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1 INTRODUCTION AND SUMMARY

The South Fidalgo Island Subarea

The South Fidalgo Island Subarea addressed in this plan contains approximately 9,500 acres of unincorporated Skagit County, not including the surface area of the lakes. The subarea occupies the portion of Fidalgo Island south of the City of Anacortes and west of the Swinomish Reservation. The community is primarily rural residential with a few small retail and hospitality businesses. Deception Pass State Park and several other state and county parks occupy a significant portion of the land area. The population of the subarea is approximately 3,400 people, and there are about 1,600 housing units. Public services are limited to one elementary school and three fire stations, with all other public and commercial services located in Anacortes and elsewhere in Skagit County. The subarea is within the water service areas of the City of Anacortes and the Skagit County Public Utility District and several small private water providers. The latter use private wells as their main supply. There are also individual private wells in use. The subarea does not receive urban services such as sanitary sewer, so on-site septic systems are used throughout.

South Fidalgo Island is a unique part of rural Skagit County due to its location, landscape, and relationship to the marine environment. The beauty of the setting has elevated the attractiveness of the subarea to potential new residents with resulting increased property values as new homes are built and older second homes are improved. Housing prices have increased more than 50% in the last ten years. The population in the subarea has been growing at a rate of about 2% each year, which is slightly faster than the population growth in the rest of Skagit County. Based on the overall Skagit County population projection for the year 2025; the current growth rate in the South Fidalgo Island Subarea; and the proportion of county rural residents residing in the subarea; the population is projected to include approximately 900 more people in 2025.

Vision

A community vision statement paints a picture of how the community should look and function in the future. The vision outlined below is intended to provide the basis for goals and policies that will guide and shape growth in the next 20 years.

In the year 2025, the residents of South Fidalgo Island enjoy the same type of community that the residents enjoyed in 2005 when the Subarea Plan was written. The subarea population has increased 25% since 2005 and this growth has been accommodated through the careful siting of new homes throughout the area subject to water availability and environmental constraints. This character features abundant areas of open space with lush vegetation surrounding

homes on large lots. Somewhat denser neighborhoods are gathered along the coastlines. A few small retail establishments serve the community at sites that were established in the 1990s or earlier. Visitors to the area include travelers using Highway 20 between Skagit and Island Counties and those accessing the many opportunities offered by state, county and City of Anacortes parks and trails. The highway has improved traffic safety conditions resulting in fewer accidents.

PURPOSE AND PROCESS

The South Fidalgo Island Subarea Plan is one of several subarea and community development plans being created for unincorporated areas of rural Skagit County. These plans are being developed to identify and encourage sensible growth patterns outside of incorporated cities and UGAs. They are intended to ensure compatible land uses and consistency with the County Comprehensive Plan. The Subarea or community plan for South Fidalgo Island is specifically intended to help maintain the existing rural character and lifestyle of the Island and use the context of the natural and built environment to shape future development. It is also intended to establish the policy and regulatory basis for localized decisions about density, minimizing sprawl and directing the nature and scale of new development. Rural character is defined by the Growth Management Act in RCW 36.70A.030 as the pattern of land use and development established by a county in the rural element of its comprehensive plan. This includes areas where:

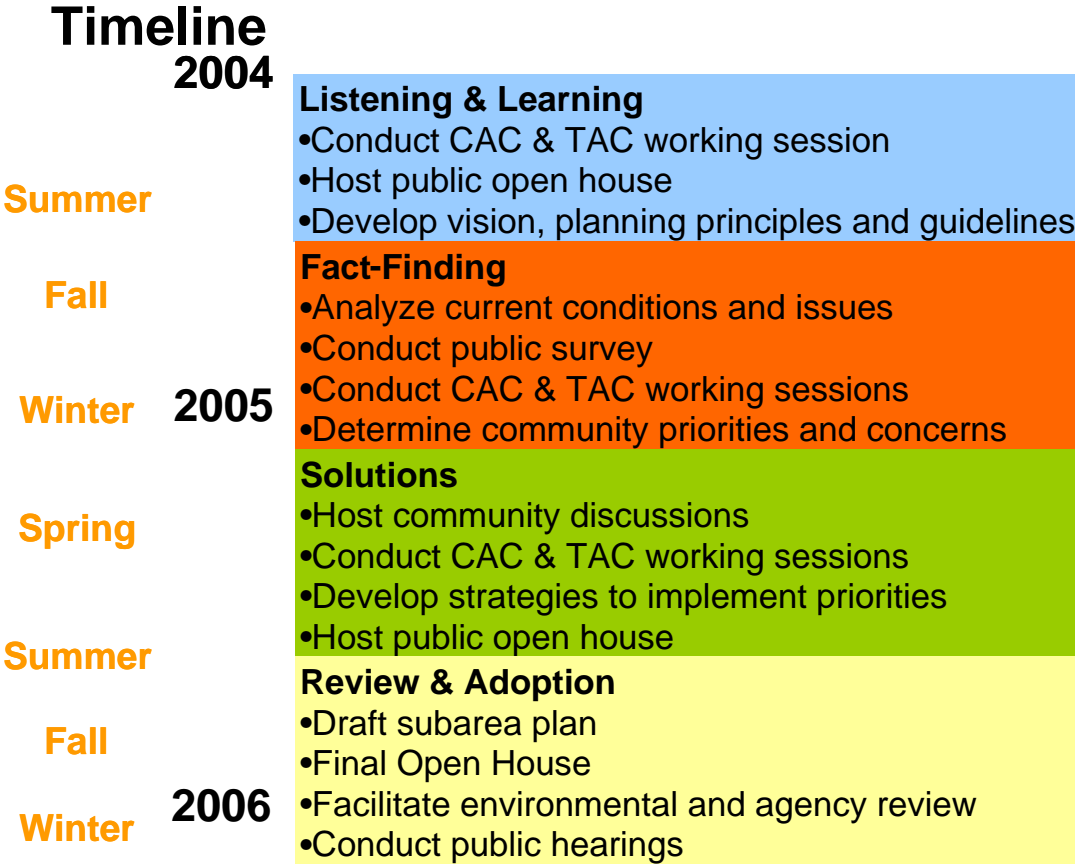
- *Open space, the natural landscape, and vegetation dominate over the built environment;*
- *Traditional rural lifestyles, rural-based economies, and opportunities to both live and work in rural areas are fostered;*
- *Fish and wildlife habitats are a major element of the landscape;*
- *The conversion of undeveloped land into sprawling, low-density development does not become a threat;*
- *The extension of urban governmental services is avoided; and*
- *Natural surface water flows and ground water and surface water recharge and discharge areas are maintained.*

