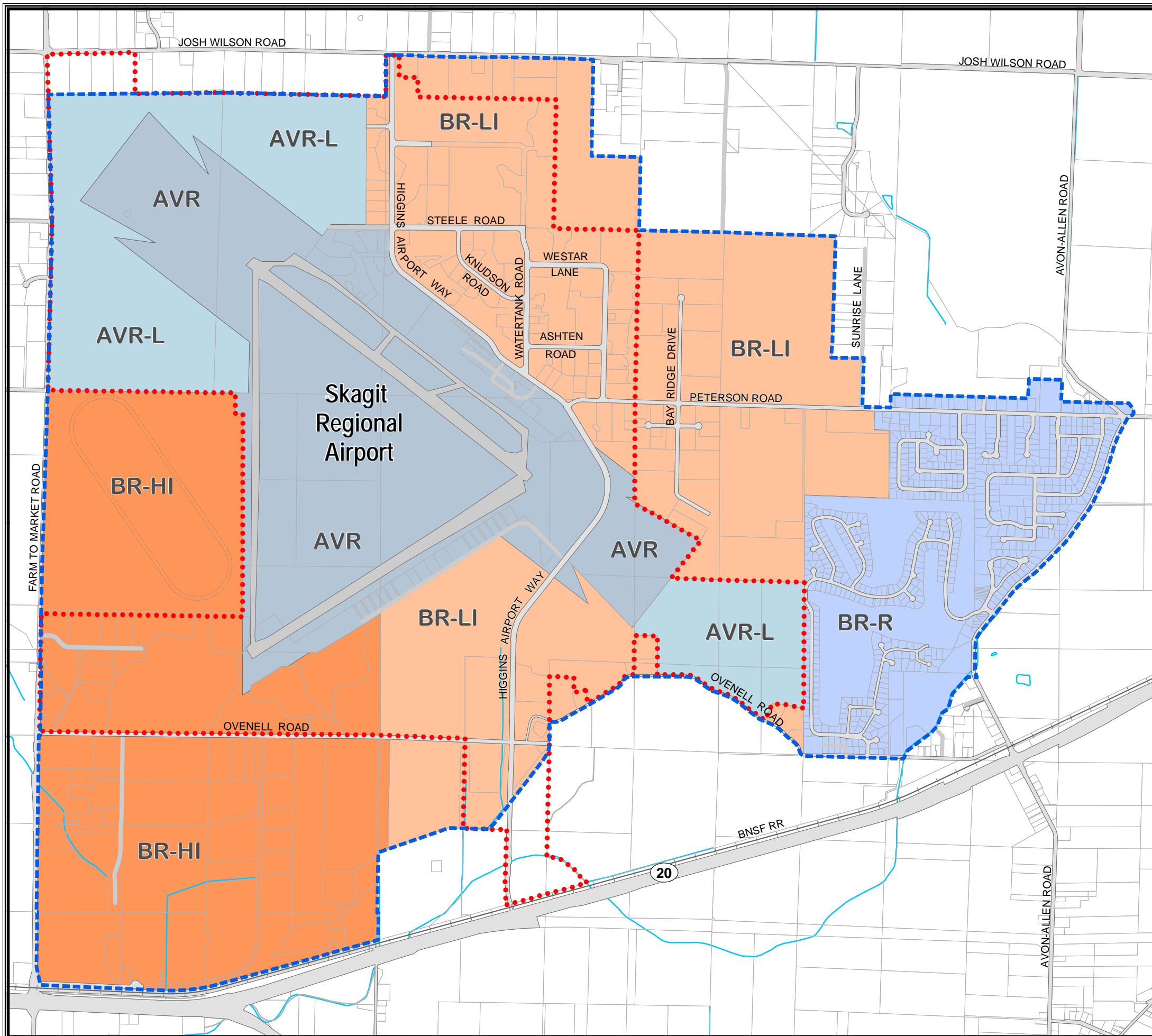
The Heavy Industrial (BR-HI) zone at the southwest corner of the Subarea includes the PACCAR Technical Center, Sierra Pacific sawmill, the Skagit County Recycling and Transfer Station and other recycling facilities.









The Aviation Related (AVR) zone provides for uses directly related to the airport and encompasses the airport runways, taxiways, the terminal, and their immediate environs. The AVR zone also provides for amenities related to the airport terminal such as a restaurant. All AVR land is owned by the Port of Skagit.

The Aviation Related-Limited (AVR-L) zone provides for limited uses essential for operation of the airport, such as aviation navigation markers, as well as a limited amount of light industrial development. Land designated AVR-L in the 2014 update of the Subarea Plan was previously designated BR-LI. A total of 20 acres within AVR-L may be developed consistent with uses allowed within the BR-LI zone, with those areas to be determined at the time of application.



### LEGEND

-  Urban Growth Area Boundary
-  Port of Skagit County Boundary
-  [AVR] Aviation Related
-  [AVR-L] Aviation Related - Limited
-  [BR-R] Bayview Ridge Residential
-  [BR-LI] Bayview Ridge Light Industrial
-  [BR-HI] Bayview Ridge Heavy Industrial

August 27, 2014






## BAYVIEW RIDGE SUBAREA PLAN

### Land Use Plan

Figure 2-1

Open space is required for new development consistent with the Airport Environs Overlay to ensure compatibility with Skagit Regional Airport.

The Port of Skagit's extensive trail network is a prominent feature of the Subarea. The Subarea plan envisions expansion of the trail system throughout the Subarea and inclusion of pocket parks within BR-LI both as a recreational resource for residents and workers and a functional element of the transportation system,

particularly in improving worker, resident, and visitor connections between uses, services, and amenities.

Table 2-1 shows the *estimated* land available for development in each of the land use designations. The total acreage that is undevelopable cannot be determined until the application stage when critical areas and other areas that cannot be developed (drainage structures, pipelines, required parks, etc.) are accommodated on the site plans.

**Table 2-1 Bayview Ridge UGA Zoning**

Zone	Developed Acres	+	Developable Acres	+	Undevelopable Acres	=	Total Acres
Aviation Related (AVR)	763		Infill		5		768
Aviation Related-Limited (AVR-L)	0		20		374		394
Heavy Industrial (BR-HI)	487		272		149		908
Light Industrial (BR-LI)	169		647		288		1,104
Residential (BR-R)	350		16		46		412
<b>SUBAREA TOTAL</b>	<b>1,769</b>		<b>955</b>		<b>862</b>		<b>3,586</b>

### Community Character & Design

The intent of the Subarea Plan is to accommodate new development in a manner that is compatible with Skagit Regional Airport and respects and enhances the quality of life currently enjoyed by residents in Bayview Ridge. Private and public development decisions should reinforce a clear distinction and separation between commercial/industrial and residential areas. The Subarea Plan encourages development within BR-LI consistent with the existing style of campus-like business park uses attractive to workers, potential business clients, and nearby residents.

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** Discourage uses that conflict with the continued operation of the Skagit Regional Airport, as identified in the Skagit Regional Airport Master Plan and the WSDOT 2011 Airport and Compatible Land-Use Program Guidebook, through the Airport Environs Overlay (AEO).



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

- Policy 2A-2.1 Encourage the joint use of public facilities, including public safety facilities.
- Policy 2A-2.2 Provide for a well-connected network of streets and trails to serve new development.

*Objective 2A-3 Protect lowland property from stormwater impacts of development on the ridge.*

- Policy 2A-3.1 Require all new development to comply with Ecology's 2012 Stormwater Management Manual for Western Washington.
- Policy 2A-3.2 Encourage the use of permeable surfaces and other new technologies in building construction and property development, consistent with County drainage regulations.
- Policy 2A-3.3 Encourage cost-sharing arrangements that include Skagit County, drainage districts, and developer participation in the funding of required drainage improvements.
- Policy 2A-3.4 Provide adequate enforcement, maintenance, and inspection services for storm drainage facilities.
- Policy 2A-3.5 Provide businesses and residents of the Subarea with information regarding water quality and potential impacts to water quality from new development.

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

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

- Policy 2B-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 2B-1.2 Require new industrial development to retain and/or plant natural vegetation in landscape areas and buffers not subject to development.

*Objective 2B-2 Adopt development standards that strengthen community character and identity.*

- Policy 2B-2.1 Require that building height and scale reflect the character of the area and ensure safe airport operations.
- Policy 2B-2.2 Encourage the development of open space that is both aesthetically pleasing, has functional value, and is well-integrated with adjacent development. Functional open space includes the provision of land for aircraft safety as well as recreation opportunities.
- Policy 2B-2.3 Require landscaping in all new commercial and industrial development, including streetscapes. Encourage use of native plants in such landscaping.
- Policy 2B-2.4 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, preferably retaining vegetation where it already exists.
- Policy 2B-2.5 Create and maintain physical and visual linkages throughout the Subarea.

*Objective 2B-3 Achieve quality community character along Peterson Road through development standards and transportation planning.*

- Policy 2B-3.1 Allow retail uses along Peterson Road to support both commercial/industrial uses and neighboring residential.



# Chapter 3 Business & Industrial Development

*economic development opportunities within the public and private industrial areas surrounding the Skagit Regional Airport*

## Existing Conditions

Bayview Ridge has unique economic development opportunities. The growth of industry around the airport has created over 1,000 manufacturing jobs for Skagit County. 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 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.



## Skagit Regional Airport

Development within Bayview Ridge began with Skagit Regional Airport, located in the central and western portions of the Subarea. This a general aviation airport is

owned by the Port of Skagit and is the largest airport in Skagit County.

The 2007 Skagit Regional Airport Master Plan extends through the year 2025. The Plan predicts an increase from 57,400 annual take-offs and landings in 2004, to 81,462 operations by 2025, a more modest prediction than the 1995 master plan, which anticipated 100,000 operations by 2013. Future general aviation operations will continue to be dominated by business oriented flight, private transportation, flight training, or other forms of non-commercial activity using jet, turboprop, rotor aircraft and single- and multi-engine piston aircraft. Air cargo operations are also forecast to remain steady at two flights per day.

The Port has 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.

## Bayview Business Park

In addition to the development within the Port of Skagit ownership, light industrial and heavy industrial uses have been developed on private and public properties surrounding the airport. As of 2014, some of the major businesses are the PACCAR Technical Center, Skagit Soils, Lautenbach Industries, Sierra Pacific Industries, Hughes Farms, FedEx Ground and FedEx Express, Hexcel, and Alf Christianson Seed Company.

## Development Opportunities

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 primary zones available for new

commercial/industrial development are Light Industrial (BR-LI) and Heavy Industrial (BR-HI).

The Aviation Related (AVR) zone, adjacent to and including the airport, provides only very limited opportunities for in-fill development, and redevelopment. The Aviation Related-Limited (AVR-L) zone provides no development opportunities except for an area of 20 acres to be located at time of application.

Countywide Planning Policy 1.1 allocates commercial and industrial acreage to the County's several urban growth areas. Both Port and privately owned properties are accounted for in CPP 1.1.



### Skagit County Comprehensive Economic Development Strategy (CEDS)

The 2003 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 the economic utilization of Skagit County's (value-added) 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 at appropriate locations to meet local resident needs and serve visitors to Skagit County.

**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 Comprehensive Economic Development Strategy and the Skagit County Comprehensive Plan recognize the importance of the Bayview Ridge commercial/industrial area. As stated in the CEDS: "The dominant player in the industrial property market in recent years has been the Port of Skagit's Bayview Business and Industrial Park."

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



## The Subarea Plan's Approach

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.

## Goals, Objectives, and Policies

### **Goal 3A Create a high-quality environment to live and work 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 Work cooperatively with local jurisdictions, the Port of Skagit, and the Economic Development Association of Skagit County to address employment needs consistent with countywide regional policies.
- Policy 3A-1.5 Market Bayview Ridge as a community and a place to conduct business and commerce.
- Policy 3A-1.6 Encourage the entrepreneurial spirit in those desiring to start their own business.
- Policy 3A-1.7 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, 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 in promoting the continued growth of general/business aviation while encouraging cargo service operations at Skagit Regional Airport consistent with the Skagit Regional Airport Master Plan.
- Policy 3A-4.2 Develop and coordinate programs and implement projects to achieve 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, and the

City of Burlington in the ongoing program to improve the intersections with SR20.

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 Encourage intermodal connections with future passenger and freight rail, commuter transit, and park and ride lots 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 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 ensure 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 Encourage economic development that creates a net positive fiscal impact for Skagit County and local communities.

**Goal 3B Ensure continued use of Skagit Regional Airport, recognizing its role as a major force for economic development countywide.**

*Objective 3B-1 Support the Port of Skagit in its efforts to provide airport facilities and services for all users in a manner that maximizes safety, efficiency, and opportunity for use.*

Policy 3B-1.1 Maintain and ensure the continued preservation and utility of the Skagit Regional Airport during its expected future growth as identified in the Skagit Regional Airport Master Plan.

Policy 3B-1.2 Work with the Port of Skagit to adopt development standards that allow development of the airport consistent with the approved Master Plan while providing for a high-quality business and industrial environment.

Policy 3B-1.3 Coordinate capital facility planning within Bayview Ridge with the Port of Skagit.

Policy 3B-1.4 Work with the Port of Skagit to enhance the opportunities for business and industrial development within Bayview Ridge.

Policy 3B-1.5 Clearly identify any required land use constraints necessary to protect the long-term viability of the airports in all Bayview Ridge development standards.

Policy 3B-1.6 Actively participate in the Airport Master Plan Update process.

# Chapter 4 Housing

*policies that promote a diversity of housing opportunities at all income levels that can support future job growth within the subarea*

## Existing Residential Development

The existing residential atmosphere and quality of life within the Subarea are highly valued by Bayview Ridge residents. The existing Bayview Ridge residential subdivisions as well as a few undeveloped properties are within the Bayview Ridge Residential (BR-R) zone. The Bayview Ridge Subarea Plan acknowledges and makes the most of the existing urban infrastructure and pre-GMA residential development at urban densities.

A mix of housing types make up the existing residential development, which is located in the higher, eastern edge of the Subarea, above Avon Allen Road. The majority of this development consists of residential subdivisions that lie between Peterson Road and Ovenell Road. As of 2008, approximately 402 acres within the Subarea were devoted to residential and golf course development.

As of 2008, there were 722 housing units, home to approximately 1,800 people, in the entire Bayview Ridge Urban Growth Area. Consistent with urban residential development, existing development is at about four units per acre: 46 percent of the existing homes in the Bayview Ridge Subarea are on lots sized quarter-acre or less and 77 percent of the lots are on lots third-acre or less. Only four percent of the existing homes are on lots greater than one acre. Figure 1-3 illustrates the density of existing development in the Bayview Ridge Subarea.

These existing urban density residential subdivisions were developed primarily between 1950 and 1970, and are served by public sanitary sewer and public water. A second wave of development began in the mid-1980s continuing throughout the late 1990s. The majority of these subdivisions are occupied by single-family homes. A few clusters of condominiums are located adjacent to the Skagit Golf and Country Club, and one area of large-

lot development is located north of Peterson Road, along Sunrise Lane.



The Skagit Golf and Country Club development is accessed by Avon Allen Road, with a secondary access to Ovenell Road. Residential subdivisions to the north of Skagit Golf and Country Club are accessed via Peterson Road.

## The Subarea Plan's Approach

The Subarea Plan anticipates only infill urban residential development within existing residential areas. This residential development must be compatible with both GMA standards for urban areas and continued operation of the Skagit Regional Airport.

Densities within the urban residential area (BR-R), which is primarily within Airport Compatibility Zone 6, will maintain an average of four units per acre. This density is consistent with the 2000 *Skagit Regional Airport Land Use Compatibility Study*, the 2011 WSDOT Airport and Compatible Land-Use Program Guidebook (allowing infill), and requirements of GMA.

The Subarea Plan intends to maintain the existing quality of life in Bayview Ridge as new infill residential and new commercial/industrial development occurs. The BR-R zone accommodates a variety of housing types and options including detached single-family residences, apartments, condominiums, duplexes, townhouses, and accessory dwelling units.



