

**TESTIMONY AND WRITTEN PUBLIC COMMENTS:
2016-2021 CAPITAL FACILITIES PLAN (CFP) &
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
COMMENTS/TESTIMONY RECEIVED SEPTEMBER 17 – OCTOBER 8, 2015**

<i>Name</i>	<i>Organization</i>	<i>Topic</i>	<i>Method</i>
Buckenmeyer, Fred	Anacortes Public Works	TIP	Email (10/8/15)
Bynum, Ellen	FOSC	TIP	Testimony (10/6/15)
Ehlers, Carol		TIP	Telephone (10/1/15) + testimony w/maps submitted (10/6/15)
Good, Aileen		TIP	Telephone (10/1/15)
Good, Randy		TIP	Telephone (10/1/15) + testimony (10/6/15)
Greenwood, Brett	Sedro-Woolley School District	CFP	E-mail (10/8/15)
Jenson, Gary		TIP	Email (9/22/15)
Stiffarm, Denise	Mount Vernon & Burlington- Edison School Districts	CFP	Email (10/7/15)
Telephone comments log		TIP	Calls (10/1/15)

From: [Buckenmeyer, Fred](#)
To: [PDS comments](#)
Cc: [Walters, Ryan \(Anacortes City Council\)](#)
Subject: Comments on the CFP/TIP
Date: Thursday, October 08, 2015 12:17:19 PM

Regarding the City of Anacortes *R Avenue roundabout*

In response to the discussion regarding truck traffic navigating the roundabout at 22nd street and R avenue in Anacortes.

Contrary to what I heard was alleged at the County's public hearing on the CFP/TIP, trucks have no problem using the intersection. The roundabout at 22nd and R avenue was designed, engineered and constructed specifically for large truck traffic. There a large number of trucks that use the intersection every day without problem. Trucks going to and from the PORT of Anacortes, and Trident Seafood all use the intersection daily. Notably there have been some exceptionally large loads that have successfully used the intersection, numerous large yacht hauls and several loads in excess of 300 feet long have used the intersection with no problems. The City of Anacortes employed the engineering and design firm Reid Middleton Inc., one of the leading experts in the industry, to assist us in the engineering of the improvement.

Fred Buckenmeyer

***Public Works Director
City of Anacortes
360.293.1919***

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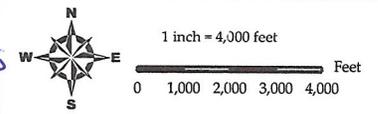
SOUTH FIDALGO ISLAND