BOCC Resolution

The South Fidalgo Island Subarea planning process was authorized in Skagit County Resolution number R20030276. Skagit County adopted its GMA Comprehensive Plan in 1997. Subsequently, Fidalgo residents expressed an interest in creating a subarea plan for their community to resolve issues with zoning and development regulations. This plan is intended as an integrated and collaborative process between the county and community to assure sensible growth and development. As part of the Resolution, the Board of County

Commissioners appointed two committees to direct the process. The Citizens' Advisory Committee (CAC) had the responsibility to produce the draft subarea plan for Planning Commission review and Board adoption. The Technical Advisory Committee (TAC) was appointed to advise the CAC on policies where their collective understanding of development, transportation, parks and other technical subjects informed the discussion. The committees met nearly 30 times together over the course of the process from early 2004 to early 2006. County staff and consultants facilitated the meetings, took notes, and provided research and analyses leading to this plan. Meetings generally were held monthly at the Mount Erie Fire Hall and Fidalgo Elementary School. The meetings were open to the public, and public comments were taken at the beginning of every meeting. More information about the process is included in the appendix.

Figure 1-1 Process Timeline



Relationship to other plans

This subarea plan is adopted as part of the county Comprehensive Plan under the provisions of the GMA, and is intended to supplement the Comprehensive Plan with specific subarea policies. The Countywide Planning Policies support subarea planning, and call for subarea plans to provide a greater level of detail than can be accomplished in the Comprehensive Plan in response to the diversity and character that exists within the County. *“The community plan for South Fidalgo Island is intended to include the following: provisions for maintaining the existing rural character and lifestyles of the island; an assessment of the natural and built environment such as, but not limited to: shoreline environs, geologically hazardous areas, drainage, marine and upland water quality, suitability of soils and geology for development, fish and wildlife habitat, open space areas/corridors, transportation networks, and availability and cost of public facilities and services. The South Fidalgo Island Community Plan shall also consider previous land use studies and reports in determining whether additional rural density is appropriate to minimize large-lot sprawl and to create more logical boundaries incorporating the existing Rural Intermediate zoning designations”.* (Paraphrase of the Comprehensive Policy directing the subarea plan).

Community Involvement

Throughout the planning process there have been continual opportunities for community members to comment on their preferences for South Fidalgo Island’s future. These opportunities included open houses, comments at meetings and through the county website and email, and participation in a citizen survey as well as more informal communications with members of the advisory committees. A majority of these comments stated that people like the Island the way it is and they want to keep it that way. This includes maintaining the existing development patterns, open spaces, and improving vehicular and non-motorized transportation.

Community Survey

The survey was a mailed questionnaire designed by the Committees to solicit community answers to a wide range of questions about existing conditions, growth, and the perceived need for improvements. Much of the survey was intended to find out what the residents and property owners consider to be the South Fidalgo Island meaning of “rural”. More than 2,500 questionnaires were sent to all mailboxes in the subarea as well as to all absentee landowners. The response rate was just under 20% with 439 completed returns. Several themes emerged from this survey – most residents and owners like the Island the way it is now, rural character is very important to them, and a healthy physical environment is important to South Fidalgo Island.

Most respondents replied that current land uses, lot sizes, and zoning are preferable. The county roads are adequate, but people would like to see the current traffic laws better enforced. Some people would like to see non-motorized transportation improvements such as biking and walking trails. The physical environment is important to the residents and owners.

Citizens are also concerned about population growth that could compromise the environment and their sense of safety. Some of the major findings are summarized below. Note that the percentages are rounded and may not add up. A more detailed report on the survey is located in the appendix.

Zoning

66% said that the current zoning is appropriate, and 74% said the amount of commercial zoning is adequate. 75% said only detached single family development should be allowed, with allowed accessory dwellings. 57% said the minimum lot size in the Rural Intermediate zone should stay the same, and 25% said that it should be smaller. 58% said that the minimum lot size in the Rural Reserve zone should be the same, and 29% said it should be smaller.

Clustering

There was a variety of responses as to whether or not lot clustering is supported - more were in favor of limiting clustering or not allowing it at all. 63% said that if clustering preserves rural character it should be allowed, and 51% said that if it is allowed, the open space portion of subdivisions should never be developed.

Roads

51% agreed roads are safe enough now. 46% strongly disagreed with reducing speeds to 25mph. 54% agreed with the need to widen narrow roads where visibility is limited, 50% disagreed with widening all roads minimally, and 50% strongly disagreed with substantially widening all roads. 44% supported adding new road shoulders only along the most dangerous roads, and 45% supported adding special walking and biking trails not associated with roadways.

Community

53% liked the small scale of public facilities and commercial activity; 72% believe the unhurried pace of life is very valuable; 76% believe the sense of privacy is also very valuable; and 62% said appropriate housing and landscapes are very valuable. Most people like the look and feel of the physical environment. 39% said they would like to see rustic public walking trails, and 37% said they would like to see much more healthy fish and wildlife habitats.

Growth Management Issues

55% said that deterioration of environmental quality would lead them to consider moving away from Fidalgo Island. 70% were concerned about growth adding too many people, houses, or traffic; 48% were concerned about the loss of a sense of safety; and 48% about the loss of a sense of privacy. 62% said they would like to see the population stay about the same, and 73% said they would like the population to grow slower than in the past 10 years.

Many community members feel that the existing regulations should be enforced more aggressively. Citizens are looking to the subarea plan as a way to resolve these problems and to implement policy or regulatory changes.

Who Responded

83% own and live in a home on South Fidalgo. 42% own less than one acre, and 44% own 1 to 6 acres. Residents have lived on Fidalgo for a variety of years, but the majority were residents for more than 20 years. 70% of the respondents are over 50 years old. 43% have more than a four year college degree. Most have no children living at home. 42% are retired. 71% do not earn income working on Fidalgo.

Open Houses

Three open house events were conducted during the process. These were all held at Fidalgo Elementary School on November 2, 2004, May 5, 2005 and December 8, 2005. Total attendance was about 540 with about 130 at the first; 60 at the second; and 350 at the last. The County advertised these events through post card mailers, paid newspaper advertisements and postings on the subarea planning website page. The open houses were scheduled from 4:00 to 7:00 PM. The first two provided opportunities for citizens to view exhibits about the process and discuss their interests with the committee members, the consultants, and city, county and state agency staff persons. The last open house included short presentations of the draft committee recommendations. Sign-in sheets were kept at the open houses and comment sheets were available for the participants to use. Most responses from the first two open houses confirmed the results of the community survey noted above. Further information on these responses is included in the appendix. Responses on the committee's recommendations received at the final open house are summarized later in this chapter.