## Goals, Objectives, and Policies

### **Goal 4A Maintain the existing residential community that continues to reflect a high quality of life.**

*Objective 4A-1 Preserve and improve existing neighborhoods.*

- Policy 4A-1.1 Maintain the existing housing stock in good condition.
- Policy 4A-1.2 Prohibit or minimize truck traffic on residential streets through Load Limits and designated Truck Routes.
- Policy 4A-1.3 Control nuisances, including junk, old cars, and litter through active code enforcement.
- Policy 4A-1.4 Provide for transitions between residential and more intense industrial uses through requirements for buffers between potentially incompatible zoning districts. Monitor effectiveness of performance standards and provide additional protection if warranted with increased buffer areas, screening requirements, height, and setback limitations or other mechanisms.
- Policy 4A-1.5 Ensure provision of urban level of services and infrastructure, and encourage rehabilitation of existing infrastructure.

Policy 4A-1.6 Provide opportunities for infill development of market rate housing within existing neighborhoods in a style and manner of design consistent with the housing stock within that particular neighborhood.

*Objective 4A-2 Ensure new development is compatible with the character and future vision of the community.*

*Objective 4A-3 Carefully integrate access to public open space, parks, and recreation opportunities into neighborhoods.*

Policy 4A-3.1 Encourage parks and open space throughout the community.

Policy 4A-3.2 Encourage pedestrian and transit links to provide good public access to open space, parks, and recreational areas.

Policy 4A-3.3 Encourage open space, park development, and neighborhood improvements through the Parks and Recreation Comprehensive Plan and Capital Improvement Plan.



# Chapter 5 Transportation

*transportation facilities and Level of Service standards and other policy commitments for motorized and non-motorized transportation networks within the subarea*

Both existing and future development require safe and efficient transportation systems for the movement of people and goods. The purpose of the Transportation Element is to identify the types, location, and extent of existing and proposed transportation facilities and services. These include streets and highways, air, rail, transit systems, pedestrian, and bicycle uses.

## System Inventory

This section of the Transportation Element describes the existing transportation system in Bayview Ridge. This inventory was used to identify and analyze existing and future transportation deficiencies, to analyze impacts of development upon the transportation system, and to identify transportation improvement projects needed to remedy deficiencies.

## General System Description

Transportation facilities serving the Bayview Ridge Subarea include a state highway, county roads, the Skagit Regional Airport (an essential public facility), Skagit Transit, and the Burlington Northern Santa Fe Railroad. This Transportation Element focuses on facilities owned and operated by Skagit County.

The Bayview Ridge Subarea is located about two miles west of I-5, immediately north of State Route 20. I-5 is the major north and south corridor through Skagit County, connecting Mount Vernon and Burlington to Vancouver, B. C., and Seattle.

SR 20 is a partially controlled, limited-access highway that connects the eastern and western portions of Skagit County. SR 20 is a designated “transportation facility of statewide significance.” From Bayview Ridge, SR 20 provides access to Anacortes, Oak Harbor, and the San

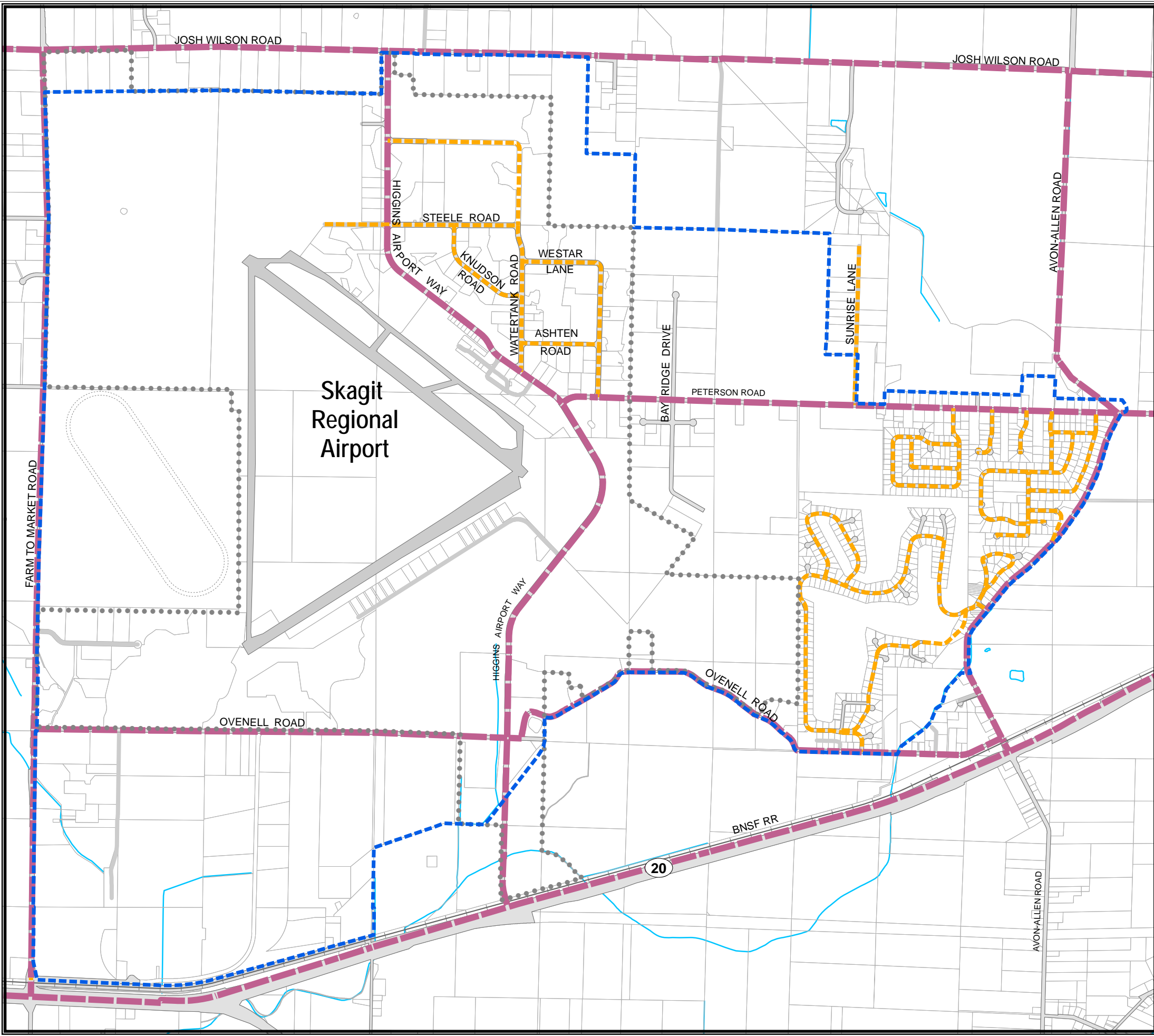
Juan ferry system, to I-5, and to Chelan and then Okanogan County via the North Cascades Highway. Within the Subarea, the intersections with Farm to Market Road, Avon Allen Road, and Higgins Airport Way are signalized.







## County Roads

Bayview Ridge contains approximately 20 miles of county roadways, with an irregular pattern of arterials, collectors, and local streets. Figure 5-1 shows the Subarea Roadway System.

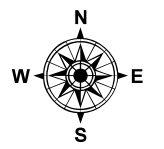
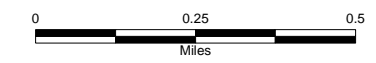
Josh Wilson Road, along the northern boundary of the Subarea, connects the community of Bayview Ridge west to SR 11 and east to the City of Burlington. Peterson Road, an east-west urban minor arterial in the central portion of the Subarea, connects the Bayview Ridge area to the City of Burlington’s northwest precinct, a residential neighborhood. Farm to Market and Avon Allen Roads on the west and east, respectively, connect the Subarea to SR 20 and communities to the north and south.



# LEGEND

-  Proposed Urban Growth Area Boundary
-  Port of Skagit County Boundary
-  Major Collector
-  Local Access

August 27, 2014



## BAYVIEW RIDGE SUBAREA PLAN

### Roadway System

Figure 5-1

Ovenell Road provides an east-west connection between Farm to Market Road and Higgins Airport Way on the west side of the Subarea. It also connects Avon Allen Road to the Country Club residential area from the south. The portion of Ovenell Road between Eagle Drive and Higgins Airport Way does not meet current standards as an urban minor arterial due to geometric and subgrade deficiencies. Higgins Airport Way, in the central portion of the Subarea, provides direct access to the airport and the Port of Skagit's Bayview Business Park from both SR 20 and Josh Wilson Road. Local access roads within the Subarea serve the developed industrial and residential areas.

The State Department of Transportation (WSDOT) has designated various streets and highways within Washington as the State's Freight and Goods Transportation System (FGTS). The FGTS designations are based on estimates of annual gross tonnage hauled. Avon Allen Road, Peterson Road, Farm to Market Road, Josh Wilson Road and Ovenell Road, west of Higgins Airport Way received an FGTS classification of (T3) 300,000 to 4 million tons per year. SR 20 received an FGTS classification of (T1) more than 10 million tons per year.

### Functional Classifications

The Bayview Ridge roadway system is divided into classes according to the function of each roadway segment as defined by the Federal Functional Classification System. A classification defines the major role of a road within the complete existing and future roadway network. The Federal Functional Classification System includes the following urban road classifications: Principal Arterial, Minor Arterial, Collector, and Local Access. Skagit County Public Works will work in conjunction with WSDOT and FHWA to classify the roads within the Bayview Ridge Subarea consistent with federal classification standards.

### Non-Motorized

Skagit County adopted a *Non-Motorized Transportation Plan* (NMTP) in 2004, which currently is undergoing further revisions. The NMTP focuses on non-motorized travel alternatives for Skagit County. These alternatives generally include bicycle, pedestrian, and equestrian facilities. Existing non-motorized facilities within Bayview Ridge consist of limited sidewalks. The Port of Skagit has developed a 10.4-mile trail system available to pedestrians, bicycles, and pets through the Port area.

The trail system is a result of the Port's wetland mitigation plan that requires the use of open ditches rather than traditional curb, gutter, and sidewalk construction.



### Non-County Public Transportation Systems

Other service providers within the Bayview Ridge Subarea, including WSDOT, the Port of Skagit, and Skagit Transit, also maintain and operate public transportation systems. A brief description of these providers and their facilities follows.

#### Public Transportation Providers

Skagit Transit serves 12 fixed routes and demand responsive service seven days per week. Route 513 serves the southeast edge of the Bayview Ridge Subarea, along Avon Allen Road.

#### Airport Facilities

There are three public airports and several private airports in Skagit County: Anacortes, Concrete Municipal, and Skagit Regional.

- The Port of Skagit operates Skagit Regional Airport, the largest and most significant of the three public airports, within the Bayview Ridge Subarea. It serves commercial passenger/cargo, and general/business aviation aircraft as identified in the *Skagit Regional Airport Master Plan*.
- The Port of Anacortes's airport, located approximately two miles west of downtown Anacortes, provides limited commercial service and primarily serves general aviation aircraft.

- The Town of Concrete Municipal Airport also serves small general aviation aircraft.

### Skagit Regional Airport

Skagit Regional, also called Bayview Airport, was built in 1933 as a joint project of the Public Works Administration and Works Progress Administration. The original facility was developed as a single-runway facility serving light aircraft. In 1943, the United States Navy constructed the present runway and taxiway as an alternate airfield for the Whidbey Island Naval Air Station. After World War II, the federal government continued to operate the airport until 1958 when the airport was transferred to Skagit County under the Surplus Property Act of 1944. In 1965, ownership of the airport was transferred to joint ownership between the Port Districts of Anacortes and Skagit. In 1975, ownership was transferred solely to the Port of Skagit.

Skagit Regional Airport is a General Aviation Facility with two runways:

- Runway 11-29: 5,477 feet long by 100 feet wide, with three instrument approaches, Medium Intensity Runway Lights, and Precision Approach Path Indicator (PAPI) navigational aids for both approaches, and long-term plan for precision approach at both ends;
- Runway 04-22 (crosswind): 3,000 feet long by 60 feet wide, with visual approaches, Low Intensity Runway Lights, Precision Approach Path Indicator (PAPI), and planned to host general aviation development.

Airside facilities also include parallel taxiways, aircraft aprons, tie-downs, hangars, and two fuel tank farm pads that will each hold four 12,000-gallon tanks, one located on 11-29 side and one located on 04-22 side.

Landside facilities include the 7,000-square foot terminal and Port office building, maintenance and fire equipment buildings, an air cargo facility, and several fixed base operator (FBO) buildings. The WSDOT 2012 Aviation Economic Impact Study indicates Skagit Regional Airport provides more than 346 Aviation Related jobs.

The Skagit Regional Airport Master Plan Update (September 2007) includes a determination of the anticipated growth to be experienced at Skagit Regional Airport and an evaluation of the ability of the existing

facilities to accommodate this demand. The master plan uses a 20-year planning period that extends through 2025 and provides a recommended development plan showing the future needs of the airport.

The forecasts of future aviation activity show that the types of activity at the airport are not expected to change dramatically in the 20-year planning period. The airport will continue to function as the key aviation facility serving Skagit County. Aircraft operations are forecast to increase by about 2% per year. Approximately 158 aircraft are based at the airport at the present time. The composition of the aircraft fleet is expected to increase in jet, turboprop, and rotor aircraft usage. Future general aviation operations will continue to be dominated by business oriented flight, private transportation, flight training, or other forms of noncommercial activity using jet, turboprop, rotor aircraft and single- and multi-engine piston aircraft. The Skagit Regional Airport Master Plan includes plans for the extension of utilities, stormwater detention facilities, taxiway, and apron to accommodate future growth.

Future plans for the airport include increasing development for general aviation and commercial uses along Runway 04-22. In addition, the Port plans to assist existing tenants along Runway 11-29 in expanding existing operations. Few changes are expected to the runways themselves other than routine maintenance activities; in 2012, the Port shifted Runway 04-22 by 680 feet to the southwest to alleviate safety concerns due to the close proximity of the two runways.

### Railway Facilities

Rail service within Skagit County is provided by Burlington Northern Santa Fe Railroad (BNSF). The BNSF main line generally parallels I-5. BNSF provides a secondary line from Sedro-Woolley to Sumas in Whatcom County and two branch lines originating in the City of Burlington—one traveling west to Anacortes and one traveling east to Sedro-Woolley. The Burlington Anacortes branch line travels through Bayview Ridge. Rail service passing through Bayview Ridge is limited to freight hauling operations. There are approximately 12 freight trains per day operating on the east-west Burlington branch lines.

## Major Issues

### Safety

All citizens place considerable importance on the safety of the transportation system. Traffic collisions are not only traumatic on a personal level but are also costly for society. Aircraft accidents may inadvertently threaten the preservation of the Skagit Regional Airport, and it is important to establish low intensity uses and adequate airport safety zones to minimize the impact of aircraft accidents. Maintaining and improving the Bayview Ridge transportation system should aid in reducing or preventing collisions.

### Economic Development

Efficient movement of people, freight, and goods is important, because it enhances the economic vitality of the region. A study undertaken by CH2M HILL, in conjunction with transportation planning for SR 20, projects the increase in employment to 2015 and 2025 by UGA, *SR 20: Sharpes Corner to SR 536 NEPA Pilot Project Dwelling Unit and Employment Forecasts for Transportation Analysis Zones*, CH2M HILL, December 2001. Much of the new commercial/industrial development at Bayview Ridge is expected to generate freight, such as manufacturing, communication, retail, and wholesale trade. Many businesses seeking to locate in Bayview Ridge are attracted by the efficient transportation system and the area's proximity to resources and markets. The existing transportation infrastructure represents a significant investment of capital and labor. To protect this investment, the capacity and condition of the system need to be maintained.

### Alternative Modes

For most of this century, transportation improvements have emphasized the movement of motorized vehicles, especially automobiles and trucks. Alternative modes, such as bicycling and walking, have not been stressed. It is expected that the automobile will continue to account for the majority of transportation trips in the foreseeable future, both in the number of trips and in the distance traveled. With new residents and new employees expected, both parking and road congestion will become increasingly important issues. Transit will play a role in alleviating congestion and is recognized in the traffic model discussed later in this chapter.

