

Chapter 4

Community Center

Existing Uses

Existing retail and community uses within the Subarea are limited. Both residents and employees are required to travel outside the area for day-to-day needs.

Relationship to Other Plans

Countywide Planning Policies

Countywide Planning Policy 5 (GMA Goal 5) encourages economic development (see Chapter 3).

Countywide Planning Policy 2 (GMA Goal 2) addresses the following:

Reducing the inappropriate conversion of undeveloped land into sprawling, low-density development.

Pertinent specific policies include:

- 2.1 *Contiguous and orderly development and provision of urban services to such development within urban growth boundaries shall be required.*
- 2.5 *Commercial areas should be aggregated in cluster form, be pedestrian oriented, provide adequate parking and be designed to accommodate public transit. Strip commercial development shall be prohibited.*
- 2.6 *Urban commercial and urban industrial development, except development directly dependent on local agriculture, forestry, mining, aquatic and resource operations, and major industrial development which meets the criteria contained in RCW 36.70A.365, should be restricted to urban or urban growth areas where adequate transportation networks and appropriate utility services are available.*

Bayview Ridge Subarea Plan

To implement the vision of creating a cohesive community that functions as a small city, there is also the need to create a community center to serve as the focal point for community events. The need for retail and service uses, and planned public facilities provides a unique opportunity to integrate these uses into a well-designed center, which also ties the community together.

The Subarea Plan designates 15 acres along the south side of Peterson Road, immediately east of a proposed north-south arterial, for the Bayview Ridge Community Center (BR-CC).

The community center area will provide a small-scale business district to serve the day-to-day needs of both residents and employees within the industrial area. The community center area is proposed to be of a scale compatible with the adjacent residential development.

To insure development compatible with a community center concept, preparation of a binding site plan will be required prior commercial development of the area. The binding site plan must present a land use concept that is consistent with the *Skagit Regional Airport Land Use Compatibility Study*, and policies in this Subarea Plan. The planning process also must include a community review process that encourages a consensus of support among residents and property owners and would be subject to Hearing Examiner approval.

Goals, Objectives, and Policies

Goal 4A Develop a Community Center area that serves as a community focal point and provides public and private services and amenities.

Objective 4A-1 Locate the community center in an area readily accessible to both Bayview Ridge residents and employees of the industrial area.

- Policy 4A-1.1 Provide adequate vehicular and non-motorized access to the community center.
- Policy 4A-1.2 Encourage pedestrian activity within the community center by providing sidewalks and streetscape amenities as well as pedestrian linkages to nearby residential and employment areas.
- Policy 4A-1.3 Provide transit stops or stations in the Community Center.

Objective 4A-2 Maintain and improve the character and quality of the community by requiring site and building designs which include well designed and screened parking, visual interest, pedestrian improvements, and transit access.

- Policy 4A-2.1 Create streetscape continuity through facade treatments (solids to voids), window and door openings, building edges, property edge treatment, streetscape elements, and landscaping.
- Policy 4A-2.2 Recognize that street-front landscaping and wider sidewalks, benches for pedestrians, covered transit stops, and pocket parks are important elements of the streetscape.
- Policy 4A-2.3 Recognize that streets provide order for the placement of buildings and open spaces. A “build-to” line is required along commercial and business frontages to keep visual interest and prevent the image of streets lined with parking lots.

- Policy 4A-2.4 Maintain streetscapes and public viewsheds through litter and solid waste pickup, street maintenance, street furniture upkeep, street landscaping, and landscape maintenance.
- Policy 4A-2.5 Street trees shall be encouraged as part of new development and changes in existing development. Trees shall be carefully selected to enhance, rather than detract from, businesses. Detailed standards for species selection, planting, and maintenance shall ensure that there are no problems with roots under streets and sidewalks and that the trees are of an appropriate height and shape for the location.