*South Fidalgo Island Subarea Plan
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Several of the regular committee meetings focused specifically on topics such as parks, trails, zoning, septic systems, and traffic. Representatives of the City of Anacortes, the County Parks and Recreation, Public Works and Health Departments, and the state Department of Transportation participated in these respective discussions with the committees and interested citizens.

Adoption

Following completion of the advisory committee portion of the planning process, the Draft Subarea Plan will be subjected to further technical and environmental review by the Department of Planning and Development Services and then transmitted to the Planning Commission for public hearings and deliberation. The Planning Commission will prepare a recommendation for action by the Board of County Commissioners. The Board will conduct another round of public hearings leading to adoption of the Plan and its incorporation into the Comprehensive Plan and related functional plans such as the Capital Improvements Plan and Transportation Plan.

BACKGROUND

Fidalgo Island was one of the first areas of Skagit County to be permanently settled by non-native persons in the mid-1800s. The initial settlers engaged in agriculture, and later fishing and fish processing became important economic activities. The Dewey and Gibraltar areas were platted as Fidalgo City in the late 1800s. In more recent times, the development in the Subarea has been influenced by the changing zoning regulations that were driven by revisions to the Comprehensive Plan. The current configuration was adopted in the late 1990s when the Comprehensive Plan was revised to comply with the state Growth Management Act. As a result of these actions, many existing lots are smaller than the minimum sizes dictated by current zoning. This is particularly true along the coastlines where the earliest settlements were developed.

Geography

The Subarea has complex topography with rolling hills, gentle valleys, shoreline bluffs, and glacial moraines. This has an impact on the location and nature of development that can occur in the area. The western side of the Island has areas with slopes greater than 15%, while more moderate slopes occur in the interior and on the eastern side. Most of the steeper slopes occur along the shorelines where the valued view properties are located. Some of the Island is unsuitable for development because the slopes and soils cannot support on-site septic systems required for wastewater treatment. Failure of older systems in some areas has created health problems where denser pre-GMA settlements exist, again mainly along the shorelines. As a result of environmental problems caused by these conditions, a special area called a Local Area of More Intensive Rural Development (LAMIRD) was created at Similk Beach to enable the potential installation of sewer service. In addition, the Yokeko, Dewey Beach, and Quiet

Cove communities are also being studied by the Skagit County Health Department for solutions to problems associated with septic failures. These natural features have also limited availability of water from wells, so that in most cases it is necessary to be served by public or private water systems.

Demographics

The following table provides the characteristics of the South Fidalgo Island Subarea Population for the study area excluding the Anacortes UGA, using Census 2000 data. These numbers were derived by selecting only census block data for the Subarea that are not within the Anacortes UGA or city limits. The information contained in this table is the most specific data available for the subarea.

Table 1-1 South Fidalgo Population Census Data

Factor	Census 2000	Notes
Population in Study Area	3,376	Total population for the subarea only, as opposed to 4,349 living in the three block groups found in the area or 77.6% of the entire Census Tract
Median Age	45.8	For entire Census Tract, median age for Skagit County is 37.2
Total Households	1,387	Average Household* Size 2.48, average for Skagit County is 2.6
Family Households	1,042	Average Family** Size 2.79, average for Skagit County is 3.06
Non-family Households	345	24.9% Non-family households***
Housing Units Total	1,586	
Occupied Housing Units	1,387	88% Occupied
Vacant Housing Units	199	13% Unoccupied
Housing Units for Seasonal, Recreational, or Occasional Use	124	8% for Occasional Use
Owner-occupied Units	1,135	82% of Occupied Units
Renter-occupied Units	252	

* A household is all of the people that occupy a housing unit as their usual place of residence.

** A family household is a group of two or more people that live together that are related by birth, marriage, or adoption.

*** A non-family households composed of people that are not related by birth, marriage, or adoption.

Occupations for employed persons 16 years and older for the larger census tract in which the Fidalgo Island Subarea is located are shown below. These are the jobs held by people that live in the census tract, not jobs that are located in the census tract.

**Table 1-2 Employment Characteristics for Census Tract 9502
(Including part of the Anacortes UGA)**

Category	Number	Percent
Management, Professional, and Related Occupations	711	35.6%
Service Occupations	231	11.6%
Sales and Office Occupations	428	21.4%
Farming, Fishing, and Forestry	58	2.9%
Construction, Extraction, and Maintenance	245	12.3%
Production, Transportation, and Material Moving	323	16.2%

Source: Census 2000

The majority of the residents work within Skagit County and travel to work via private vehicles. While some carpooled, most drove alone.

**Table 1-3 Place of Work for Residents of Census Tract 9502
(Including part of the Anacortes UGA)**

Place of Work	Number	Percent
Total Workers	1,977	100%
Worked in Place of Residence	276	14%
Worked in Home	133	6.7%
Worked in County	1,535	77.6%
Worked Outside County	370	18.7%
Worked Outside State	72	3.6%

Source: Census 2000

Household and family incomes for the area are greater than those of the rest of Skagit County as a whole. The data shown below is for the Census Tract in which the Subarea is located, and contains part of the Anacortes UGA. The median household income is almost \$8,000 more than the rest of the County, and the family income is almost \$12,000 higher than the rest of the County.

Table 1-4 Income Characteristics for the Fidalgo Island Subarea and Skagit County

Category	Subarea	Skagit County
Median Household Income	\$50,417	\$42,381
Median Family Income	\$59,938	\$48,347

Source: Census 2000

Trends

If growth in the Fidalgo Island Subarea continues at the current rate, it is expected that in twenty years there will be an additional 900 residents in the subarea. A capacity analysis of the Subarea indicates that approximately 61% of the parcels in the subarea are less than one acre in size and about 80% of the parcels are less than 2.5 acres, the smallest current zoning designation. The Growth Management Hearings Board has recently upheld Skagit County's lot certification process. This process could potentially increase the number of lots available for building on Fidalgo Island, assuming these lots meet all other requirements for development. About half of the parcels on South Fidalgo Island are only partially developed, meaning that there is potential for further development under current zoning. Recent rapid escalation in lot and housing prices is perceived as an economic threat as property taxes increase correspondingly and there may not be enough tax revenues to pay added service costs demanded by new development. It is estimated that approximately 28 new homes were added every year between 1990 and 2000, but current permit data shows that about 38 permits are being approved every year. As the population of Fidalgo continues to grow, the cost of living is expected to continue to increase.