The Parks, Recreation, and Open Space Program envisioned in this Plan recognizes the importance of development of paths and trails in Bayview Ridge. Encouraging non-motorized modes of transportation can lessen congestion, reduce maintenance of the built infrastructure, and reduce air pollution while providing health benefits to the users.



### Residential Needs

The transportation system provides significant benefits to both the general public and local neighborhoods. Neighborhood transportation projects can be designed to improve pedestrian facilities, traffic flow, and/or neighborhood safety. When transportation improvements are constructed, it is important to address the needs of the public, individuals, properties, and neighborhoods affected by the project. Much of the area's residential development today is centered around the country club and golf course in the southeast quadrant of Bayview Ridge. Access to the area is limited to Ovenell, Avon Allen, and Peterson Roads. Depending on future development within the UGA, a new north-south road from Peterson to Josh Wilson roads may be warranted.

Truck traffic serving the industrial district of the Bayview Ridge Subarea currently access SR 20 via Farm to Market Road, Higgins Airport Way, Avon Allen Road, or Peterson Road. When used by trucks, the alternative route to SR 20 via Peterson Road adversely impacts the residential areas of both Bayview Ridge and the northwest quadrant of the City of Burlington.

Peterson Road serves both the Port and residential areas. Trucks can minimize impacts on the residential neighborhoods by accessing the Port and other industrial areas through other routes. This should be

encouraged by working with the Port and companies, and if necessary by the use of restriction.

The Peterson Road access to the UGA should be developed as a primary residential gateway into the community. Traffic calming design should be used, such as a boulevard or other measures. Through truck traffic should be discouraged, and diverted to SR 20 or Josh Wilson Rd to access Interstate 5.

### Transportation Demand Management

Most solutions to meeting transportation system demands involve increasing the system capacity. This method is appropriate in many circumstances. In some cases, however, the capacity of the system can be increased by reducing the demand on the system. With effective transportation planning, demand placed on the system by the adjacent land uses can be directed to corridors that have excess capacity or have future improvements planned.

### Funding

Growth is expected to continue in Bayview Ridge; and increased traffic volumes to, from, and within the UGA is an issue facing the future build-out of the area. As financial resources constrain the number of potential transportation projects, each new development must be carefully evaluated to determine its impact on the transportation system. The County made specific funding and project timing assumptions with the adoption of the first *Bayview Ridge Urban Growth Area Comprehensive Transportation Plan*. As a result, a decision was made to not charge transportation impact fees for new development at that time.

The County's Capital Facilities Plan and the six-year Transportation Improvement Plan are updated annually. It will be necessary to monitor this financing plan together with development activity and level of service to determine whether impact fees may be warranted in the future.

It is also important to use the funds available to Skagit County and Bayview Ridge in as efficient a manner as possible. In order to maximize transportation improvements, it is important to pursue all available funding opportunities, exercise fiscal prudence, and capitalize on innovative funding methods. Prioritization of projects permits the most important projects to be constructed first to better utilize limited available funds.

Using a combination of these methods will increase the number of transportation projects Skagit County can provide for its citizens.



### Concurrency

One of the goals of the GMA is to have transportation systems in place concurrent with development. This concept is known as concurrency. In Skagit County, concurrency means:

- Transportation systems to serve development shall be in place before the use is occupied or a financial commitment is made to provide the facilities within a six-year period of development; and
- Such transportation systems have sufficient capacity to serve development without decreasing levels of service below minimum standards adopted in this Transportation Element.

The GMA requires concurrency for transportation facilities. This transportation plan is designed to meet the adopted level of service standard discussed later in this chapter.

## Level of Service (LOS), Capacity, & Needs Assessment

### Existing County Levels of Service & Capacity

The County's Transportation Systems Plan (June 28, 2001) addresses LOS and capacity issues within Skagit County through the year 2015. The Plan includes traffic forecasts through 2015 based on a countywide modeling effort.

As stated in the Plan, traffic volumes on County roads are low, and maintenance of the existing road system takes precedence over road construction. Because of this, road improvements rely more on the Priority Array than on LOS deficiencies. The Priority Array refers to a calculation that provides information on the safety and physical characteristics/deficiencies in individual roadway segments. The calculation combines and weighs factors, such as pavement condition, road geometrics, traffic levels, and collision rates.

In addition to the Priority Array, Skagit County also uses a LOS methodology based on the latest edition of the Transportation Research Board's Highway Capacity Manual.

LOS ratings are a measure of the quality of service and efficiency provided by an area's roadways. Traditionally, LOS ratings for roadways are based on an A through F, quantitative measures of roadway capacity, as defined in the Highway Capacity Manual. These alphabetical ratings describe the quality of service provided at peak hours and average daily conditions. In general, LOS A indicates free flow with no delays, while LOS F signifies very severe congestion with slow travel speeds. In the middle is LOS C, which represents a condition of stable flow with slightly reduced speeds and reduced maneuverability.

#### Level of Service: Roads

Based on the Highway Capacity Manual methodology, the Level of Service for Skagit County roads is LOS C, but LOS D is acceptable for road segments that:

- have Annualized Average Daily Traffic (AADT) greater than 7,000 vehicles; and
- are not federally functionally classified as an 09, or 19-Local Access Roads; and
- are designated as a County Freight and Goods Transportation Systems Route (FGTS).

The Skagit County Department of Public Works monitors the LOS on county roads. When traffic volumes exceed the threshold of 7,000 Average Annualized Daily Traffic (AADT) on a road segment, the Department initiates further study of the roadway. This threshold is an indicator that a road segment may be approaching the LOS D limitations and should be studied in depth for potential improvements.

#### Level of Service: Intersections

LOS ratings have also been developed for intersections. These alphabetical ratings describe the quality of service provided at peak hours and average daily conditions. The standard is based on seconds of delay for signalized intersections or reserve capacity for unsignalized intersections as shown in the table below.

Based on the Highway Capacity Manual methodology, the LOS standard for Skagit County intersections is LOS D. LOS analyses for intersections within the Bayview Ridge Subarea were conducted in 2000; all intersections were at LOS A or B.

#### State Highways

LOS standards for most state highways are set through Regional Transportation Planning Organizations (RTPOs). The Skagit-Island RTPO has established LOS C as the standard for all rural highways and LOS D as the standard for all urban highways. All designations are based on the Highway Capacity Manual methodology.

**Table 5-1. Level of Service Ratings for Intersections**

LOS	Signalized Control Delay per Vehicle (Sec/Veh)	Unsignalized Average Control Delay (Sec/Veh)
A	< 10	< 10
B	> 10 – 20	> 10 – 15
C	> 20 – 35	> 15 – 25
D	> 35 – 55	> 25 – 35
E	> 55 – 80	> 35 – 50
F	> 80	> 50

Source: *Highway Capacity Manual*, 2010 Edition

The LOS for state highways of statewide significance (i.e., SR 20) is established by the Washington State Department of Transportation (WSDOT). The standard set for SR 20 is LOS C for rural areas and LOS D for urban areas. The 2003 traffic report prepared in conjunction with the WSDOT SR 20 – Fredonia to I-5 Interchange project includes year 2001 LOS analyses for both individual highway segments and the SR 20/Higgins Airport Way and SR 20/Avon Allen Road intersections. The SR 536 to Higgins Airport Way and Higgins Airport Way to Avon Allen segments are at LOS B. The intersection at Avon Allen Road is at LOS B.

High traffic volumes on state routes can cause delays on intersecting county roads. Skagit County and WSDOT

coordinate regarding SR 20, although they are not in total agreement regarding the SR 20 intersection needs. The county believes further corridor studies are necessary to properly plan for short-and long-term intersection improvements.

### Transit

Skagit Transit does not have level of service standards, but rather focuses on providing basic service and expanding the areas receiving basic service.

### Subarea Capacity & Levels of Service

The LOS standards adopted in this Plan will be maintained through upkeep of the existing circulation system and expansion of transportation services where needed.

Average weekday traffic (AWDT) and PM peak hour counts are regularly collected for the Skagit County arterial network, including Bayview Ridge. Count-based volumes (V) are divided by functional classification capacities (C) obtained from the Highway Capacity Manual to determine existing levels of service.

Table 5-2 illustrates the traffic counts for some of the most highly traveled segments of county roads within the Bayview Ridge Subarea. The present roadway system within the Subarea operates reasonably well. Congestion and delay measured at primary roadway and intersections indicate levels of service are acceptable throughout the regional system.

**Table 5-2. Recent Traffic Counts**

Roadway	Year	AWDT	PM Peak
Avon Allen Road N of SR20	2012	1600	177
Avon Allen Road N of Ovenell	2010	2013	217
Avon Allen Road S of Peterson	2012	3434	387
Farm to Market Road N of SR20	2012	2576	355
Farm to Market Road S of Josh Wilson	2012	1689	194
Farm to Market Road N of Josh Wilson	2011	1882	221
Higgins Airport Way N of SR20	2012	1503	185
Higgins Airport Way N of Ovenell	2012	1328	155
Higgins Airport Way N of Peterson	2012	4223	463
Josh Wilson Road W of Avon Allen	2012	2677	324
Josh Wilson Road E of Farm to Market	2012	927	103
Josh Wilson Road W of Farm to Market	2012	274	36
Ovenell Road E of Higgins Airport Way	2012	962	128
Ovenell Road W of Higgins Airport Way	2012	3775	380
Peterson Road E of Avon Allen	2012	3411	337
Peterson Road W of Avon Allen	2012	1767	207
Peterson Road E of Higgins Airport Way	2012	1600	177

### Forecast of Traffic

Changes in traffic volume are dependent primarily on changes in population and employment, which in turn are dependent on growth in the housing market and regional industries.

In order to systematically estimate future travel demands on the Bayview Ridge road network, a computerized travel forecast model was developed for the Subarea by the Skagit Council of Governments in 2000. This model was based on employment forecasts available at that time, but these forecasts greatly overstate 2015 employment (the model used a forecast of 7,347 total employees by 2015, versus the 3,301 now estimated). Given significant change in the basic employment assumptions, the modeling is no longer considered applicable. The 2000 study did determine, however, that even with the higher employment estimates, traffic circulation within the Subarea will meet or exceed adopted LOS standards, assuming the new north-south collector is constructed.



## Transportation System Analysis

Bayview Ridge employment is predicted to increase steadily. There will be an increase in travel to, from, and within the Subarea. There will also be an increase in travel on SR 20 by vehicles traveling from I-5 to eastern Skagit County. Projected levels of service within the Subarea itself are not anticipated to fall below adopted LOS standards through 2036.

Because traffic volumes will increase over existing levels, the additional traffic will be noticeable to local residents. Within the Subarea, new local access streets will also be constructed to accommodate new development. It is important that these new streets accommodate the new traffic while providing a streetscape consistent with the character of the subarea.

As individual development projects within Bayview Ridge are proposed, a determination will be made on a case-by-case basis as to whether a detailed traffic study will be required as part of the SEPA project-level review.

The Bayview Ridge Subarea Plan proposes a new north-south road system connecting Peterson Road and Josh Wilson Road. The new north-south road will help meet urban fire and emergency response times and improve access to existing residential areas.



## Financing Plan

Skagit County is required under the GMA to prepare a financing plan for the transportation improvements included in this Transportation Element. The Transportation Improvement Program (TIP) identifies transportation revenue sources that are available for undertaking the maintenance, administration, operation, and improvement of the County's transportation system. The TIP includes a listing of transportation improvement projects, a schedule of program expenditures, and a

summary of revenue sources (local, state, and federal) available to fund the identified costs.

No additional improvements are needed in order to continue providing the adopted level of service. Even so, the County remains committed to providing its citizens with the best transportation system possible within funding capabilities. In 2013, the County added a right turn lane on Farm to Market Road at Josh Wilson Road and extended the left turn pocket on Josh Wilson Road at Higgins Airport Way.

## Goals, Objectives, and Policies

**Goal 5A**    **Ensure that the transportation system functions at a reasonable level of service internally throughout the Subarea and coordinate the links to the regional transportation network.**

*Objective 5A-1*    *To provide a level of service on the transportation system that accommodates the needs of both motorized and non-motorized travel and provides a network of streets and trails for ease and variety of travel.*

- Policy 5A-1.1    The planned level of service is not to exceed level of service standards for streets and intersections as adopted in the Skagit County Comprehensive Plan. The concurrency requirements do not apply to transportation facilities and services of statewide significance, e.g. SR 20.
- Policy 5A-1.2    Proposed projects that decrease the level of service below the planned level, because of their traffic contribution, shall be denied unless concurrent improvements are made to prevent a decrease in level of service below the planned level for that location.
- Policy 5A-1.3    The County shall take advantage of existing public lands and right-of-way in the development of the non-motorized transportation system.
- Policy 5A-1.4    The County shall work toward linking public transportation to the non-motorized system.

*Objective 5A-2 To provide for the continued maintenance and improvement of the transportation system.*

Policy 5A-2.1 Complete the construction and upgrading of the arterial street network to maximize circulation and level of service within the community.

*Objective 5A-3 To ensure that transportation planning and other comprehensive planning efforts for the County and the Bayview Ridge Subarea are coordinated.*

Policy 5A-3.1 Coordinate the Skagit County Six-Year Transportation Improvement Plan and the County's Capital Facilities Plan with the Land Use, Utilities, and other relevant plan elements to ensure a balanced program that is adequately funded and responsive to community interests.

Policy 5A-3.2 Coordinate the Capital Facilities Plan with regional non-motorized travel plans, including bicycle and pedestrian.

Policy 5A-3.3 Continue to coordinate with WSDOT regarding improvements to SR 20.

Policy 5A-3.4 Continue to coordinate with Skagit Transit to identify needed route changes and transit-related street improvements.

*Objective 5A-4 To reduce demand on the transportation system during peak travel times.*

Policy 5A-4.1 Implement programs to encourage the use of flextime, carpooling, and transit as traffic levels increase.

Policy 5A-4.2 Promote the use of flexible work schedules that can be coordinated with public transit schedules.

Policy 5A-4.3 Employ Transportation Demand Management (TDM) and Transportation System Management (TSM) measures as an additional mitigation measure.

*Objective 5A-5 Develop design standards for street and trails that reflect the needs and character of the Bayview Ridge Subarea.*

Policy 5A-5.1 Peterson Road should be designed as the major residential entryway to the UGA from the east and incorporate traffic-calming design such as a boulevard.

Policy 5A-5.2 Encourage pedestrian activity along Peterson Road by providing sidewalks and streetscape amenities as well as

pedestrian linkages to nearby residential and employment areas.

Policy 5A-5.3 Design standards should encourage the use of street trees and landscaping, along Peterson.

Policy 5A-5.4 Street and trail projects should minimize impacts to sensitive natural areas and preserve significant trees and vegetation.

Policy 5A-5.5 Any existing streets constructed to less than the full urban standard, provision shall be made for future improvement to the urban standard.

Policy 5A-5.6 Provide a network of bicycle and pedestrian paths between and through Bayview Ridge. Connections should also be planned or provided to regional bicycle and pedestrian paths such as the Port trails, Padilla Bay Shore Trail, Padilla Bay Interpretive Center, and the City of Burlington.

Policy 5A-5.7 Provide transit stops or stations at strategic locations within the Subarea.

# Chapter 6 Capital Facilities

*planning and provision of needed public facilities and services, including capital costs, financing, levels of service methods and consequences, statutory requirements*

Capital facilities include roads, sewers, parks and open spaces, schools, drinking water, stormwater, and all the government buildings that house public services. Capital facilities help define the quality of life for residents of Bayview Ridge. Law enforcement services protect lives and property. Sewer, water, and solid waste services meet a basic living need. Parks and dedicated open space provide for leisure and recreational needs.