FIGURE 4-1
ZONING

Skagit County Comprehensive Plan Land Use Designation

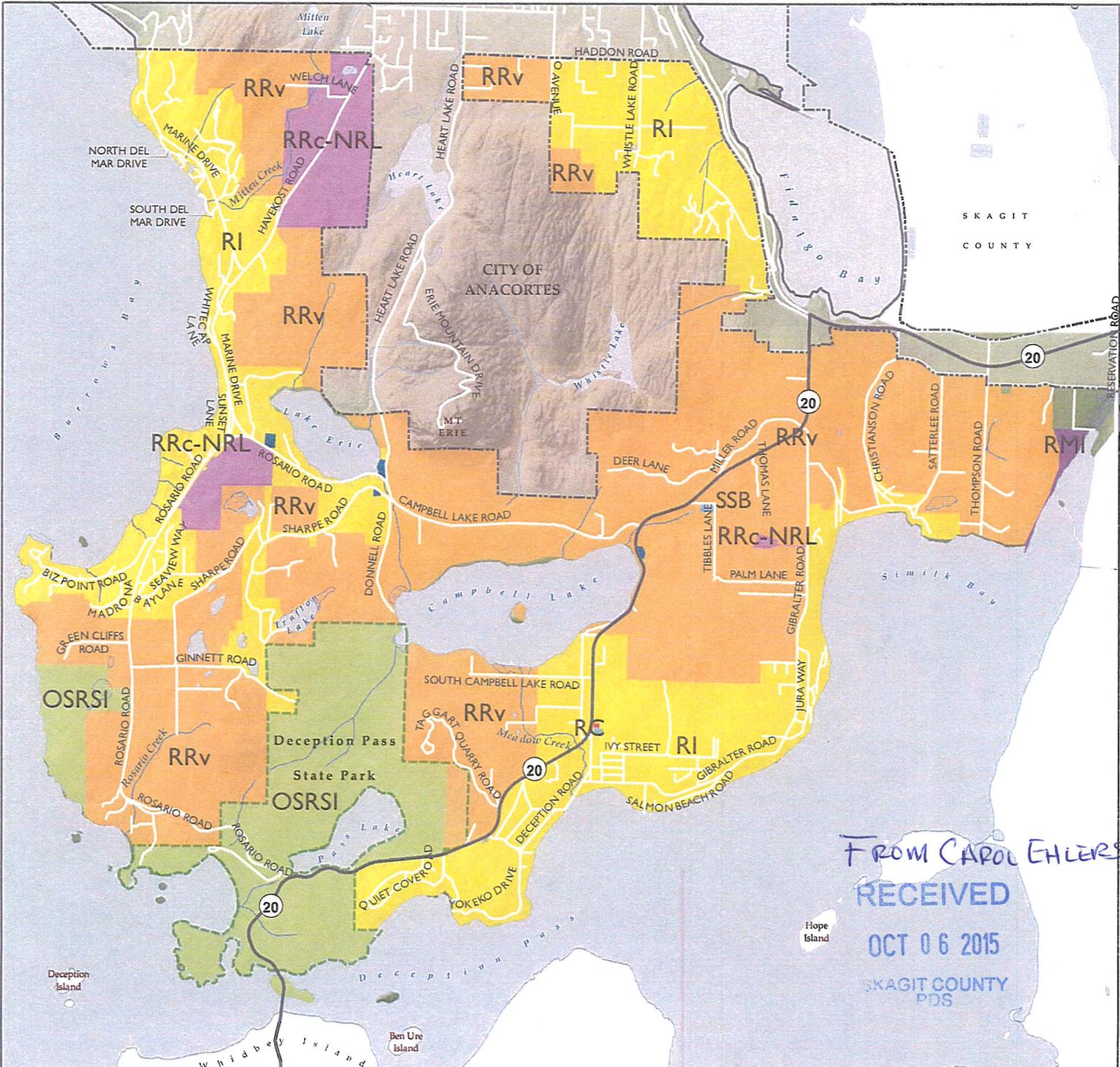
- RI - Rural Intermediate
(1 du/2.5 acres)
- RRv - Rural Reserve
(1 du/5 acres CaRD,
1 du/10 acres standard)
- RMI - Rural Marine Industrial
- RC - Rural Center
- RRc-NRL - Rural Resource
Natural Resource Lands
(1 du/10 acres CaRD,
1 du/40 acres standard)
- SSB - Small Scale Business
- RB - Rural Business
- OSRSI - Public Open Space of
Regional/Statewide Importance



FROM CAROL EHLERS
RECEIVED
OCT 06 2015
SKAGIT COUNTY
PDS

This map was created from available public records and existing map sources, and not from field surveys. Map features from all sources have been adjusted to achieve the "best fit". While great care was taken in this process, maps from different sources rarely agree as to the precise location of geographic features. This is not a substitute for field survey.

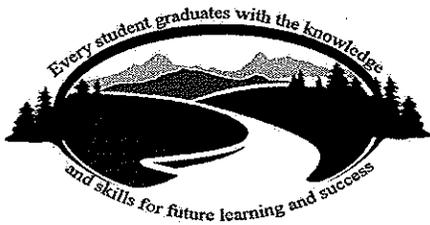
Data provided by Skagit County GIS
Cartography by Tetra Tech, Inc.
March 2010



From: [Brett Greenwood](#)
To: [PDS comments](#)
Subject: comments from Sedro-Woolley SD
Date: Thursday, October 08, 2015 10:46:29 AM

Comment letter attached.

Brett Greenwood
Executive Director of Business & Operations
Sedro-Woolley School District
360-855-3500



Sedro-Woolley School District No. 101

801 Trail Road, Sedro-Woolley, WA 98284 • (360) 855-3500 • FAX (360) 855-3574

October 8, 2015

Skagit County Commissioners
1800 Continental Place, Suite 100
Mount Vernon, WA 98273

Dear Commissioners:

Thank you for the opportunity to provide comments regarding the proposed amendments to the Skagit County impact fee program. The Sedro-Woolley School District (the "District") has reviewed the proposed amendments to the County Code.