Between the years 1990 and 2000, Census Tract 9502 geography remained the same except for the addition of several small islands around the coast of Fidalgo Island that were added in 2000 although the population residing there is minimal. In both years, the census tracts included population from the Anacortes UGA. In general, the area has been growing a little more than 2% each year, which is slightly more than the rural growth in the rest of Skagit County. The number of housing units in the area is continuing to grow with the population, but at a slightly faster pace. The median price of housing in the area increased substantially between 1990 and 2000.

Table 1-5 Demographic Trends 1990-2000 Census Tract 9502

Factor	1990	2000	% Change
Total Population	3,540	4,349	22.9%
Housing Unit Total	1,601	1,993	24.5%
Median Home Price	\$119,100	\$250,900	52.5%
Total Households	1,433	1,782	24.4%
Population in Families	1,077	1,323	22.8%

Source: 1990 and 2000 Census

2025 Population projections and allocations for Skagit County, its incorporated cities, and rural areas have been adopted based on high, medium, and low forecasts issued by the state Office of Financial Management (OFM). Projections adopted by jurisdictions must fall within the OFM projection range. The 20-year projection for rural Skagit County is 20% of the total county projection. The other 80% is allocated to incorporated cities and their surrounding UGAs. The South Fidalgo Subarea population projection is based on the percentage of the rural Skagit County population for 2000 that was located in the Subarea (10%). The population shown for the year 2000 is the population contained in the subarea, not the entire census tract. These numbers are only projections based on current trends countywide, and do not necessarily reflect the growth that could occur in the area. For the 2025 projections, the first number is the projected population and the number in parentheses is the number that would be added to the 2000 population.

Table 1-6 2025 Population Based on Adopted 2025 Skagit County Projections

	2000 Population	2025 Projection
Skagit County	102,979	149,080 (46,101)
Rural County Population	34,110	43,330 (+9,220)
South Fidalgo Subarea	3,376	4,298 (+922)

Source: Population and Employment Forecasting and Allocation 2025

SUMMARY OF RECOMMENDATIONS

Based on the planning process undertaken by the advisory committees, the Citizens Advisory Committee has advanced the following recommendations for further County considerations. These proposals are based on the community vision statement and reflect the CAC's conclusions as to the best measures that can result in achieving the vision.

Land Use

- Change all Rural Reserve zoning to Rural Intermediate and prohibit Conservation and Resource Development (CaRD) subdivisions. This proposal would increase the potential development capacity of the Subarea over the capacity allowed by the current adopted zoning.
- Prohibit most non-residential uses. This proposal would limit future development of business and recreation uses.

- Review approval procedures for other non-residential uses on Fidalgo and lot coverages and setback requirements. This proposal is a request that the County consider changes to its development criteria and permit review and approval procedures.

Transportation and Capital Facilities

- Initiate a process to address the completion of a cross-island trail and provide better predictability in coordinating trails and trail accesses. This proposal is intended to enable the community to engage with the State, County, and City of Anacortes Parks Departments in making decisions about future improvements to the parks and trails systems.
- Conduct environmental review and public hearings on proposed park trail access developments. This proposal is a reaction to past state improvement projects for trail access in residential areas.
- Island-wide drainage study. This proposal requests a detailed analysis of Subarea topography, drainage basins, drainage conditions, and other factors to produce an assessment of development constraints and opportunities.
- Connecting major Island destinations with bike lanes. This proposal acknowledges the Subarea's need for safer and more inviting cycling facilities within the context of the rural character.

Community Response

The vision statement and the CAC recommendations were presented to the community at the December 5, 2005 Open House. About 1/3 of the attendees filled out comment sheets. The following summarizes those comments:

- Nearly all comments agreed with the vision statement.
- 80% disagreed with the proposal to change the Rural Reserve zoning to Rural Intermediate.
- About half agreed with prohibiting CaRD subdivisions.
- 2/3 agreed with prohibiting non-residential uses in the residential zones.
- More than half agreed with the need for better County permit review procedures and the need for revisions to the setback and lot coverage criteria.
- More than 2/3 agreed that there needs to be a community-based process for addressing the completion of the cross-island trail.
- More than 2/3 agreed that a subarea-wide drainage study is needed.

- More than 2/3 agreed that bike lanes should be constructed between the City of Anacortes and Deception Pass State Park.
- 2/3 agreed that there was a need for better scrutiny of proposed State Park trail access developments.

COMPREHENSIVE PLAN POLICY

The Comprehensive Plan sets forth policy that directed the preparation of the South Fidalgo Subarea Plan. The following compares the policy mandate with the resulting findings and recommendations.

Provisions for maintaining the existing rural character and lifestyles of the island

The Draft Plan includes a vision statement and recommendations for changes to zoning, land development procedures, and related capital improvements. The recommendations reflect the CAC's interpretations of the results of the community survey and other public comments during the process.

An assessment of the natural and built environment such as:

These features were mapped using Skagit County GIS data and by the Committees during the planning process.

- *shoreline environs*

Since the County will be updating the Shoreline Master Program in the next several years, the current shoreline environment designations and goals, policies and development regulations will be addressed in that process. It is inappropriate to propose changes at this time.

- *geologically hazardous areas*

Several geological hazard issues emerged during the process as described in the Capital Facilities and Utilities Element. As the County works on the update of the Critical Areas Ordinance, regulations for development on or near these areas are expected to be further addressed.

- *drainage*

The CAC made a strong recommendation that a South Fidalgo drainage study be prepared to identify areas where development regulations should be revised, or where public capital

- investment in improvements may be needed.
- *marine and upland water quality*

Water quality is a local concern, particularly with respect to the impacts of drainage (see above). The process did not define any new water quality issues.
- *suitability of soils and geology for development*

Some portions of the Subarea have poor soils and geological conditions with respect to foundations and septic drain fields which should be factored into all development permit reviews and approvals.
- *fish and wildlife habitat*

Upland habitat was discussed throughout the process. In particular, the idea of having a connecting corridor between Deception Pass State Park and the City of Anacortes Forest was addressed. The Committees did not reach a conclusion regarding the need for, and location of, such a corridor. This should be part of the proposed community planning process recommended to engage the State, County and City Parks Departments in coordinating parks, trails and open space plans.
- *open space areas/corridors*

In addition to the above, the CAC also recommends that the collaborative process work on the cross-island (Evergreen) trail concept.
- *transportation networks*