Bayview Ridge is a non-municipal Urban Growth Area (UGA). As a UGA, Bayview Ridge provides its population with a number of urban services and facilities. Although Skagit County is the governmental body responsible for capital facility planning within Bayview Ridge, many services are provided by special districts or neighboring municipalities. Likewise, the residents and industrial users of the UGA depend on county-provided facilities not located within the UGA boundaries, such as the fairgrounds, courthouse and ferry services. This capital facilities plan focuses on the provision of those public facilities within the Bayview Ridge UGA. It is a supporting document to the Capital Facilities element of the Skagit County Comprehensive Plan and the reader is referred to this plan for a detailed description of all county provided facilities.

Transportation facilities are addressed in detail in the Transportation Element. Private utilities such as electricity, telephone, and telecommunications are addressed in the Utilities Element.

## Facilities Included in this Plan

The Bayview Ridge Subarea Plan includes two categories of public facilities: those provided by county government and those by other public jurisdictions, as follows:

### Skagit County

- Parks
- Solid waste management and recycling services
- Stormwater management
- Law enforcement services

### Other public jurisdictions

- Fire protection services
- Airport
- Water Service
- Wastewater
- Schools
- Drainage Control District

While the intent of this element is to focus only on those capital facilities directly serving Bayview Ridge, it is often necessary to provide a general overview of the service providers. Similarly, while capital projects in this element were intended to be only those occurring in Bayview Ridge, in some cases projects listed in this document benefit a larger area.



## Levels of Service

Levels of service are usually quantifiable measures of the amount of public facilities that are provided to the community. These LOS measures are often expressed as ratios of facility capacity to demand (i.e., gallons of water per customer per day or number of students per classroom). In order to use the level of service (LOS) method to determine facility needs, the county has selected how it will measure each facility (e.g., acres, gallons, etc.), and it identified the amount, or standard, it will adopt for each measure of the current and proposed LOS. Skagit County adopted these standards as part of the Capital Facilities Element of the county Comprehensive Plan.

Current, adopted levels of service standards for Bayview Ridge are found in the Capital Facilities Plan. These standards determine the need for capital improvement projects, and they are the benchmark for testing the adequacy of public facilities for each proposed development where the concurrency requirement is established.

If necessary, county adopted LOS standards can be amended once each year as part of the Comprehensive Plan's amendment. This may be desirable if a deficiency of revenue compared to cost means that not enough money is available to construct facilities. Any LOS standard that is not financially feasible and is also subject to concurrency requirements must be adjusted using the following options:

- Increase revenues to pay for the proposed standard of service (higher rates for existing revenues and/or new sources of revenue); or
- Reduce the average cost of the public facility (i.e., alternative technology or alternative ownership or financing), thus reducing the total cost and possibly the quality; or
- Reduce the demand by restricting population (i.e., revise the Land Use Element), which may cause growth to occur in other jurisdictions; or
- Reduce the demand by reducing consumption (i.e., transportation demand management techniques, recycling solid waste, water conservation, etc.), which may cost more money initially, but may save money later; or Any combination of options 1-4.

## Capital Facilities Planning Issues

### Boundaries

The boundaries of the Bayview Ridge Subarea are based on topography, separation from the Skagit Valley floodplain and its associated agricultural lands, the existing pattern of development, and existing service area boundaries for public sewer and water systems. The Bayview Ridge UGA creates a new planning boundary. Historically, there has been no separation of the Bayview Ridge Subarea from the remainder of unincorporated Skagit County. Similarly, special districts such as drainage, fire, and schools have addressed Bayview Ridge only as a component of their larger district. Utility providers typically follow demand and they address this area only in the context of development activity. Subarea population and industrial development forecasts are only now becoming available. It will take time and promotion on the part of the county, working with the special districts and utility providers, to establish Bayview Ridge as a distinct planning area for capital facility improvements.



### Population & Employment Growth

In 2000, the actual population of Bayview Ridge was 1,687. In the 2008 plan, based on the distribution provided in the Countywide Planning Policies, the Bayview Ridge UGA expected a population of 5,600 in 2025. The 2010 Census revealed the population of Bayview Ridge had only reached 1,798.

In 2014, the County's GMA Steering Committee determined that the 3,800 residential population growth formerly allocated to Bayview Ridge will be distributed among the municipal UGAs in the 2016 GMA Update. This is possible in part due to the fact that the new 20-year population projections for Skagit County through 2036 are only slightly greater than the previously-

adopted County population target through 2025, meaning additional urban residential population capacity is not needed.

Also, several of the cities report having more capacity within their existing UGAs than they previously realized, meaning the cities and towns believe they can readily accommodate both the slight increase in countywide population through 2036, and the previous allocation for the Bayview Ridge UGA, within their existing urban growth boundaries. Bayview Ridge is therefore expected to accommodate infill development of 72 people for a total of 1,883 people in 2036, the end of the next planning period. Because this edition of the Subarea Plan anticipates close to zero additional residential growth, the need to plan for residential services and facilities is significantly reduced.

As of 2008, employment within the Bayview Ridge industrial area was projected to increase from 1,456 in 1998, to 4,305 in 2025 (SR-20: Sharpe's Corner to SR 536 NEPA Pilot Project Dwelling Unit and Employment Forecasts for Transportation Analysis Zones, CH2M HILL, December 2001). In the current Countywide Planning Policies, Bayview Ridge (and all other urban growth areas) are allocated a certain amount of commercial and industrial acreage. Bayview Ridge's current CPP 1.1 allocation through 2025 is 750 (new) acres, which limited how much expansion of light industrial zoning could occur in the 2014 update of this subarea plan.

In the 2016 Comprehensive Plan update, each jurisdiction will convert its employment (jobs) targets to acreage depending on the particular types of jobs being planned for, their associated land needs, and other unique local circumstances. The proposed employment allocation for the Bayview UGA is 3,455 jobs by 2036. That number is based on a more aggressive job growth projection than Skagit County has planned for in the past—but one that is consistent with observed job growth rates in Skagit County at various points of time.



## Inventory, Needs Analysis, Projects, and Financing

GMA requires the Capital Facilities element of the Comprehensive Plan to include:

- (a) an **inventory** of existing capital facilities owned by public entities, showing the locations and capacities of the capital facilities;
- (b) a forecast of the **future needs** for such capital facilities; [including] (c) the proposed locations and capacities of expanded or new capital facilities;
- (d) at least a **six-year plan** that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes; and
- (e) a **requirement to reassess the land use element** if probable funding falls short of meeting existing needs and to ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities plan element are coordinated and consistent. Park and recreation facilities shall be included in the capital facilities plan element.

Skagit County updates much of this information every year (or at least every two years) as part of its Capital Facilities Plan update. To minimize the number of documents that need updating each year, capital facilities information relevant to Bayview Ridge is contained in the CFP, not the Subarea Plan.

## Goals, Objectives, and Policies

### **Goal 6A Ensure that the infrastructure, facilities, and services necessary to support development are adequate to serve new projects at the time the buildings are available for occupancy and use without decreasing service levels below locally established minimum standards.**

*Objective 6A-1 Provide adequate public facilities to the Bayview Ridge Urban Growth Area.*

- Policy 6A-1.1 Development of capital facilities within the Bayview Ridge Urban Growth area shall conform to urban development standards.
- Policy 6A-1.2 Providers of public facilities are responsible for paying for their facilities. Providers may use sources of revenue that require users of facilities to pay for a portion of the cost of the facilities. As provided by law, some providers may require new development to pay impact fees and/or mitigation payments for a portion of the cost of public facilities.
- Policy 6A-1.3 Each Comprehensive and Capital Facilities Plan for a specific facility type shall include an inventory of existing capital facilities owned by public entities, showing the locations and capacities of the capital facilities.

*Objective 6A-2 The Skagit County Capital Facilities Plan, which is the umbrella document linking all the individual facility plans together, shall be updated annually so that financial planning remains sufficiently ahead of the present for concurrency to be evaluated.*

- Policy 6A-2.1 The forecast of the future needs shall be included based on the levels of service or planning assumptions selected and consistent with the growth, densities and distribution of growth anticipated in the land use element.
- Policy 6A-2.2 The schedule and priority for each Capital Facility shall be based on the demand for service, identified problem areas for each type of facility, opportunities for incorporating long range facility improvements with proposed development projects, and required sequence of improvements for the facility in question, as applicable.
- Policy 6A-2.3 Encourage the involvement of citizens in the capital facilities planning process.

*Objective 6A-3 Require new development to pay its fair share of the costs associated with new development.*

- Policy 6A-3.1 Skagit County should consider adopting ordinances to impose impact fees or facilitate latecomer agreements for the Bayview Ridge Subarea.

*Objective 6A-4 Coordinate water and sanitary sewer extensions with PUD No.1 and the City of Burlington.*

- Policy 6A-4.1 Public water supply for new development shall conform to or exceed the Coordinated Water System Plan (June 2000) minimum design guidelines and standards for public water systems.
- Policy 6A-4.2 Sanitary sewer system extensions and connections shall be consistent with the City of Burlington Comprehensive Wastewater Plan.
- Policy 6A-4.3 Existing and new interlocal agreements regarding provision of sanitary sewer service outside the Burlington City Limits shall be updated or renewed upon expiration in a manner that is consistent with the following: the adopted Countywide Planning Policies, the City of Burlington Comprehensive Plan, and the Skagit County Comprehensive Plan as adopted in compliance with the Growth Management Act, along with relevant interlocal agreements and regulations.

*Objective 6A-5 To influence the development and use of the water resources in Skagit County in a manner that is consistent with the Countywide Planning Policies and the Comprehensive Plan.*

- Policy 6A-5.1 The Bay View Watershed Stormwater Management Plan Phase 1: The Bayview Ridge Urban Growth Area, February 2007, the adopted stormwater management plan for the Bayview Ridge Subarea, shall be updated as needed.

*Objective 6A-6 To practice integrated and efficient management of solid waste in accordance with Washington State waste management priorities to protect and enhance the present and future environmental quality and public health in Skagit County through education, regulations, and economic incentives.*

- Policy 6A-6.1 Solid waste management should be provided with adequate resources to manage solid wastes safely, efficiently, and equitably, and should be consistent

with State priorities while recognizing local conditions.

- Policy 6A-6.2 Reducing per capita waste consumption should be supported through educational and legislative efforts that are directed towards changing consumer and industrial practices.
- Policy 6A-6.3 Recycling efforts and opportunities in the Bayview Ridge Subarea should be maintained at a high level to increase the recycling rate annually.
- Policy 6A-6.4 Environmental and economic impacts shall be considered and balanced when determining disposal practices.
- Policy 6A-6.5 Individuals should be encouraged to take personal and financial responsibility for the proper management of the wastes he/she generates.



## Impact Fees

Impact fees are authorized by statute for road, school, and park improvements according to specific criteria (see RCW Chapter 82.02). If the County ever elects to add this optional revenue source, additional documentation and calculation will be needed to comply with the impact fee law, and an ordinance will need to be enacted, following appropriate public process.





# Chapter 7 Utilities

*planning and provision of public and private utilities, including electricity, natural gas, telecommunications, cable television, and the Port of Skagit*

Bayview Ridge residents and businesses rely on a number of basic utility services that help define their quality of life and maintain their health and well-being. Power, natural gas, telecommunications, and cable are considered utilities under the Growth Management Act. These services are usually taken for granted. Yet without coordination and conscientious planning for future growth, services may be interrupted, inadequate, or prohibitively expensive. The purpose of this section is to facilitate coordination between the utility providers and Skagit County. Such coordination ensures that new facilities provided are compatible with planned growth and utility planning is done in conjunction with land use. While planning for utilities is the primary responsibility of the utility providers, this section identifies issues and policies related to the provision of utilities that are of importance to Skagit County.

## Existing Utilities

### Public Utilities

#### Electricity

Electricity within the Bayview Ridge Subarea is provided by Puget Sound Energy (PSE). PSE maintains both 230 KV and 115 KV transmission lines to both the City of Anacortes and the refineries that traverse the south and east borders of Bayview Ridge. These facilities are available to provide power to Bayview Ridge. PSE also maintains a gas generation station at the intersection of Farm to Market and SR 20 that is used to boost system wide power during peak demand times. PSE reports no current capacity issues.

#### Telecommunications

Mount Vernon, Burlington, the Port of Skagit, and Skagit County were partners in a project to bring fiber optic cable to the industrial and airport portions of the

subarea. Skagit County was awarded an economic development grant of \$300,000 for the project, which had an estimated total cost of just over \$600,000.

### Private Utilities

#### Natural Gas

Cascade Natural Gas (CNG) provides natural gas service within Bayview Ridge. CNG maintains both 8-inch and 16-inch distribution mains that traverse the southern boundary of the urban growth area (UGA). These major supply lines serve both the City of Anacortes and the refineries and have adequate capacity to meet the Bayview Ridge needs through the 2025 planning period.



#### Telecommunications

Telecommunications is the transmission of data or information by wire, radio, cable, electromagnetic waves, satellite, or other similar means. In Skagit County, telecommunication utilities include telephone, cellular telephone, cable, and satellite data and voice features. In 1996, the federal government passed the Telecommunications Act, which, among other things, deregulated the provision of data and information. The Telecommunications Act was intended to promote

competition in this vastly changing and expanding industry.

Considerable expansion of the telecommunications industry has occurred as a result of expanded licensing by the FCC and technological innovation, leading to the blurring of lines between traditional delivery systems and media.

Plain Old Telephone Service at Bayview Ridge is provided by Frontier. Telephone service is initiated by customer demand and requests, and service providers are required to provide adequate telecommunications service on demand (RCW 80.36.090). Accordingly, telephone service providers will provide facilities to accommodate whatever growth patterns occur.

Several internet service providers (ISPs) are available via DSL, cable, wireless, and dial-up access in the Bayview Ridge Subarea. ISP ownership frequently undergoes change in the current environment of deregulation, and new service providers continuously enter the market. Current and future needs of the Bayview Ridge Subarea appear to be met adequately.

Bayview Ridge is served by several cellular telephone companies. These companies are licensed to operate in the county and throughout the region within guidelines set by the Federal Communications Commission (FCC). Siting and design of towers is regulated by the Federal Aviation Administration (FAA) and the local zoning authority.

Cable television service in Bayview Ridge is provided by Comcast and Wave Broadband. Several firms offer satellite television access.



### Pipelines

Two petroleum pipelines traverse the Subarea. The Kinder Morgan pipeline runs through the southern and eastern portion of the Subarea, through both industrial

and residential areas. The Olympic Pipeline runs through the eastern portion of the Subarea in a north-south direction, through the Skagit Golf and Country Club and the residential area north of Peterson Road.

## Major Issues

### Coordination & Concurrency

As development occurs, system and facility improvements must keep pace with the higher demand. The improvements must take place within predetermined timeframes to maintain appropriate levels of service. To ensure concurrency, Skagit County needs to coordinate with private utility companies and other regional jurisdictions so that utilities may provide high-quality and reliable services to their customers and plan for future development and expansion of utility facilities.

### Compatibility & Design Standards

The siting of utility facilities requires coordination with Skagit County's land use plan and this comprehensive plan so that they will be sited in a manner reasonably compatible with adjacent land uses, including the airport. When new roads are constructed, electrical and telecommunications lines are required to be placed underground.

## Regulatory Setting

### Washington Utilities & Transportation Commission

The Washington Utilities and Transportation Commission (WUTC) is responsible for regulating privately owned utility and transportation businesses in the state. The WUTC is a three-member board appointed by the governor and confirmed by the state senate. It is the WUTC's responsibility to see that companies provide safe and reliable service to their customers at reasonable rates. The WUTC regulates only private utilities, including electric, gas, telecommunication, and water companies.

Publicly owned utilities (such as municipal utilities and public utility districts) are regulated by their respective legislative bodies.

WUTC mandates that utility facilities and service must be provided on a uniform or nondiscriminatory basis to

all customers and that cost of service must be equitable. State law regulates the rates and charges, services, facilities, and practices of utilities. Any change in customer charges or service provision policy requires WUTC approval.

In accordance with state law, private utilities have an obligation to provide service upon demand. In other words, the utility companies must provide service to customers within their service territory as it is requested. This is known as a utility's duty to serve. Consistent with this duty, the utility providers follow growth and will provide service to development in accordance with service territories.