The District supports a limited deferral program. As set forth in the County's proposed code amendments, the Commissioners would allow developers to delay paying impact fees for 18 months or until the time of final inspection, whichever is earlier (proposed SCC 14.30.020(3)(b)). We believe that this process maintains a clear role for the County in the collection process.

As you may know, under ESB 5923 (2015), a developer can defer only 20 "single-family residential construction building permits per county." ESB 5923, page 3. We believe that the original intent of this provision was to focus the deferral program on small developers. We urge the Commissioners to maintain the 20-dwelling unit cap.

To the extent that the Commissioners decide to consider additional deferrals, the law requires the County to consult with the District and to give the District's recommendations "substantial weight." The District does not support additional deferrals for the school impact fee program and believe that growth should continue to help pay for new infrastructure. In 2014, more than \$1 million in impact fees contributed to the construction of Cascade Middle School. But the timing of payment issue is even more critical in situations where the District has used impact fees to buy portables. Having the fees in hand in the spring and summer has enabled us to purchase and to site these facilities before the start of the school year. If the payment of fees is delayed for more than 20 dwelling units per developer, it could affect the District's ability to use the fees effectively in this manner. Therefore, we request that the County limit the deferral program to 20 dwelling units per year.

Skagit County Commissioners
Impact Fee Response
October 8, 2015
Page 2

In sum, the District requests the County collect fees for a maximum of 20 dwelling units at the time of final inspection.

Please let us know if you have any questions. Thank you.

Sincerely,



Brett Greenwood
Executive Director of Business and Operations
Sedro-Woolley School District

cc: Grace T. Yuan, K&L Gates

From: [Debra L. Nicholson](#)
To: [Debra L. Nicholson](#)
Subject: FW: County to update six-year transportation plan
Date: Tuesday, September 22, 2015 11:09:33 AM

From: Gary Jenson
Sent: Thursday, September 17, 2015 12:52 PM
To: ForrestJones
Subject: FW: County to update six-year transportation plan

Hi Forrest, I'd like to put in my two bits for bicycle-friendly roadways. I work for the county IT dept, at 1700 E college way. I often take a bus in from my house in Anacortes, and bicycle back home in the evening. I value wide lanes and shoulders, and clean shoulders. It's not bad where I ride for the most part. Given my druthers, I'd choose a pavement resurface over chip-and-seal with its bumpy surface. I'm not looking at the cost to do that however. I ride extensively out on Young road, and there's little traffic, and the bumpy surface isn't the end of the world. I prefer that to the noise of US20. I don't feel that unsafe on US20 – the rumble strip and the wide shoulder work for me. If I wanted smooth road I can always dodge over a little further to Mclean rd.

I previously worked in Redmond, where I was on designated trails for most of my commute. There was much greater emphasis on alternative commute strategies down there in king county. We need to avoid the mess they've got down there, and have nice bicycling lanes built into the plans up here in our lovely area.

Thanks for your ear on my thoughts...

Gary Jenson

Skagit County WA Information Services

(360) 416-1110

garyj@co.skagit.wa.us

My office phone number has changed from x3340 TO 360-416-1110

From: Press_Releases@skagitcounty.net [mailto:Press_Releases@skagitcounty.net]
Sent: Thursday, September 17, 2015 12:38 PM
To: Gary Jenson
Subject: County to update six-year transportation plan



Press Release

For Immediate Release: September 17, 2015

Forrest Jones,

Transportation Programs Section Manager, Skagit County Public Works

(360) 416-1422

forrestj@co.skagit.wa.us

County to update six-year transportation plan

SKAGIT COUNTY – On Thursday, October 1, 2015 Skagit County will host a community meeting to discuss

its Six-Year Transportation Improvement Program (2016-2021). This program is the County's medium-range plan for road, bridge, ferry, and other related surface water facility projects.