There is concern about the long-term future of SR 20 beyond the safety improvement project currently underway. The community believes that the WSDOT and other transportation agencies should continue to work on capacity issues in the corridor. The condition of county roads is appropriate for their use. Some segments need further shoulder improvements for bicycle and pedestrian uses.
- *availability and cost of public facilities and*

The Draft Plan has few recommendations for

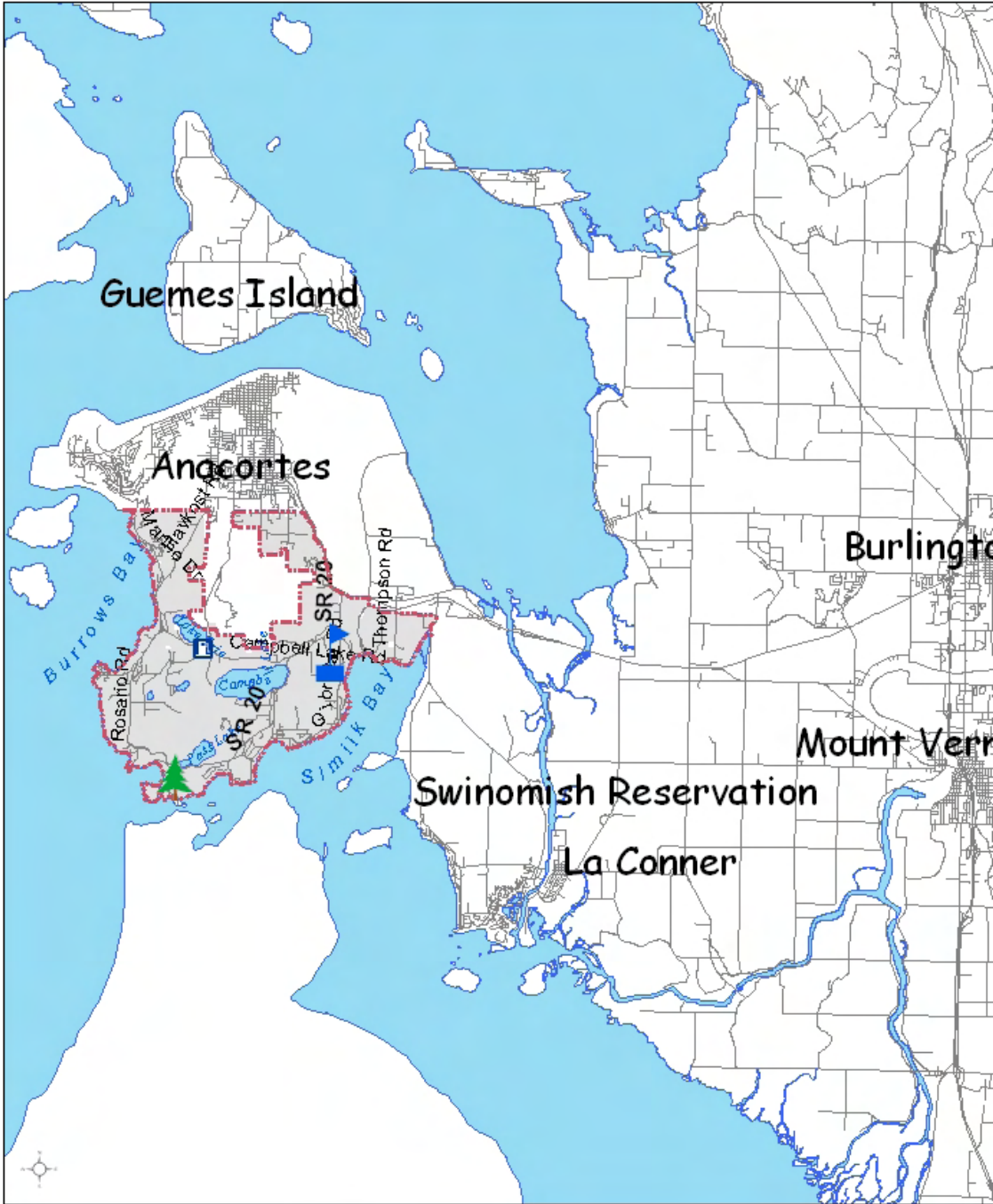
services

additional capital improvements or public services. Generally, these are in keeping with the rural character of the Subarea. The proposed drainage study and future wastewater treatment investigations may reveal additional needs.

Consider previous land use studies and reports in determining whether additional rural density is appropriate to minimize large-lot sprawl and to create more logical boundaries incorporating the existing Rural Intermediate zoning designations

Previous studies of the Subarea were not very useful in responding to this. Since the County is proposing to change the Comprehensive Plan policy to designate all Rural Intermediate zoned areas, the result for the current Subarea would be that all RI areas would be a single LAMIRD, incorporating the previously-designated Similk Beach. If the CAC recommendation to rezone the Rural Reserve areas to RI were adopted, then virtually all of South Fidalgo would become a LAMIRD.

LOCATION OF THE FIDALGO ISLAND SUBAREA



2 LAND USE AND HOUSING ELEMENT

Introduction

The Land Use and Housing Element addresses the issues identified during the planning process and provides strategies to achieve the community's vision for South Fidalgo's future. The Element supplements the adopted Skagit County Comprehensive Plan's goals and policies for directing growth and development in the subarea.

Vision

The Plan Introduction and Summary Chapter describes the extensive public involvement process that produced the community vision statement. This is important in that it expresses the desired outcome or "look" of South Fidalgo that should be achieved. It is repeated here since much of it directs the management of land use.

In the year 2025, the residents of South Fidalgo Island enjoy the same type of community that the residents in 2005 enjoyed. The subarea population has increased slightly and this growth has been accommodated through the careful siting of new homes throughout the area subject to water availability and environmental constraints. This character features abundant areas of open space with lush vegetation surrounding homes on large lots. Somewhat denser neighborhoods are gathered along the coastlines. A few small retail establishments serve the community at sites that were established in the 1990s or earlier. Visitors to the area include travelers using Highway 20 between Skagit and Island Counties and those accessing the many opportunities offered by state, county and City of Anacortes parks and trails. The highway has improved traffic safety conditions resulting in fewer accidents.

The Element includes data, analysis, and recommendations focused on the following facets of land use and housing:

- A "snap-shot of the community character and land use conditions circa 2005;
- Development trends and directions for future growth; and
- Policies, regulations, and strategies needed to accommodate anticipated future growth and development.