There are other federal and state agencies that impose requirements on utilities. The Washington State Department of Health (WDOH) has jurisdiction over water purveyors; the Federal Energy Regulatory Commission and Department of Energy have jurisdiction over electric power service; and the Federal Communications Commission (FCC) has jurisdiction over the telecommunications industry.

### Federal Energy Regulatory Commission

The Federal Energy Regulatory Commission (FERC) is an independent, five-member commission with the U.S. Department of Energy. FERC establishes rates and charges for the interstate transport and sale of natural gas, for the transmission and sale of electrical power, and for the licensing of hydroelectric power projects. In addition, the commission establishes rates and charges for the interstate transport of oil via pipeline.

## Public Utilities

### Electricity

Puget Sound Energy plans to continue to improve and extend its facilities as necessary to serve the growing demand in its service area. System planners design and build their systems to follow population and employment growth projections based on county and city plans. The electricity load is determined from these plans and projections. An electric system plan is then developed to serve those loads at prescribed reliability levels, taking into account environmental, economic, financial, and operational factors. Utility construction is coordinated with the appropriate jurisdictions and agencies and is typically phased in as actual growth occurs.

Contents > Utilities > Public Utilities

## Private Utilities

### Natural Gas

Cascade Natural Gas does not plan in advance for individual connections. Rather, connections are initiated by customer requests for new construction or conversion from electricity to gas. CNG expects to continue developing distribution systems and services in accordance with the Integrated Resource Plan Guidelines set forth by the state. CNG will identify necessary reinforcement and continue to meet growth at the lowest possible cost by maximizing the capacity of the existing distribution system.

### Telecommunications

Other than the public fiber optic project mentioned above, expansion of telecommunications services is driven by market demand, technology, and return on investment.

## Goals, Objectives, and Policies

**Goal 7A    The provision of utilities is critical to urban development at urban densities. Land use and transportation planning and development must be supported with adequate utility infrastructure.**

*Objective 7A-1    Maintain consistency, compatibility and concurrency between utility providers, local, state, and federal plans.*

Policy 7A-1.1    Require that the utilities and services needed to support development be available concurrent with the impacts of development.

Policy 7A-1.2    Utility services that are provided by a private purveyor should have a plan that is consistent with, and coordinated with, the Subarea Plan.

Policy 7A-1.3    Each utility must have a response plan for emergency management that is coordinated with the Skagit County Emergency Response Plan.

Policy 7A-1.4    Require the joint use of utility corridors when feasible.

*Objective 7A-2 Encourage underground utility distribution to reduce visual and safety impacts of overhead lines where economically feasible.*

Policy 7A-2.1 Large new developments and subdivisions in the Bayview Ridge Subarea must have underground distribution lines.

*Objective 7A-3 Regulate the construction of communication facilities consistent with needs of the Subarea.*

Policy 7A-3.1 Telecommunication towers are allowed only in conformance with the Federal Aviation Agency's Part 77 Surfaces and the Airport Environs Overlay.

Policy 7A-3.2 Encourage the co-location of communication utilities to reduce the potential for more monopoles.

Policy 7A-3.3 Require removal of unused telecommunication equipment.

Policy 7A-3.4 Require mitigation of visual impact.

*Objective 7A-4 Coordinate the placement of overhead power lines.*

Policy 7A-4.1 Include Puget Sound Energy, Frontier, and all other overhead line users in development and implementation of streetscape planning.

Policy 7A-4.2 If power lines are to be moved, establish an early notification system for any proposed public or private project so that opportunities to retain existing trees are adequately planned for.

# Chapter 8 Parks, Trails, and Open Space

*standards for Level of Service for parks and recreation land and critical areas and public open space for airport safety*

## Existing Conditions

Parks, recreation, and open space are vital elements in an urban community. Parks, recreation facilities, and open space contribute to a community's quality of life significantly. Open space can also protect environmentally sensitive areas and provide buffers between incompatible land uses.

Existing park and recreation facilities within Bayview Ridge are limited. No public parks or recreation facilities currently lie within the Subarea, although the large Bayview State Park and Padilla Bay trail and estuarine research complex lie just west of Bayview Ridge. The Skagit Golf and Country Club is located in the southeastern portion of the Subarea, but this privately owned 18-hole golf course is open only to members and their guests.

The Port of Skagit has developed a 10.4-mile non-motorized trail system linking its north and south leaseholds within the Subarea (see Figure 8-1). The trails are surfaced with gravel and are approximately eight feet in width. It is anticipated that these trails will ultimately provide connections to Josh Wilson and Farm to Market Roads, as well as SR 20.

Existing open space within Bayview Ridge consists of the numerous wetlands and their buffers, tracts of vacant land (encompassing both pasture grass and evergreen and/or deciduous trees) and the hillside along the eastern and northeastern edges of the Subarea. Environmentally sensitive areas (e.g., wetlands, steep slopes) are protected under the Skagit County Critical Area Regulations.

The 2012 Skagit County Comprehensive Park and Recreation Plan addresses park, recreation, and open

space needs throughout the County and within individual communities such as Bayview Ridge.



## The Subarea Plan Approach

The integration of parks and open space within Bayview Ridge are critical for the following reasons:

- To provide compatibility with Skagit Regional Airport;
- To meet the recreational needs of Bayview Ridge residents and employees;
- To protect sensitive natural areas;
- To contribute to the physical and visual context of Bayview Ridge.

Properties in the Airport Compatibility Zones are subject to specific open space standards set forth in SCC 14.16.210 to minimize safety conflicts. Visual open space is provided by protected land adjacent to the airport runway. The 400+ acres of protected wetlands and buffers in the Port of Skagit WIN program are a key element of the UGA's open space system.

The Skagit County Comprehensive Parks and Recreation Plan identifies open space needs based on Level of Service (LOS) Standards, public input, use patterns, and other factors. At Bayview Ridge, because no significant

new residential development is expected, the need for parks is focused on pocket parks. Pocket parks should be created within the business districts to accommodate employees, as a respite, a place to enjoy lunch, or otherwise allow a place to escape in a park or green space setting. Pocket parks often have amenities such as picnic tables, benches, plants, lawn, art, trails, and other aesthetic and functional park elements.

As a mechanism to encourage the development of public open space within the business corridor, the Subarea Plan calls for dedicated open space lands within a development. This allows the flexibility to cluster business uses around the open spaces to enhance the aesthetics of the development.

The Subarea Plan also proposes park design criteria, to ensure that parks are well-integrated into the design of the businesses and industrial complexes:

- Off-street trails are envisioned to be a defining feature of new development and function as the backbone of the network of open spaces in the area consistent with the Port's existing trail system.
- Natural areas, pocket parks, and connectivity will be located and designed to be convenient, usable, accessible, and safe, and accommodate uses/activities that appropriately serve the anticipated residents and users of the development.

School playfields are also a major community open space resource. Although no new school is expected within the Subarea, the Subarea Plan calls for safe and convenient pedestrian connections to the existing school and its playfields.

## Goals, Objectives, and Policies

**Goal 8A To provide (and facilitate the provision of) pocket parks, trails, and open space areas to meet the needs and interests of the Bayview Ridge community.**

*Objective 8A-1 Provide pocket parks, recreational open space, trails, and other recreation facilities that will meet the County's interests and needs in a cost-effective manner.*

Policy 8A-1.1 Acquire and develop lands and facilities that will be particularly attractive and cost efficient to maintain.

Policy 8A-1.2 Provide public open space opportunities scattered throughout Bayview Ridge, preferably with recreational trails.

Policy 8A-1.3 Preserve and protect significant environmentally sensitive areas and incorporate these areas into an open space system.

Policy 8A-1.4 Commercial/industrial zones should contain "pocket parks" for the benefit of employees, customers, and other local users and for the aesthetics of the business-park-style development.

Policy 8A-1.5 Pocket parks should have length and width of at least 20 feet and that include some combination of picnic tables, benches, plants, lawn, art, trails, or other aesthetic and functional park elements.

Policy 8A-1.6 Commercial/industrial development should provide a pocket park if one does not exist within a half mile.

Policy 8A-1.7 Provide trail connectivity between the residential area and the Port of Skagit trail system.

Policy 8A-1.8 Commercial/industrial development should provide trails within the development that connect to the Port of Skagit trail system shown in Figure 8-1 and are consistent with the conceptual trail plan in Figure 8-2.

*Objective 8A-2 Use a variety of innovative land use techniques to maintain the character and quality of parks and open space, including but not limited to conservation and open space easements, public trust, public lands, transfer and purchase of development rights and other means.*

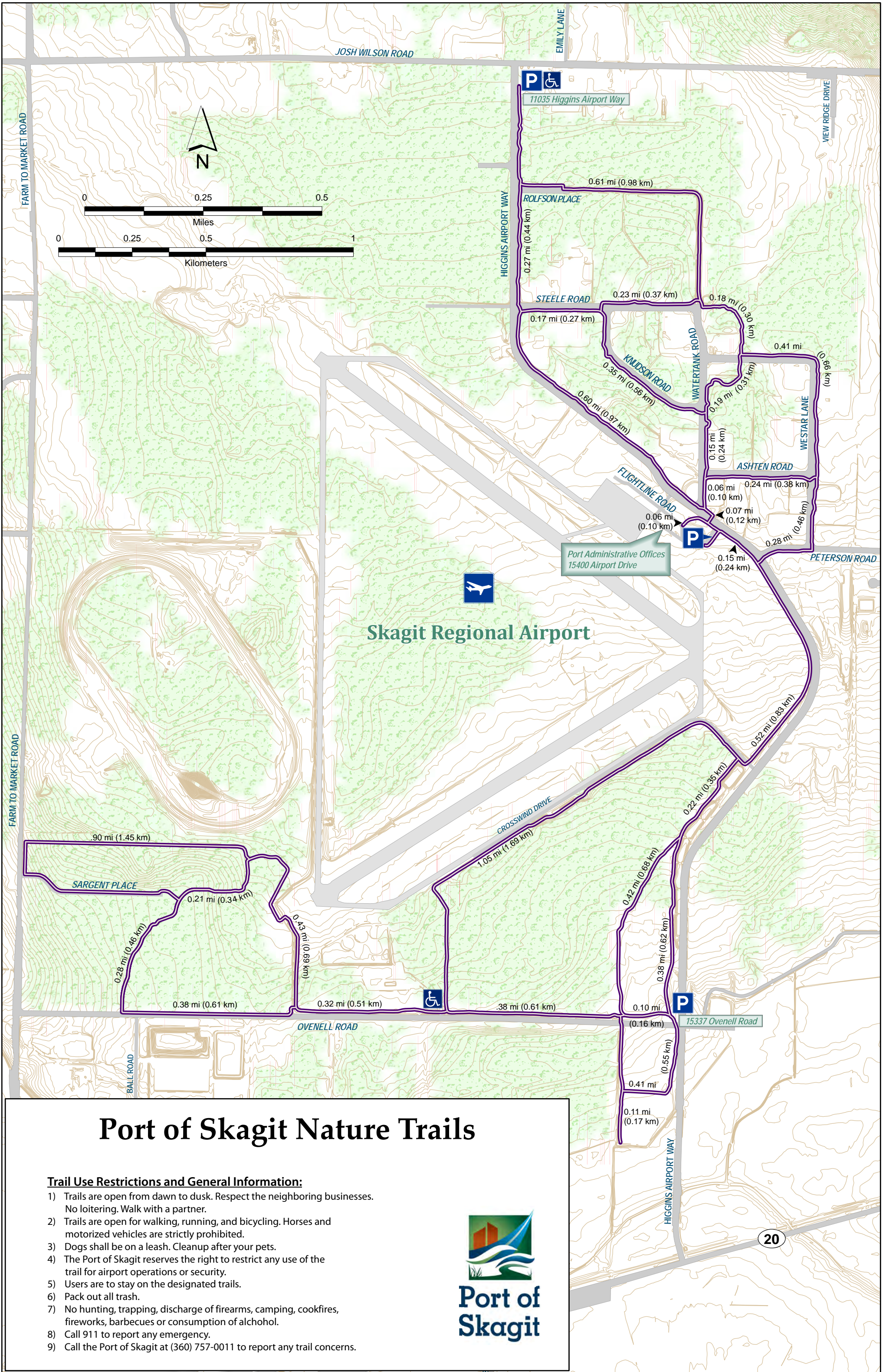
Policy 8A-2.1 Encourage shared use of public and quasi-public facilities.

Policy 8A-2.2 Work with non-profit entities to ensure long-term preservation of pocket parks, trails, and open space.

Policy 8A-2.3 Create a comprehensive system of multipurpose trails for recreational hikers and walkers, joggers, bicyclists, and Bayview Ridge employees.

Policy 8A-2.4 Develop a trail system that links the residential, airport, and commercial/industrial portions of the Subarea.

Policy 8A-2.5 Require trails throughout the commercial/industrial areas that are substantially consistent with Figure 8-2 Conceptual Trail System Map.



# Port of Skagit Nature Trails

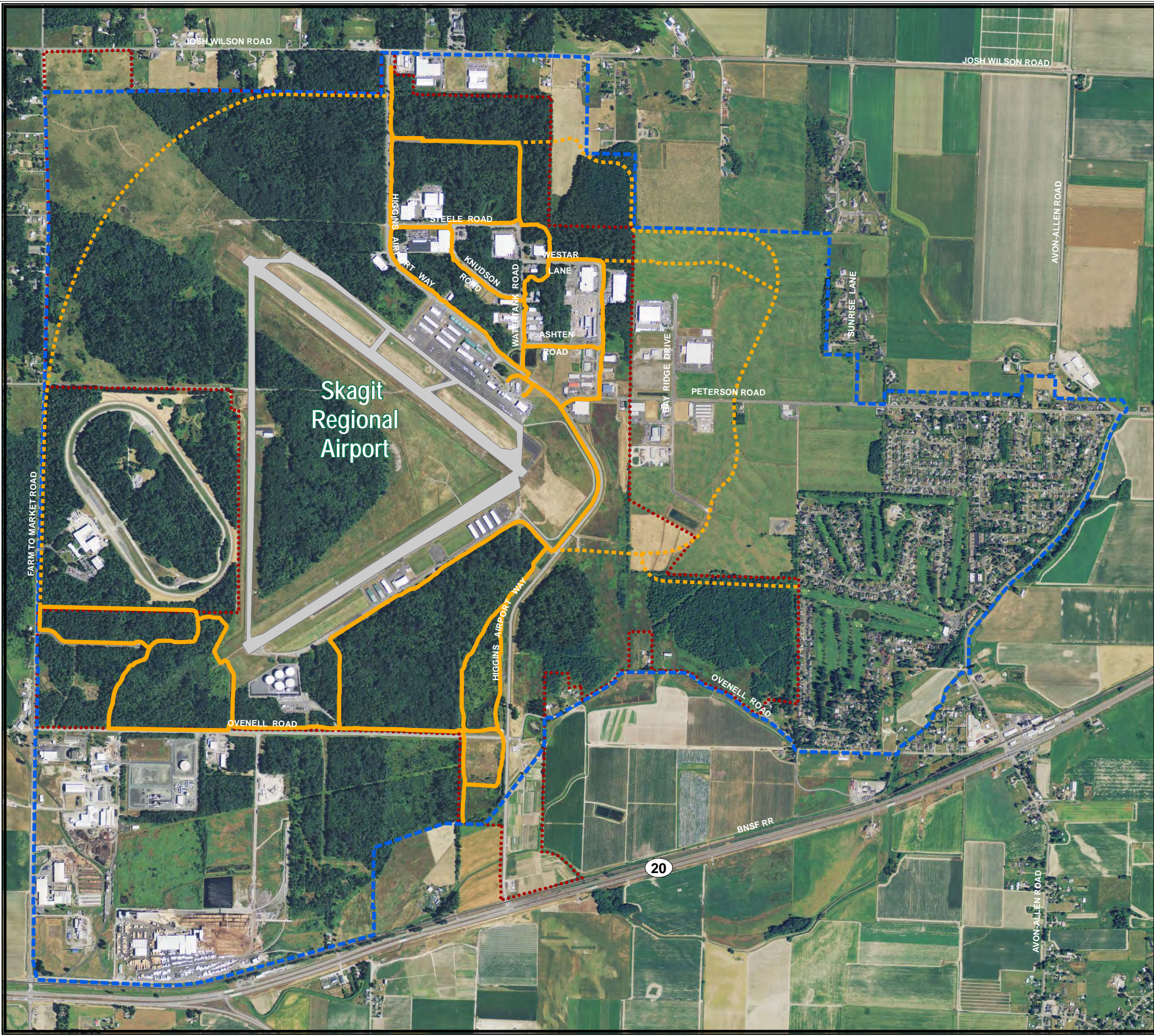
**Trail Use Restrictions and General Information:**

- 1) Trails are open from dawn to dusk. Respect the neighboring businesses. No loitering. Walk with a partner.
- 2) Trails are open for walking, running, and bicycling. Horses and motorized vehicles are strictly prohibited.
- 3) Dogs shall be on a leash. Cleanup after your pets.
- 4) The Port of Skagit reserves the right to restrict any use of the trail for airport operations or security.
- 5) Users are to stay on the designated trails.
- 6) Pack out all trash.
- 7) No hunting, trapping, discharge of firearms, camping, cookfires, fireworks, barbecues or consumption of alcohol.
- 8) Call 911 to report any emergency.
- 9) Call the Port of Skagit at (360) 757-0011 to report any trail concerns.