The community is invited to provide feedback, and voice concerns. The session will be held from 5:30 – 7 p.m. at the Skagit County Administrative Building, 1800 Continental Place, Mount Vernon.

For more information, contact Forrest Jones, Transportation Programs Section Manager, Skagit County Public Works, at (360) 416-1422.

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From: [Denise Stiffarm](#)
To: [PDS comments](#)
Cc: [Ryan R. Walters](#); [Carl Bruner](#); jstewart@be.wednet.edu
Subject: Comments - Proposed Revisions to Chapter 14.30 SCC
Date: Wednesday, October 07, 2015 6:32:24 PM

Thank you for the opportunity to comment on the proposed amendments to Chapter 14.30 of the Skagit County Code. These comments are submitted on behalf of the Mount Vernon and Burlington-Edison School Districts (the "School Districts"). For ease of reference, the comments are noted below by section.

New Section 14.30.020(2): It is unclear from this Section (and I'm unable to find other information in the draft ordinance) at which point the impact fee payment applies. With the deletion of the previous Section 14.30.020(3), it may make sense for the New Section 14.30.020(2) to state that the impact fee payment is due at building permit issuance, at the rate then in effect, unless deferred pursuant to New Section 14.30.020(3).

New Section 14.30.020(3): The School Districts appreciate that the opportunity to defer payment of impact fees is limited to the earlier of final inspection or 18 months following the issuance of the building permit. This collection point is an important tie of the fee payment to an identified point in the development process to best ensure the payment of impact fees and help the School Districts construct school capacity improvements in a timely manner. We also appreciate that the proposed provisions do not provide authority for a single applicant to defer more than 20 single family permits per year. The County may wish to incorporate explicitly this cap in the code. (See RCW 82.02.050(3)(g)). Finally, for purposes of clarify and consistent with RCW 82.02.050(3)(a)(iii), it would be helpful to include a statement that the amount of any impact fee deferred is set at the impact fee amount in effect at the time the applicant applies for a deferral.

New Section 14.30.030: The School Districts suggest that language be added to this section to recognize, pursuant to the requirements of RCW 82.02.060(7), that each school district's boundaries constitutes the service area for purposes of calculating and collecting school impact fees. The language could read as follows: "For purposes of calculating and imposing school impact fees, the geographic boundary of each district constitutes a separate service area."

Section 14.30.090(6): The School Districts question the need to delete Section 14.30.090(6) given that it tracks RCW 82.020.080(2) and sets forth the requirements for notice of refunds and disposition of retained fees. The comment accompanying the proposed deletion is not entirely accurate given the statutory requirement to provide notice of the refund of unexpended/unencumbered fees when a program terminates. We request that this language be retained in its entirety to ensure proper implementation.

Section 14.30.090(7): The School Districts recommend that a revised version of the first sentence of this section be retained. The current language is actually inconsistent with the statute in that it references the refund being due "if a public facility or facilities system development activity for which the impact fees were imposed did not occur." However, RCW 82.02.080(3) states the refund is due "when the developer does not proceed with the development activity and no impact has

resulted.” The School Districts recommend that the statutory language replace the language in this first sentence and that this language be carried forward with the amendments. In addition, the School Districts request that the County retain the language at the end of this same sentence that addresses situations where a school district has, prior to the refund request, encumbered or expended impact fees in good faith. This latter language is useful for addressing good faith implementation of the impact fee program. Thus, the revised and retained sentence would read: “The County shall also refund to the current owner of property for which impact fees have been paid all impact fees paid, including interest earned on the impact fees, when the developer does not proceed with the development activity and no impact has resulted; provided that, if a district has expended or encumbered the impact fees in good faith prior to the application for a refund, the district can decline to provide the refund.”). We agree that the remainder of that section is unnecessary and beyond the statutory requirements.

Former Section 14.30.120: The School Districts are fine with the proposed deletions in this section with one exception: RCW 82.02.060(1) requires that a local ordinance include a schedule of impact fees. We suggest that some modified form of Former Section 14.30.120(1) remain in the ordinance (even if moved to another section) in order to ensure statutory compliance.

Thank you, again, for the opportunity to comment. Please let me know if you have any questions.

Denise Stiffarm



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Seattle, WA 98101

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