LAND USE

The Element describes current and future land use patterns; characteristics of the natural and built environment; and issues that need attention. Issues associated with growth and

development have dominated the community's concerns, and the resolution of these issues will be of paramount importance in achieving the vision.

Community Character

South Fidalgo Island is a unique part of rural Skagit County due to its location, landscape, and relationship to the marine environment. The beauty of the setting has elevated the attractiveness of the subarea to potential new residents with resulting increased property values as new homes are built and older second homes are improved. Generally, people feel that the current zoning and density limitations are appropriate. Most would like the recent rate of growth to slow down. As the cost of Island living continues to increase, some people may not be able to afford to live here.

Existing commercial services are limited, but residents are satisfied with going to Anacortes or Whidbey Island and beyond for shopping, entertainment, and other services. Public services are also limited to one elementary school and three fire stations, with all others located in Anacortes. The abundance of parks, open spaces and trails are important to the community as well as to users from outside.

Figure 2-1 A Rural Business on South Fidalgo Island



Existing Conditions

The South Fidalgo Island Subarea, south of the City of Anacortes and west of the Swinomish Reservation contains approximately 9,500 acres of unincorporated Skagit County. This is about 60% of the total area of the Island, not including the City of Anacortes and its urban

growth area. The portion of Deception Pass State Park on Fidalgo Island contains 1,500 acres, and other state and county parks contain just over 100 acres.

Approximately 20% of the land is in public ownership, including County parks, public utility lands, the Samish Tribe trust land, etc. not including the water surface areas of the lakes. The rest is in private ownership. Of the privately owned land, approximately 59% is zoned Rural Reserve, and approximately 36% is zoned Rural Intermediate. The remaining portion is zoned Rural Resource, Rural Business, Rural Center, Cottage Industry/Small Scale Business, or Rural Marine Industrial. Most of the vacant land is in the Rural Intermediate zone. The following charts show the distribution of lands within the subarea according to ownership and zoning. Table 2-1 shows the breakdown of current zoning and Table 2-2 shows a detailed breakdown of land characteristics in the Rural Intermediate and Rural Reserve Zones.

Figure 2-2

Public/Private Lands Split

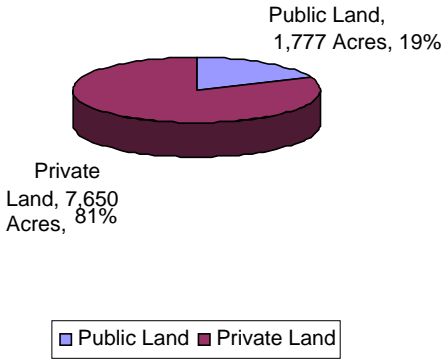
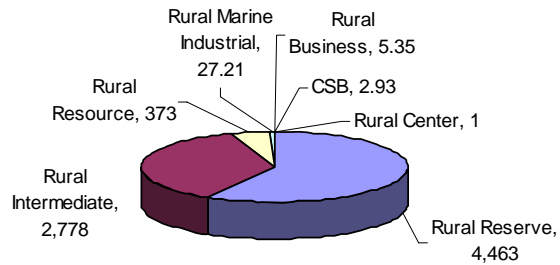


Figure 2-3

South Fidalgo Island Zoning



The zoning classifications listed below are 8 of the 22 classifications found in unincorporated Skagit County. These eight zoning classifications are found in the Fidalgo Island Subarea. Below is a description of the number of acres contained in each zone, the percentage of land in each zone within the subarea, and the underlying intent of the zoning categories.

Table 2-1 Zone Characteristics

Zone	Code	Acres	Percent	Density	Notes
Rural Center	RC	1	1%		Intended to serve traveling public, 1 in area
Rural Business	RB	5.35	1%		Intended to provide job opportunities for rural residents
Rural Intermediate	RI	2,834.11	30%	1 /2.5 acres	CaRD allowed, most dense residential areas around shores
Rural Reserve	RR	4,943.29	53%	1 /10 acres	CaRD allowed, transition area between residential and resource lands
Natural Resource	RR-	373.04	3%	1 /40	Lands of long-term

Lands	NRL	acres	commercially significant agriculture and forestry, includes the mineral resource lands overlay
Cottage Industry/Small Scale Business	CSB	2.93	Intended to enhance rural economic development and jobs, 1 in area
Rural Marine Industrial	RMI	27.21	Water and shoreline dependent uses

Source: Skagit County Zoning Code, Skagit County GIS

Of the approximate 3,500 parcels on Fidalgo Island, about 2,200 or 62% are developed or are being developed. (Since the 2000 Census was completed about 250 residential building permits have been granted, adding a possible 600-650 people to the population.) There are many parcels in the subarea that are currently vacant, or are not completely built out; in addition, many of these parcels may not meet minimum development standard requirements for the Rural Intermediate, Rural Reserve and Rural Resource zones.

Table 2-2 Characteristics of Private Lands Zoned Rural Intermediate, Rural Reserve, and Rural Resource

	<i>Total Acres</i>	<i>Total Parcels</i>	<i>Average Parcel Size</i>	<i>Fully Developed Parcels*</i>	<i>Partially Developed Parcels**</i>	<i>Potentially Vacant Parcels***</i>
Rural Intermediate	2834	1918	1.01	172	874	900
Rural Reserve	4872	1030	4.73	55	614	485
Rural Resource	373	49	7.44	0	19	30

* Potentially vacant means that the ratio of the building value to the total property value is 0, and year built is also 0.

** Partially developed means that the ratio of the building value to the total property value is less than 70 percent.

***Fully developed means that the ratio of the building value to the total property value is greater than 70 percent.

Note: All parcels did not contain value data, so the total number of parcels does not equal the total number of fully developed, partially developed, and potentially vacant parcels for each zone.

Recent trends in development in the subarea are shown by the following table. For the period 1997 to 2004, the total number of residential building permits each year is shown in the middle column. The number of manufactured home permits is shown in the right-hand column. There were very few non-residential permits granted during this period. The majority of the permits have been issued in the Rural Intermediate zones along the coastlines, and along major roads. It is estimated that between 1990 to 2000 an average of 28 new homes were built each year. The current rate of development reflected by the data below is 38 per year.

Table 2-3 New Single Family Home Permits on Fidalgo Island 1997-2005

<i>Year</i>	<i>Total Permits (including Manufactured Homes)</i>	<i>Manufactured Home Permits</i>
1997	19	4
1998	38	4
1999	40	4
2000	56	6
2001	41	7
2002	35	8
2003	38	5
2004	44	5
Total	311	43

Natural Landscape and Constraints to Development

The development pattern of the subarea has been heavily influenced by the Island’s natural features including the dramatic shorelines, the interior rolling countryside, the vegetation, and the territorial views enabled by the topography.