**Port of Skagit**



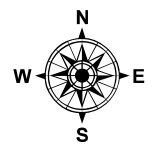
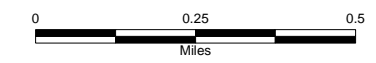


# LEGEND

-  Proposed Urban Growth Area Boundary
-  Port of Skagit County Boundary
-  Existing Off-street Trails
-  Conceptual Future Trail Network

Aerial Photo 2013

August 27, 2014



## BAYVIEW RIDGE SUBAREA PLAN

### Conceptual Trail System

Figure 8-2



# Chapter 9 Natural Environment

*preservation and enhancement of the natural environment, including aquifer recharge areas, flood hazard areas, geologic hazards, wetlands, and fish and wildlife habitat*

## Existing Conditions

The Natural Environment Element addresses the protection, conservation, preservation, and restoration of natural resources in the Bayview Ridge Subarea, including wetlands, fish and wildlife habitat, geologically hazardous areas, and other critical areas.

The Bayview Ridge Subarea is situated on a topographic bench above the Skagit Valley floodplain, with the marine waters of Padilla Bay to the west. The natural landscape within the Bayview Ridge Subarea encompasses gently sloping terrain, steep hillsides, numerous wetlands, large stands of mature trees, and open fields. In past years, the Bayview Ridge Subarea has experienced a high level of growth associated with industrial and residential development in and around the Skagit Regional Airport. With that growth there has been a slow degradation of the natural environment. Generally, there has been a decrease in quantity of wetlands and native vegetation.



## Critical Areas

Skagit County identifies wetlands, aquifer recharge areas, frequently flooded areas, geologically hazardous areas, and fish and wildlife habitat conservation areas as critical areas of the natural environment requiring conservation and protection. While critical areas are present throughout the county, their identification and exact location are not always mapped or mapped accurately. The County will use critical area site assessments at the time of permit or development application to confirm the presence, exact location, and classification of critical areas.

### Aquifer Recharge Areas

The Bayview Ridge Subarea does not contain identified Category I aquifer recharge areas.

### Frequently Flooded Areas

Flooding is not a serious hazard in the Bayview Ridge Subarea. Most of the Subarea lies above the floodplain of the Samish River to the north and the Skagit River to the east and south. The Subarea has small areas identified as flood hazard areas. Higgins Slough flows through the southeastern tip of the Subarea, just north of SR 20 in the vicinity of Ovenell and Avon Allen roads. No-Name Slough and Joe Leary Slough lie outside of the subarea to the west and north, respectively. These sloughs are in flood hazard areas of the Samish and Skagit Rivers.

### Geologically Hazardous Areas

Potential geologic hazards in the Bayview Ridge Subarea generally include landslide hazards, erosion hazards and seismic hazards. Landslide hazard areas are generally limited to the eastern portions of the subarea. Those areas throughout the subarea with slopes in excess of

40% and a vertical relief greater than 10 feet may be at risk.

Although the subarea is primarily flat, erosion hazards may be present on slopes in excess of 30%, primarily in the eastern portion of the subarea. There are three soil types present within the subarea which are at moderate to high soil erosion risk on slopes less than 30%. These include the Fidalgo-Lithic Xerochrepts-Rock outcrop complex with slopes of 3 to 30%, Swinomish gravelly loam with slopes of 15 to 30% and Xerothents with slopes to 5%. According to the Soil Survey of Skagit County, the Fidalgo-Lithic Xerochrepts-Rock outcrop complex is isolated in a small area in the southwest portion of the Bayview Ridge Subarea. Swinomish gravelly loam is more prevalent in the area and is located in the eastern portion of the subarea. Xerothents soils are located throughout the central and eastern portion of the subarea.

As with all of Skagit County, the Bayview Ridge Subarea is at risk for seismic hazards. Seismic hazards for this area include development damage as a result of ground movement, slope failure, settlement, and liquefaction. According to the Washington Department of Natural Resources Liquefaction Susceptibility Map, the Bayview Ridge Subarea is within an area of moderate to high liquefaction potential.

Although there is no known surficial expression of faults within the subarea, extrapolation of fault locations on geologic maps indicate that some pre-Holocene faulting may be present at depth. Regardless of the presence of faults within the boundaries of the Bayview Ridge Subarea, it is within a seismically active region and will be subject to seismic hazards. Geotechnical analysis, building/foundation design, and proper construction are essential to minimize damage resulting from seismic events.

### Wetlands

Wetlands are areas identified by the presence of water during the growing season, hydric soils, and the presence of a plant community that is able to tolerate prolonged soil saturation. These areas provide many important environmental functions, including flood storage and attenuation, wildlife habitat, aquifer recharge, water filtration and sediment deposition to improve water quality for fish, other aquatic species and wildlife, and a visual buffer in the built landscape. Wetlands are legally protected under the Federal Clean

Water Act, the State Growth Management Act, State Water Pollution Control Act, and Skagit County Code.

Numerous wetlands are scattered throughout Bayview Ridge Subarea (Figure 9-1), and are especially prevalent in the western and central portions of the subarea. Some wetlands in the subarea are fragmented or isolated by existing development; others have been hydrologically modified by uncontrolled or poorly controlled stormwater runoff; others support populations of primarily invasive vegetation.

The Port of Skagit identified 445 acres of wetlands and buffers within their 1,800-plus-acre ownership as part of the Skagit Wetlands and Industry Negotiation wetland management plan. An additional 938 acres is identified as open space. The open space is located between and adjacent to the two runways.

The 2006 Bayview Ridge Subarea Plan relied on the National Wetland Inventory (NWI) and interpretations of aerial photography to estimate the amount of wetlands in the portion of the Subarea not on Port property, and therefore outside the WIN program. The twenty-year old NWI data is not a reliable source for estimating the specific size and location of wetlands. Wetlands will be delineated by project proponents as specific development projects are proposed.

### Fish and Wildlife Habitat Conservation Areas

Fish and wildlife habitat conservation areas include areas with which endangered, threatened and sensitive species have a primary association, habitats and species of local importance, commercial and recreational shellfish areas, kelp and eelgrass beds, herring and smelt spawning areas, naturally occurring ponds under twenty acres and their submerged aquatic beds that provide fish or wildlife habitat, waters of the state, lakes, ponds, streams and rivers planted with game fish by a governmental or tribal entity and state natural area preserves and natural resource conservation areas. Higgins Slough flows along the southeastern tip of the Subarea, just north of SR 20 in the vicinity of the Ovenell and Avon Allen Roads. Higgins Slough is known habitat for Coho. The Washington State Department of Fish and Wildlife (WDFW) determined all ditches that exist on Port of Skagit ownership north of Ovenell Road (other than Higgins Slough) are "artificial watercourses." No other streams or watercourses are known to exist within the subarea. Vegetation within Bayview Ridge consists of

large stands of evergreen and deciduous trees, pasture grass, wetland vegetation and residential landscaping.

While the amount and location of productive fish and wildlife habitat in the Bayview Ridge Subarea has been altered through the conversion of open lands to agricultural and urban uses, there remain areas retaining high habitat value. The Washington State Department of Fish and Wildlife Priority Habitats and Species data (available at [wdfw.wa.gov/mapping](http://wdfw.wa.gov/mapping)) shows that there are two active eagle nests within the Bayview Ridge Subarea Plan Boundary. Bald eagles are listed as a sensitive species under the Washington State Eagle Protection Act. There are both fish-bearing and non-fish-bearing streams within the Bayview Ridge Subarea.

### Figure 9-1 Port of Skagit Wetlands Map

[Port of Skagit Wetlands map]

## Subarea Plan Measures

The Bayview Ridge Subarea Plan provides for protection of the environment and enhancement of the area's quality of life while still permitting urban growth. Compliance with Skagit County's existing critical area regulations will allow urban growth with protection of the natural environment.

Additional measures can be taken, however, to provide opportunities for creating corridors that will benefit fish and wildlife habitat and the community. As wetlands are identified and delineated, wetland open space corridors consisting of wetlands and their vegetated buffers can be linked as open space and wildlife habitat corridors. These critical areas should be set aside as permanent open space, providing for a higher quality of life for the community while protecting the resource for future generations. Development on steep slopes or other geologically hazardous areas is restricted by existing regulations, providing another opportunity to permanently protect open space corridors for the benefit of both the community and fish and wildlife. The slopes in the north and eastern sections of the Subarea are possible locations for these corridors. Landscape buffering of industrial properties in the western half of the subarea can provide additional fish and wildlife habitat, and may allow corridors to link with No Name Slough, and ultimately, Padilla Bay to the west. Within the residential areas, natural and native vegetation should be encouraged for open space areas to provide visual buffers, increase water quality and stormwater runoff control, and to maintain wildlife habitat.

## Goals, Objectives, and Policies

**Goal 9A**    **The critical areas and natural environment of the Bayview Ridge Subarea, which provide the opportunity to live, work and play in a healthy environment, should be maintained, protected and enhanced for the enjoyment and use of present and future generations.**

*Objective 9A-1*    *Protect and conserve all elements of the natural environment of the Bayview Ridge Subarea, including but not limited to wetlands, fish and wildlife habitat, native vegetation, and steep slopes by carefully managing growth and limiting development in sensitive ecosystems.*

Policy 9A-1.1    All new development and substantial improvements to existing development shall comply with the Skagit County

Critical Areas Ordinance and Comprehensive Plan with respect to the environment.

- Policy 9A-1.2    Low impact development tools should be considered for implementation in sensitive environments. Tools include reducing the amount of impervious surface on each development site, minimizing soil disturbance and erosion, and discouraging vegetation removal during site development and construction
- Policy 9A-1.3    The use of native species in a natural setting should be required for all commercial and industrial landscape buffers.
- Policy 9A-1.4    Naturally vegetated open space tracts should be required for future residential developments.
- Policy 9A-1.5    Discourage the use of fertilizers and pesticides on lawns through awareness and education programs offering environmentally friendly, non-chemical alternatives.
- Policy 9A-1.6    Require public and private golf courses to maintain their facilities in an environmentally sensitive manner. Chemicals, such as pesticides, herbicides, and fertilizers, should be applied in such a manner that they do not adversely impact the biological functions of adjacent wetlands or downstream water bodies.

*Objective 9A-2*    *Preserve, protect, and enhance wetlands contained within the Bayview Ridge Subarea and increase public education efforts regarding the function, value and importance of protecting wetlands.*

- Policy 9A-2.1    Encourage enhancement of wetland buffer areas through appropriate plantings of native vegetation.
- Policy 9A-2.2    Require a detailed assessment of wetlands on all properties proposed for development, including delineation and classification of wetlands by a wetlands professional.
- Policy 9A-2.3    Encourage restoration of wetlands that have been degraded as a result of previous developments within the Subarea.
- Policy 9A-2.4    If it appears a development project will contribute runoff to a wetland, require the evaluation and mitigation of the

- potential impacts of stormwater runoff on wetlands,
- Policy 9A-2.5 The County shall provide adequate enforcement and inspection services to protect wetlands during, and after, the development process, to ensure compliance with County critical areas regulations.
- Objective 9A-3 Preserve the existing fish and wildlife species contained within the plan area and the natural habitats that support these species in a manner that is compatible with the Skagit Regional Airport.*
- Policy 9A-3.1 Cooperate with the Washington State Department of Fish and Wildlife to identify sites that contain snags, nesting and roosting sites for state or federally listed threatened or endangered bird populations.
- Policy 9A-3.2 Establish buffer zones around identified critical habitats that are sized per Skagit County Critical Area Regulations and/or federal Endangered Species Act requirements.
- Policy 9A-3.3 Promote backyard wildlife sanctuary programs and encourage the use of native vegetation and other habitat features in residential landscaping.
- Policy 9A-3.4 Cooperate with the Washington State Department of Fish and Wildlife to survey fish species, range and habitat within Higgins Slough and other watercourses adjacent to the Bayview Ridge Subarea.
- Policy 9A-3.5 Minimize open water areas that could attract waterfowl and present a safety hazard to air traffic.
- Objective 9A-4 Protect and preserve existing habitat corridors within the Bayview Ridge Subarea.*
- Policy 9A-4.1 Enhance wildlife movement through native vegetation corridors by minimizing fencing.
- Policy 9A-4.2 Require all designated critical area buffers be reserved as open space through protected critical areas and link these areas when feasible through property acquisition.
- Policy 9A-4.3 Require (or increase) penalties for native growth disturbance or removal within protected critical areas.
- Policy 9A-4.4 Coordinate with the Port of Skagit to ensure the continued maintenance, monitoring, and management of their extensive wetlands, buffers, habitat, and open space in the public interest, while encouraging non-motorized public access to view the area through the accessible pedestrian pathway system.
- Policy 9A-4.5 Coordinate with the Washington State Department of Fish and Wildlife to identify and protect any wildlife migration corridors.





# Appendices

## Appendix A History of the Bayview Ridge Subarea

### Background

The Growth Management Act (GMA) establishes 13 planning goals. Of particular significance for the Subarea Plan are those goals that are designed to encourage development in urban areas where adequate public facilities exist or can be provided in an efficient manner. These goals are designed to support economic development, and ensure that those public facilities and services necessary to support development are adequate to serve the development (at the time of occupancy and use) without decreasing current service levels below locally established minimum standards. Transportation, housing, environmental protection, open space, and recreation are also important planning goals for the Subarea.

### Why a Non-Municipal UGA?

Skagit County, in cooperation with its cities and towns, first began looking at the County population projections with the intent of directing new growth into urban areas in 1991 when developing the County's Coordinated Water System Plan (CWSP). These discussions helped form a basis for the Countywide Planning Policies update in 1996, in which 2015 population projections were allocated to the Urban Growth Areas (UGAs) based on the goal contained in Countywide Planning Policy 1.2 which provides that the cities, towns, and urban growth areas should accommodate 80 percent of the twenty-year projected growth.