Figure 2-2 Territorial View of Fidalgo Island



These natural features are constraints to development, in that drainage, slopes and soils result in foundation instability and limit water availability for wells and the use of on-site septic

waste treatment. Several known active slide areas have endangered existing structures and roads, and complicate new construction near them.

The following aerial photo shows the primary features of the natural landscape of Fidalgo Island. While the topography cannot be seen, other natural features such as water bodies and tree cover are visible. The clustering of developments along the shoreline is also apparent.

Figure 2-3 Aerial View of Fidalgo Island



Potential for Future Growth

Nine hundred new residents could result in 350-375 new homes over the next 20 years if the average household size of 2.5 remains constant. Another way of looking at the growth

estimates would be to use the 1990-2000 development rate of 28 homes per year or the 1997-2004 rate of 38 homes per year. These would result in 700 and 950 new homes by 2025 respectively. The actual rate of growth is affected by many variables including the local, regional and national economies, the availability and price of land, and the comparative attractiveness of the area.

Residential parcels in the South Fidalgo Subarea range in size from less than a quarter acre up to more than 80 acres. (Tables 2-1 and 2-3). Although the current zoning allows for densities of one unit per 2.5 acres in Rural Intermediate and one unit per 10 acres in the Rural Reserve zone, many smaller parcels in these zones were platted in historical subdivision activity under the former zoning. The capacity of the remaining undeveloped area is complicated by the critical area constraints described above as well as by utility availability and the restrictions on rural density mandated by the GMA. Since some existing tax parcels have not been certified as legal lots, they may or may not be developable. If the question is: *Is there enough land capacity under current zoning to accommodate up to 950 new homes during the next 20 years?* - the answer is: *Almost.*

An analysis of the Subarea was done starting with parcels that are larger than the current minimum lot size under zoning; removing areas mapped with known constraints such as those in the critical aquifer recharge areas and those that are within a quarter mile of the mineral resource overlay; and then estimating how many units could potentially be built on each parcel. Parcels that may otherwise be constrained due to wetlands, steep slopes or other critical areas may be subject to exceptions, but for the purposes of this analysis these lands were not excluded because these areas can be mitigated.

The analysis used two approaches – one assuming that development would occur with houses built on each parcel, regardless of further subdivision, and one assuming that Conservation and Reserve Development (CaRD) subdivisions would be used to subdivide as allowed by the current provisions of the Skagit County Code (SCC 14.16.300). In the Rural Reserve (RRv) zone this would produce a density of 2 homes per 10 acres. This is a method adopted by the County to protect rural character by setting aside large open space areas in return for an increase in density. Open space has been regarded as being highly important to those who responded to the citizen survey and comment forms at open houses.

Skagit County's lot certification procedure in which legal lots of record or those owned by innocent purchasers are considered for development permits, even if they do not meet the minimum size requirements of the zone is an important factor in this analysis. These "substandard lots of record" will only be considered for certification as legal lots if they meet development code requirements. Even if they pass the lot certification test, these lots are still subject to other Skagit County code requirements including, but not limited to: critical areas protection, water supply, and on-site septic requirements. Existing lots in the Rural Intermediate zone that are larger than one acre, and were created prior to March 1, 1965 or were exempt from subdivision regulations, will be eligible for potential certification following

the completion of the subarea plan. The availability of these additional lots will increase the potential for future development in the Subarea.

The table below shows the size distribution and acreage of the existing smaller lots - both vacant and developed which could become eligible following certification.

Table 2-4 Size Distribution of Substandard Lots in RRv and RI Zones

<i>Size</i>	<i>Number</i>	<i>Acres</i>
Less than .25 acres	397	56
.25 - .5 acres	600	223
.5 - .75 acres	349	215
.75 – 1 acres	191	168
1 – 1.5 acres	210	250
1.5 – 2 acres	103	177
2 – 2.5 acres	63	143
TOTAL	1913	1232

It is estimated that about 900 of these substandard lots in the Rural Intermediate and 475 in the Rural Reserve zones are potentially undeveloped. In order to be certified on the basis of size to meet the zoning standards, this would require aggregation to meet the standards of the zones. The result would be between 100 - 200 RI lots and 100 – 150 RRV lots and enable a conservative estimate of 150 – 250 additional dwelling units depending upon whether the lots are buildable and available. Skagit County also assumes a 25% market factor for housing, meaning that of all of the “buildable” parcels, 25% are assumed to be unavailable.

For the lots that meet the zoning minimum size standards, their legal status and CaRD regulations specific to Fidalgo Island, further development capacity could also vary greatly. There are just under 270 lots zoned Rural Intermediate or Rural Reserve that meet the zoning minimums. The theoretical capacity of these lots ranges from 266 dwellings up to 552 dwellings, depending upon the extent to which they can be developed as CaRDs.

Of these, only 130 are large enough to hold one housing unit. The rest could accommodate at least two housing units under CaRD regulations. These conclusions could be interpreted in many ways, especially since public water is necessary for CaRD developments, and some of these parcels, especially those in the southwest section of Fidalgo Island are not currently served by public or group water systems. Another consideration is that in some cases, CaRDs do not require permanent open space, so additional future development could be possible if the underlying zoning were changed. There is also the potential for the open space of CaRD developments in, or adjacent to UGAs to be used as shadow plats for future urban development under current County policy.

At complete maximum buildout of these Rural Reserve and Rural Intermediate parcels that are larger than their minimum zoning under CaRD regulations, there could potentially be more

than 500 housing units built – although this number would most likely be smaller since many of these parcels may already have homes built on them, and since some of these parcels may not qualify without public water supply. Adding the estimated 150-250 potential new dwellings resulting from lot certification and the potential 500 dwelling resulting from CaRD developments, the theoretical capacity of the subarea is 650 to 750 units, or 1,600 to 2,000 new residents.

Conclusions

Based on the preceding analysis, the Citizens' Advisory Committee has determined that future development on South Fidalgo Island under the current adopted zoning and subdivision policies and regulations would result in a pattern of growth that is not consistent with the community vision.