Projected population growth was initially distributed to communities in an equitable manner, without regard for their ability to adequately provide for such growth. "In reviewing the initial allocations, several cities

determined they would be unable to provide for their equal share of projected population due to financing of infrastructure improvements, adjacent location of natural resource lands or other constraints."<sup>1</sup> At the time, cities cited the following issues:

- **Anacortes:** The City of Anacortes is located on Fidalgo Island. As such, it has physical constraints, bordering water bodies, which restrict its growth and expansion. Additionally, Fidalgo Island has a number of unique geological constraints and environmental conditions affecting its suitability for dense urban development. Finally, the City of Anacortes determined that its existing infrastructure, particularly the sewer system, would reach maximum capacity with a population of 18,300 [CPP 1.1 (1996)]. Consequently, the City of Anacortes has significant fiscal and environmental constraints that prohibit the city from accommodating a 2015 population in excess of 18,300.
- **Burlington:** The City of Burlington is currently located almost entirely in the floodplain. Additionally, the city is land-locked on the south by the City of Mount Vernon. The Skagit River to the south and east also limits outward growth. The city is surrounded by Agriculture Natural Resource Lands and floodplain on the north, east and west. Burlington's location within the floodplain, surrounded by Natural Resource Lands, and its proximity to the Skagit River significantly restricts the city's ability to grow and expand its municipal boundaries.

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<sup>1</sup> 1997 Comprehensive Plan, pages 3-6 – 3-7.

Population growth within the City will largely be attributed to infill development. Given this situation, Burlington determined that it could accommodate a 2015 population of 7,065 [CPP 1.1 (1996)].

- **La Conner:** The Town of La Conner’s UGA does not extend beyond its municipal borders because of the natural constraints of its location, similar to Anacortes and Burlington. La Conner is precluded from expanding west as it borders the Swinomish Channel. Agriculture Natural Resource Lands, as well as the floodplain, surround the town on the north, east, and south. Population growth within La Conner will be solely attributed to infill development within its current municipal boundaries. Consequently, La Conner determined its existing land supply will accommodate a 2015 population of 890 [CPP 1.1 (1996)].
- **Sedro-Woolley:** The City of Sedro-Woolley, while bordered on the south by the Skagit River, does have adequate land supply, non-Natural Resource Lands, on the north and northeast sides of the city for future growth. However, Sedro-Woolley determined that its existing sewer and water systems could not serve a 2015 population in excess of 11,030 [CPP 1.1 (1996)].
- **Mount Vernon:** The City of Mount Vernon reported no problems in accommodating its fair share of the 2015 project population. Rather, the city agreed to take additional population within its UGA, above its fair share.

In looking to alleviate the burden of accommodating the anticipated 2015 population, the County, in coordination with the cities and towns, identified in its 1997 Comprehensive Plan three non-municipal UGAs to receive urban growth: Bayview Ridge, Big Lake, and Swinomish. While the City of Burlington was constrained in expanding its municipal boundaries, it had been providing sewer service since 1975 to the Skagit Regional Airport and a number of residential housing developments in the Bayview Ridge area. Public Utility District No. 1 (PUD) provided water service to the area. Bayview Ridge was a suitable location for future urban residential development due to its location out of the floodplain, existing infrastructure and history of residential development at urban densities. Both the Big

Lake and Swinomish areas were designated as non-municipal UGAs because these areas were served by existing sewer services and had urban levels of residential development.

In 1998, after the county adopted its first Comprehensive Plan under GMA, the Western Washington Growth Management Hearings Boards found the Big Lake UGA noncompliant with GMA and also invalidated the Bayview Ridge UGA outside the Port of Skagit’s property.<sup>1</sup> In response, Skagit County eliminated the Big Lake UGA, redesignating it a Rural Village, and began a process to plan for the Bayview Ridge Subarea, including a residential component to the Bayview Ridge UGA. In 2000, Skagit County, in cooperation with the cities and towns, reallocated the 2015 population of 2,400 allocated to the Big Lake UGA through the Countywide Planning Policies (CPP) update process. The 2000 CPPs reported that “the urban residential population allocated to Big Lake (2,400) from the previous CPP 1.1 [had] been placed in a reserve category, from which 1,491 has been allocated to the Urban Growth Areas associated with Sedro-Woolley, Concrete, and La Conner.” The remaining balance of urban residential population (909) had been placed in a reserve category in 2000; this population was allocated to various UGAs as part of the 2007 update to the Countywide Planning Policies.

## The Evolving Subarea Plan

In the fall of 1999, property owners, the Port of Skagit, the City of Burlington, and Skagit County came together and applied for a grant to fund the preparation of a Bayview Ridge Subarea Plan from the Washington State Department of Community Trade and Economic Development—the first plan to be developed using the Skagit County Comprehensive Plan Community Development Plans Element. Skagit County adopted the first version of the Bayview Ridge Subarea Plan in December 2006.

### GMA Compliance

A subsequent appeal to the Western Washington Growth Management Hearings Board (Hearings Board) resulted in a decision that the UGA’s residential component can be compliant with the Growth Management Act (Case

<sup>1</sup> Abenroth, et al., v. Skagit County; WWGMHB Final Decision and Order; Case #97-2-0060c. (June 22, 1998).

No. 07-2-0002 Final Decision and Order (FDO)). However, the decision noted many non-compliant items. The 2008 update to the subarea plan addressed those issues of non-compliance. The Hearings Board also declared one provision of the concurrency regulations to be invalid (SCC 14.28.105(4)). This provision allowed temporary sewer holding tanks in some circumstances. An interim ordinance was adopted that prohibits holding tanks and the development regulations accompanying the 2008 plan made that prohibition permanent. The FDO also gave the County the option of updating the plan to reflect the 2025 forecast in the then soon-to-be adopted Comprehensive Plan update. The County pursued that option by using the adopted 2025 population forecast of 5,600 for the Bayview Ridge UGA.

### Envision Skagit

The Envision Skagit project was an effort to envision the future of Skagit County in the year 2060. The multi-year project, a partnership among Skagit County and numerous local and regional organizations, including conservation groups, tribes, local farmers and foresters, cities, economic development interests and universities, recommended changes to the County's and other jurisdictions' comprehensive plans and policies addressing land use planning, community and economic development, environmental protection, and natural resource conservation.

Deciding how much industrial land is needed and where to put it is an emerging countywide and regional issue. Envision Skagit 2060 suggested a different allocation of land uses. In its report, the Citizen Committee recommends "identify[ing] 1,600 acres in the Bayview Ridge Urban Growth Area for light industrial use and redirect projected residential growth from Bayview Ridge into existing cities with established municipal services and tax structures."<sup>1</sup> Furthermore, the Citizen Committee report states:

The Port of Skagit County estimates that 3,429 acres of industrial land will be needed in the county by 2060 to meet employment goals, while only 1,772 acres exist today, leaving a deficit of 1,657 acres. This is an important land use to plan for far in advance, to ensure that desirable industrial lands

are not occupied by other land uses whose siting needs are much more flexible.

Much of the land surrounding the Skagit Regional Airport at Bayview Ridge meets key criteria for industrial designation: it is relatively undeveloped currently, falls within the airport environs and is therefore less desirable for residential use, is adjacent to existing industrial uses, is served by appropriate infrastructure, is within reasonable trucking distance of I-5 or SR 20, and lies outside of the floodplain and NRL land. Locating new industrial land at the airport also helps protect the airport from encroaching residential development and promotes public safety by keeping residential development outside of areas with concentrated aircraft overflight..."<sup>2</sup>

The Envision Skagit 2060 Citizen Committee "...recommends downplaying Bayview Ridge Urban Growth Area as a location for significant new residential development. Instead, that area is ideally suited for future industrial uses..."<sup>3</sup> The Citizen Committee's vision is to "direct future residential development population growth into existing cities and towns with established municipal services and tax structures. Avoid locating residents near incompatible land uses or in proximity to specific site hazards."<sup>4</sup> Furthermore, the Citizen Committee report states:

...At full build out, the Bayview Ridge UGA would have 5,000 to 5,500 people living in an area currently without established municipal services, in proximity to industrial lands, astride two existing petroleum pipelines, and within a half mile of a runway end at Skagit Regional Airport.

The public would be better served by directing that future population to the cities and towns. The committee recommends that most or all of the proposed additional residential development within the Bayview Ridge UGA be redirected to existing cities and towns, and **rezoning 1,600 acres at Bayview Ridge to Light Industrial...** [emphasis added]. So doing would also protect the airport from conflicting residential encroachment and make available needed contiguous industrial acreage close

<sup>1</sup> Envision Skagit 2060 Citizen Committee Final Recommendations (October 2011).

<sup>2</sup> Ibid, recommendation #1 narrative, at 11-12.

<sup>3</sup> Ibid at 28.

<sup>4</sup> Ibid at 30.

to utility and transportation infrastructure and adjacent existing light industrial uses...<sup>1</sup>

The Port of Skagit County, Skagit County, and the Skagit Council of Governments have completed a Skagit County industrial lands inventory. Various Skagit County governmental and economic development organizations will use the inventory to assess the future need for ready-to-build industrial land in the county, and to serve as the basis of a property search/marketing tool for economic development interests in the County.

The industrial and buildable lands inventory identifies a limited supply of large-lot industrial land to meet the needs for larger development projects in Skagit County. Given its location out of the floodplain and its proximity to transportation and other urban services, Bayview Ridge is uniquely well suited to meet that need. New employment forecasts approved by the Growth Management Act Steering Committee for County and city planning through their 2016 comprehensive plan updates place a greater emphasis on job growth than has been the case with previous adopted forecasts. One important piece of meeting those job growth projections through 2036 is having an adequate supply of commercial and industrial land, particularly in the large-lot category.

### The 2013 Amendments: Adding Industrial

In late 2011, the County established the Bayview Ridge Partnership Committee tasked with adopting regulations to implement the Subarea Plan. The committee hired MAKERS Architecture and Urban Design in November 2011 to help craft the regulations. The committee held eight meetings through late 2011 and 2012 to draft and refine regulations for the Subarea. The draft code was presented to the Board of County Commissioners on April 16, and the Planning Commission on May 17, 2013. Components of the proposed regulations necessitated refinements to the Subarea Plan.

The 2013 amendments to the Subarea Plan (part of the 2012 Comprehensive Plan Amendment docket) made the following adjustments:

- Expanded the BR-LI zone by approximately 110 acres. This is predominately flat land suitable for the expansion of the district to the east and

north of the existing BR-LI zone. The additional Industrial is consistent with CPP 1.1's allocation of Commercial/Industrial acreage to the County.

- Downsized the BR-CC zone. The 2008 Subarea Plan called for the area to include a 25-acre community park within the BR-CC zone, whereas the new proposal envisions the most of the parkland to be located within the BR-R zone. Proposed zoning provisions allow through the PUD process some flexibility in the size of the BR-CC zone, giving a range between 5-15 acres.
- Reduced the size of the BR-R zone including a shift of acreage to the BR-LI zone and to the relocated BR-CC zone.
- Identified a "flex" area within the BR-R zone that could be shifted to BR-LI in the future based on market factors, County employment goals and evolving growth objectives. Such a rezone is conditioned on the replacement of the zoned residential capacity necessary in meeting CPP allocations. The area is predominately flat and contiguous with the BR-LI zone.

In order to meet the 2025 population forecast of 5,600, this amended 2013 Subarea Plan assumes build-out of the BR-R zone and phased development of the BR-URV zone.



<sup>1</sup> Ibid.

## The 2014 Amendments: Re-Focus on Commercial and Industrial Development

The 2014 amendments to the Subarea Plan (part of the 2013 Comprehensive Plan Amendment docket) made the following adjustments:

- Removed maps related to the Airport Environs Overlay, so that they can be updated through development regulations without a comprehensive plan amendment. Simultaneous with the subarea plan update, the County updated the Airport Environs Overlay.
- Redesignated existing unused BR-LI acreage that was development-constrained (e.g., by wetlands) to a new Aviation Related-Limited (AVR-L) zone that allows essential aviation uses like navigation markers, but frees up the commercial-industrial allocation of Countywide Planning Policy 1.1 so that more BR-LI acreage could be designated.
- Redesignated flat residential property, suitable for industrial development, to BR-LI.
- Redesignated the Community Center zone to BR-LI, but added policies to allow retail uses to serve the business and residential community along Peterson Road.
- Reduced the size of the UGA to exclude large undeveloped residential properties that were largely unsuitable.
- Removed text and policies related to new urban residential development.
- Consolidated historical information in this appendix, and consolidated information about each element's "relationships to other plans" in a separate appendix.
- Consolidated the Essential Public Facilities chapter into the Land Use chapter and the Business & Industrial Development chapter.
- Moved information from the Capital Facilities chapter that requires regular updates into the County's Capital Facilities Plan, a separate document.
- Reduced the Subarea boundary to unify it with the UGA boundary.

## Public Participation

The Bayview Ridge Subarea Plan was developed consistent with GMA Goal 11:

"Citizen Participation and Coordination. Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflict."

In November 2000, the Skagit County Board of Commissioners, in accordance with Skagit County's Growth Management Act Public Participation Program (SCC 14.08.070), appointed a nine-member Citizens Advisory Committee to work with staff in creating the Bayview Ridge Subarea Plan. Additionally, representatives from the City of Burlington and the Port of Skagit were invited to participate in the planning process.

Citizen participation techniques were employed throughout the Subarea planning process. It is the goal of this plan to maintain an active program for citizen participation to review proposed development projects; changes to plans, policies, codes, and regulations; and to provide an opportunity for discussion and problem solving as appropriate.

Community information meetings were held at the Port of Skagit to discuss the Bayview Ridge Subarea planning process in March and September of 2000. As mentioned above, the Skagit County Board of Commissioners appointed a Community Advisory Committee in November 2000. In January 2001, the County held a Community Meeting to inform the public about the Bayview Ridge Subarea planning process and to present the results of the Skagit Regional Airport Land Use Compatibility Study and to answer questions from the public.

During the process that led to the 2013 amendments, the County hosted community meetings at Bay View Elementary (April 2010 and July 2013), mailed detailed explanatory postcards to subarea residents in advance of each meeting, and conducted an online community design survey (August 2010). The County also hosted several topic-specific community roundtable sessions at the Port of Skagit offices on community design and transportation (September 18 and 25, 2013).

Consistent with RCW 36.70.547, the County held a formal consultation meeting with the Washington State Department of Transportation Aviation Division and airport users and operators on September 18, 2013.

During the 2014 amendment process, the County again mailed explanatory postcards, hosted an airport consultation meeting (June 18), and hosted a community meeting at Bay View Elementary (June 26).

## Appendix B Relationship to Other Plans

The Growth Management Act requires the County’s comprehensive plan to be internally consistent and consistent with all of its components (e.g. subarea plans, countywide planning policies). This appendix describes how each of the chapters in this subarea plan is consistent with and supportive of other components of the Skagit County Comprehensive Plan.

### Land Use

#### Countywide Planning Policies

Countywide Planning Policy 1.1 (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:

*CPP 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:*

#### Allocations of UGA Population & Commercial/Industrial Land (2007 CPPs) [partial table]

Urban Growth Areas	Residential Population (2025)	Commercial/Industrial Land Allocations (New)
Bayview Ridge	5,600	750

*CPP 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.*

*CPP 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.*

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

### Business and Industrial Development

#### Countywide Planning Policies

Countywide Planning Policy 1.1 (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:

*CPP 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: [omitted]*

*CPP 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.

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

**CPP 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 en route 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:

*CPP 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:

*CPP 5.1 The development of environmentally sensitive industries shall be encouraged.*

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

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

*CPP 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.*

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

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

## Housing

### Countywide Planning Policies

Countywide Planning Policy 1.1 (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:

*CPP 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: [omitted]*

*CPP 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.*

Countywide Planning Policy 4 (GMA Goal 4) encourages the availability of affordable housing to all economic segments of the population, promotes a variety of residential densities and housing types, and encourages preservation of the existing housing stock.

*CPP 4.1 Local governments shall allow for an adequate supply of land use options to provide housing for a wide range of incomes, housing types, and densities.*

*CPP 4.3 The Comprehensive Plan should support innovative land use management techniques, including, but not limited to, density bonuses, cluster housing, planned unit developments, and the transfer of development rights.*

*CPP 4.4 The existing affordable housing stock should be maintained, and efforts to rehabilitate older and substandard housing, which are otherwise consistent with comprehensive plan policies, should be encouraged.*

*CPP 4.5 The construction of housing that promotes innovative, energy-efficient, and less expensive building technologies shall be encouraged.*

*CPP 4.6 Comprehensive Plan provisions for the location of residential development shall be made in a manner consistent with protecting natural resource lands, aquatic resources, and critical areas. CPP 4.7 Manufactured home parks shall be allowed only within urban or urban growth boundary areas.*

*CPP 4.7 Manufactured home parks shall be allowed only within urban or urban growth boundary areas.*

## Transportation

### Growth Management Act Requirements

This Transportation Element has been developed in accordance with Section 36.70A.070 of the GMA to address transportation needs in Bayview Ridge. It represents the County's policy plan through 2025 and considers the location and condition of the existing traffic circulation system specifically, the projected transportation needs, and plans for addressing future transportation needs while maintaining established level of service standards. GMA requires this element include:

- Land use assumptions used in estimating travel.
- An overview of facilities and service needs.
- An analysis of funding capability and a multi-year financing plan to fund the needed improvements.
- Intergovernmental coordination efforts.
- Demand-management strategies.

Goal 3. Transportation – Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with County and city comprehensive plans.

### Countywide Planning Policies

Countywide Planning Policy 3 addresses transportation. The policy states:

*CPP 3.1 Multi-purpose transportation routes and facilities shall be designed to accommodate present and future traffic volumes.*

*CPP 3.2 Primary arterial access points shall be designed to ensure maximum safety while minimizing traffic flow disruptions.*

*CPP 3.3 The development of new transportation routes and improvements to existing routes shall minimize adverse social, economic, and environmental impacts and costs.*

*CPP 3.4 The Transportation Element of the Comprehensive Plan shall be designed to: facilitate the flow of people, goods, and services so as to strengthen the local and regional economy; conform with the Land Use Element of the Comprehensive Plan; be based upon an*

*inventory of the existing Skagit County transportation network and needs; and encourage the conservation of energy.*

- CPP 3.5 Comprehensive Plan provisions for the location and improvement of existing and future transportation networks and public transportation shall be made in a manner consistent with the goals, policies, and land use map of the Comprehensive Plan.*
- CPP 3.6 The development of a recreational transportation network shall be encouraged and coordinated between state and local governments and private enterprises.*
- CPP 3.7 The Senior Citizen and Handicapped transportation system shall be provided with an adequate budget to provide for those who, through age and/or disability, are unable to transport themselves.*
- CPP 3.8 Level of service (LOS) standards and safety standards shall be established that coordinate and link with the urban growth and urban area to optimize land use and traffic compatibility over the long term. New development shall mitigate transportation impacts concurrently with the development and occupancy of the project.*
- CPP 3.9 An all-weather arterial road system shall be coordinated with industrial and commercial areas.*
- CPP 3.10 Cost effectiveness shall be a consideration in transportation expenditure decisions and balanced for both safety and service improvements.*
- CPP 3.11 An integrated regional transportation system shall be designed to minimize air pollution by promoting the use of alternative transportation modes, reducing vehicular traffic, maintaining acceptable traffic flow, and siting of facilities.*
- CPP 3.12 All new and expanded transportation facilities shall be sited, constructed, and maintained to minimize noise levels.*

## Other Transportation Related Plans

A number of regional, county, and local documents have been prepared that are relevant to the Bayview Ridge transportation system. This Subarea Plan incorporates relevant information contained in the following plans:

- Skagit County Comprehensive Plan 2007
- Skagit County Capital Facilities Plan
- Skagit County Transportation Improvement Program
- Skagit County Transportation Systems Plan 2003
- Skagit Regional Airport Master Plan Update 2007
- Skagit Non-Motorized Transportation Plan (2004)
- Skagit County Comprehensive Transit Plan
- SR 20: Sharpes Corner to SR 536 NEPA Pilot Project Dwelling Unit and Employment Forecasts for Transportation Analysis Zones, CH2M HILL (2001)

For transportation planning purposes, the Bayview Ridge Subarea and the abutting perimeter streets lie within the designated Skagit County “urban area” as adopted by the Federal Highway Administration.

## Capital Facilities

### Growth Management Act Requirements

The Capital Facilities Plan (CFP) Element is required under the Growth Management Act and is an important part of the Bayview Ridge Subarea Plan. According to Growth Management Procedural Criteria (WAC 365-195-210), the CFP element should contain at least the following features:

- An inventory of existing capital facilities.
- A forecast of the future needs for capital facilities.
- Proposed locations and sizes of expanded or new capital facilities.
- A six-year plan that will finance capital facilities.
- A requirement to reassess the land use element if funding falls short of meeting capital facilities

needs, as well as ensure consistency between the land use element and the capital facilities element with its associated financing plan.

The CFP must be financially feasible; probable funding must be in place to pay for capital facility needs or else “reassess the land use element.” If the costs of the CFP exceed the available revenue to pay for them, Bayview Ridge must reduce its level of service (LOS), reduce costs, or modify the land use element to bring development into balance with available or affordable facilities. The GMA does not preclude the County from taking other steps before reassessing land use, including reduction of LOS standards, reducing the quality of facilities that meet the quantitative standards, or reducing demand by reducing consumption.

Other requirements of the GMA mandate forecasts of future needs for capital facilities and LOS standards of facility capacity as the basis for public facilities contained in the CFP. As a result, public facilities in the CFP must be based on quantifiable, objective measures of capacity, such as traffic volume capacity per mile of road and acres of park per capita.

One of the goals of the GMA is to have capital facilities in place concurrent with development. This concept is known as “concurrency.” In Skagit County, concurrency means:

- Facilities to serve the development shall be in place at the time of development (or for some types of facilities, that a financial commitment is made to provide the facilities within a specified period of time).
- Such facilities have sufficient capacity to serve development without decreasing levels of service below minimum standards adopted in the CFP.

The GMA requires concurrency for transportation facilities. GMA also requires all other public facilities to be “adequate.” Concurrency management procedures will be developed to ensure sufficient facility capacity is available for each proposed development.

### Countywide Planning Policies

The element is also developed to be consistent with the Countywide Planning Policies. Portions of Countywide Planning Policy No.1 Urban Growth and No.12 Public

Facilities and Services address capital facilities. These policies are summarized as follows:

#### Countywide Planning Policy 1.7 – Urban Growth

*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 standards 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 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 12 – Public Facilities

CPP 12 is intended to ensure that those public facilities and services necessary to support development are available and adequate to serve development at the time of occupancy. Goal No. 12 specifically states:

*CPP 12.1 Public facilities and services shall be integrated and consistent with locally adopted comprehensive plans and implementing regulations.*

*CPP 12.2 All communities within a region shall fairly share the burden of regional public facilities. (The GMA defines regional public facilities as*

*streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks, recreational facilities, and schools.)*

*CPP 12.3 A process shall be developed for identifying and siting essential public facilities. The Comprehensive Plan may not preclude the siting of essential public facilities. (The GMA defines essential public facilities as those facilities that are typically difficult to site, such as airports, state education facilities and state or regional transportation facilities, state and local corrections facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, and group homes.)*

*CPP 12.4 Lands shall be identified for public purposes, such as: utility corridors, transportation corridors, landfill, sewage treatment facilities, recreation, schools, and other public uses. The County shall work with the state, cities, communities, and utility providers to identify areas of shared need for public facilities.*

*CPP 12.5 Lands designated for urban growth by this Comprehensive Plan shall have an urban level of regional public facilities prior to or concurrent with development.*

*CPP 12.6 Development shall be allowed only when and where all public facilities are adequate and only when and where such development can be adequately served by regional public services without reducing levels of service elsewhere.*

*CPP 12.7 Public facilities and services needed to support development shall be available concurrent with the impacts of development.*

*CPP 12.8 The financing for system improvements to public facilities to serve new development must provide for a balance between impact fees and other sources of public funds and cannot rely solely on impact fees.*

*CPP 12.9 New development shall pay for or provide for its share of new infrastructure through impact*

*fees or as conditions of development through the environmental review process.*

*CPP 12.10 Public water supply for new development shall conform to or exceed the Coordinated Water System Plan for public water systems.*

*CPP 12.11 Future development of land adjacent to existing and proposed schools and other public facilities shall be compatible with such uses.*

*CPP 12.12 Library service within the county should be developed and coordinated to assure the delivery of comprehensive services throughout the County, with the county, cities and towns fairly sharing the burden.*

*CPP 12.13 A countywide recycling program shall be developed.*

*CPP 12.14 Public drainage facilities shall be designed to control both stormwater quantity and quality impacts.*

*CPP 12.15 Skagit County shall provide results of the required six year capital facilities plan, including a financing plan, and these shall be consistent with land use designations.*

*CPP 12.16 Citizens shall have the opportunity to participate in and comment on proposed capital facilities financing.*

*CPP 12.17 The Washington State Boundary Review Board for Skagit County should be disbanded pursuant to RCW 36.93.230, provided that the following tasks are accomplished: (a) that ALL cities and the County have adopted comprehensive plans and development regulations consistent with the requirements of these Countywide Planning Policies and RCW 36.70A, including appropriate urban levels of service for all public facilities and services; (b) that ALL cities and the County have adopted a concurrency ordinance that requires the adopted urban levels of service addressed in (a) above be accomplished in time frames that are consistent with RCW 36.70A.; (c) that special purpose districts that serve UGAs have adopted urban levels of service standards appropriate for their service areas; (d) that ALL cities and*

*the County have an adopted capital facility plan for urban levels of service that indicates sources of revenue and a timeline for meeting such service; and (e) that ALL cities and special purpose districts have in place adopted "interlocal agreements" that discuss arrangements for transfer of assets and obligations that may be affected by transference of governance or annexation of the service area consistent with the requirements of applicable RCWs.*

### Other Related Plans

This capital facilities element is based on the individual capital facility plans, master plans and studies prepared by facility and service providers operating within the UGA. The recommendations of the following planning documents were used:

- Skagit County Capital Facilities Plan for 2008-2013
- Skagit County Transportation Improvement Program 2008-2013
- Bayview Ridge Urban Growth Area Capital Facilities Plan 2008-2013
- Skagit Regional Airport Master Plan Update, 2007
- 2005 City of Burlington Comprehensive Wastewater Plan and the 2007 Supplement (Resolution 15-2007)
- Six-Year Capital Facilities Plan, Burlington-Edison School District No. 100, adopted July 23, 2007
- Bay View Watershed Stormwater Management Plan Phase 1: The Bayview Ridge Urban Growth Area, February 2007
- Skagit County Coordinated Water Supply Plan, July 2000
- Water System Plan for Public Utility No. 1 of Skagit County, Final Draft 2007
- Skagit County Comprehensive Parks and Recreation Plan, 2012

## Utilities

### Growth Management Act Requirements

GMA requires that local comprehensive plans include a utilities element that must include “the general location, proposed location, and capacity of all existing and proposed utilities, including, but not limited to: electrical lines, telecommunication lines, and natural gas lines. In addition, the State guidelines for implementing the GMA (WAC Chapter 365-195) state that policies should be adopted that call for:

1. Joint use of transportation rights-of-way and utility corridors, where possible.
2. Timely and effective notification of interested utilities of road construction and of maintenance and upgrades of existing roads to facilitate coordination of public and private utility trenching activities.
3. Consideration of utility permits simultaneously with the proposals requesting service and, when possible, approval of utility permits when the project to be served is approved.

### Countywide Planning Policies

Countywide Planning Policy 12 addresses the need for public facilities and services. The policy states that public facilities and services necessary to support development shall be adequate to serve the development at the time of occupancy without decreasing current service levels. The countywide planning policy calls for an integrated system of facilities. It further requires that lands be identified for public purposes, such as utility and transportation corridors, landfill, sewage treatment facilities, recreation, schools, and other public uses. Such planning will lead to a more efficient delivery of services.

## Parks

### Countywide Planning Policies

Countywide Planning Policy 9 (GMA Goal 9) encourages the retention of open space, development of recreational opportunities, conservation of fish and wildlife habitat, increased access to natural resource lands and water, and development of parks. Pertinent specific policies include:

- CPP 9.1 Open space corridors within and between urban growth areas shall be identified. These areas shall include lands useful for recreation, fish and wildlife habitat, trails, and connection of critical areas.*
- CPP 9.2 To preserve open space and create recreational opportunities, innovative regulatory techniques and incentives such as but not limited to, purchase of development rights, transfer of development rights, conservation easements, land trusts and community acquisition of lands for public ownership shall be encouraged.*
- CPP 9.3 The use of Open Space Taxation Laws shall be encouraged as a useful method of land use control and resource preservation.*
- CPP 9.4 Expansion and enhancement of parks, recreation and scenic areas and viewing points shall be identified, planned for and improved in shorelands, and urban and rural designated areas.*
- CPP 9.5 Property owners shall be encouraged to site and design new construction to minimize disruption of visual amenities and solar resources of adjacent property owners, public road ways, parks, lakes, waterways and beaches.*
- CPP 9.6 Development of new park and recreational facilities shall adhere to the policies set out in this Comprehensive Plan document.*
- CPP 9.8 Incompatible adjacent uses including industrial and commercial areas shall be adequately buffered by means of landscaping, or by maintaining recreation and open space corridors.*
- CPP 9.9 A park and recreation system shall be promoted which is integrated with existing and planned land use patterns.*
- CPP 9.10 Indoor and outdoor recreation facilities shall be designed to provide a wide range of opportunities allowing for individual needs of those using these facilities.*

*CPP 9.12 In planning new park and recreation facilities, Skagit County shall take into consideration natural features, topography, floodplains, relationship to population characteristics, types of facilities, various user group needs and standards of access including travel time.*

## Comprehensive Parks & Recreation Plan

The 2012 Skagit County Comprehensive Parks and Recreation Plan recommends the following park facilities in the Bayview Ridge UGA:

### Proposed Bayview Community Park Development Level 2

The Bayview Ridge area is unincorporated but designated by Skagit County as an area of urban growth. It is located on the hill west of I-5 and is being developed at a much higher density than neighboring unincorporated lands. To provide park services in this area, a community park site is proposed. The timeline for the development of this park should parallel the timeline for other Bayview sub area infrastructure. The park should therefore be completed as the subarea reaches capacity. Trail corridors should be acquired as made available. Connections to the Port of Skagit trails are highly recommended. (Chapter 11, page 9)

## Natural Environment

### Countywide Planning Policies

Countywide Planning Policy 10 (GMA Goal 10) protects the environment and enhances the high quality of life, including air and water quality and the availability of water. Pertinent specific policies include:

*CPP 10.1 Natural resource lands, including aquatic resource areas and critical areas shall be classified and designated, and regulations adopted to assure their long-term conservation. Land uses and developments that are incompatible with critical areas shall be prohibited except when impacts from such uses and developments can be mitigated.*

*CPP 10.2 Land use decisions shall take into account the immediate and long range cumulative effects of proposed uses on the environment, both on and off-site.*

*CPP 10.3 The County shall reduce the loss of critical aquatic and terrestrial habitat by minimizing habitat fragmentation.*

*CPP 10.4 Wetlands, woodlands, watersheds and aquifers are essential components of the hydrologic system and shall be managed to protect surface and groundwater quality.*

*CPP 10.7 Development shall be directed away from designated natural resource lands, aquatic resource areas and critical area.*

*CPP 10.9 Septic systems, disposal of dredge spoils and land excavation, filling and clearing activities shall not have an adverse significant effect on Skagit County waters with respect to public health, fisheries, aquifers, water quality, wetlands, wildlife habitat, natural marine ecology and aquatic based resources.*

*CPP 10.11 When evaluating and conditioning commercial, industrial or residential development, Skagit County shall consider threatened or endangered wildlife.*

*CPP 10.12 Skagit County shall enter into interagency agreements with appropriate state and local agencies and Native American Tribes for compliance with watershed protection, including but not limited to, the cumulative effects of construction, logging and non-point pollution in watersheds.*

## Essential Public Facilities

### Countywide Planning Policies

Countywide Planning Policy 12 (GMA Goal 12) addresses the availability of public facilities and services.

*CPP 12.2 All communities within a region shall fairly share the burden of regional public facilities.*

*CPP 12.3 A process shall be developed for identifying and siting essential public facilities. The Comprehensive Plan may not preclude the siting of essential public facilities.*