- The intent of the Rural Reserve zone that states: *“Lands in this zoning district are transitional areas between resource lands and non-resource lands for those uses that require moderate acreage . . .”* is inappropriate in the context of South Fidalgo Island, while the *“The purpose of the Rural Intermediate district is to provide and protect land for residential living in a rural atmosphere, taking priority over resource land uses . . .”* is a true reflection of the community vision.
- Further land division using the CaRD approach would result in the construction of new homes on lots that are as small as one acre, a density that would endanger the established rural character;
- The CaRD approach would also result in the platting of open space tracts that could be further subdivided, and/or would be difficult for homeowners to manage and maintain.
- Under the current Rural Reserve zoning, without CaRD subdivisions, owners' abilities to create new homesites will be limited. This will increase land values and related taxes, and restrict family members from being able to afford building and living on South Fidalgo;
- Changing the Rural Reserve zoning to Rural Intermediate could enable further growth and development on the Island at densities of one home per 2.5 acres or lower. This would enable the remaining developable lands to be subdivided and developed without creating additional small lots with homes in close proximity and without creating more open spaces that could stimulate more future development or become liabilities for owners.

Table 2-5 shows the estimated buildout of the area based on changing the RRv zoning to RI without CaRD subdivisions.

Table 2-5 Estimated Buildout After Changing RRv Zoning to RI

	<i>Under RRv (10 acre zoning)</i>	<i>RI (2.5 acre zoning)</i>
Number of Acres	4872 acres	4872 parcels
Current number of parcels	1030 parcels	1030 parcels
Potential Parcels*	487 parcels	1948 parcels
- Wetlands	7 acres	7 acres
- Hydric Soils	35 acres	35 acres
- MRO	70 acres	70 acres
- Transportation ROW	-	-
- Exempt Properties	-	-
Subtotal	4760 acres	4760 acres
- Market Factor (25%)	1190 acres	1190 acres
Remaining Acres	3570 acres	3570 acres
Total Parcels	357 parcels	1428 parcels

*If the 10 Acre minimum lot size is applied.

Development Capacity Summary

The three capacity analyses compare as follows:

- Development under current zoning with CaRDs: approximately 700 parcels
- Development under current zoning without CaRDs: approximately 475 parcels
- Development under proposed zoning (and without CaRDs): 1428 parcels

Land Use Policy Recommendations

The following suggestions for consideration have emerged during the planning process. As the County Comprehensive Plan is updated this year, the rural land use policies are being reviewed and may be amended for other reasons. The South Fidalgo considerations could be included in the County’s update depending upon the Citizens’ Advisory Committee’s recommendations. The following discussion describes alternative ways to address the land use issues that emerged in the subarea planning process.

Land use (zoning) designation changes

While the analysis and discussion examined growth and development under existing zoning and subdivision policies and regulations, the CAC also elected to consider changes to the existing regulatory framework. Most public opinion has been in favor of limiting or slowing growth, although concerns about the increasing conversion of the area to open space and the resulting loss of potential opportunities for “Fidalgo-style” rural development also emerged. Since the development capacity is already limited by a number of factors such as critical areas, parcel configurations, and utility availability, changing the zoning map to “downzone” from Rural Intermediate to Rural Reserve was not viewed as appropriate.

This discussion led to the CAC's recommendation that all of the currently zoned Rural Resource lands be up-zoned to Rural Intermediate. Further density increases associated with the CaRD subdivision approach would not be allowed in the Subarea. The County is encouraged to rigorously manage and enforce the RI zoning standards and subdivision approval procedures that ensure that site constraints and the design quality of new development be consistent with the community vision. If the County considers implementing a planned unit development (PUD) approach in the future, the CAC recommends that the specific concerns noted here regarding CaRD subdivisions be considered before PUDs could be enabled in the Subarea.

Finally, it is expected that the County will also change the designation of all state and county parks (not considered Open Space of Regional/Statewide Significance) to some appropriate open space zone.

Changes to other zoning code provisions governing development

This question was addressed for two topics: Consideration for Local Areas of More Intensive Rural Development (LAMIRDs), and allowed uses under current zoning.

Local Areas of More Intensive Rural Development (LAMIRDs)

The GMA provides a basis for the designation of LAMIRDs in rural areas, in which density increases or more intensive uses may be allowed. Skagit County has adopted policies conforming to the GMA. To date, the County has adopted the logical outer boundaries of the Similk Beach LAMIRD and is proceeding with plans to correct the public health issues of the septic systems that created the need for this solution. In addition, the Comprehensive Plan 2005 GMA Update proposes designating all lands zoned Rural Intermediate as LAMIRDs. Under the current Comprehensive Plan policy framework, The Fidalgo Subarea Plan considered two questions:

- *Are there other neighborhoods that should be considered for possible LAMIRD designation? And*
- *If so, what are they and what are the reasons for such consideration?*

The only potential area that emerged for consideration during the planning process was the Yokeko/ Dewey Beach /Quiet Cove (YDQ) neighborhood lying southwest of Similk Beach and bearing similar conditions (small lots, septic problems, and shoreline constraints).

The Skagit County Health Department has been working with the YDQ community to determine the urgency of the septic problems and design solutions accordingly. At this time, the Department believes a LAMIRD designation process would be counterproductive and more costly than necessary to address this problem. This leads to an analysis of other factors which should be included in making a decision to designate the area as a LAMIRD.

Establishment of LAMIRDs are further based on whether there exists “logical outer boundaries” and development patterns that were in existence prior to the implementation of the GMA in 1990. The following four LAMIRD criteria in the Comprehensive Plan were used to investigate the feasibility of the YDQ designation:

- (i) The need to preserve the character of existing natural neighborhoods and communities;*
- (ii) Physical boundaries such as bodies of water, streets and highways, and land forms and contours;*
- (iii) The prevention of abnormally irregular boundaries; and*
- (iv) The ability to provide appropriate public facilities and public services in a manner that does not permit low-density sprawl.*

The findings and conclusions of this analysis indicated that there is no basis for considering further LAMIRD designations in the South Fidalgo Subarea at this time. However, under the proposed Comprehensive Plan policy, all of the currently zoned or proposed RI zoned land would become a LAMIRD. In the case of the current zoning, the logical outer boundary would be the area established in the 1997 land use designation of the RI area. In the case of the proposed zoning, the logical outer boundary would be the City of Anacortes and its UGA on the north and the shoreline and Deception Pass State Park (OSRSI) on the south, east, and west of the Island.

Prohibition of non-residential uses in the Rural Intermediate Zone

In addition to recommending that the Rural Reserve zoning be changed to Rural Intermediate, the CAC also recommends that the current adopted list of allowed uses in the RI zone be changed to emphasize the community’s wish that South Fidalgo be a single-family residential area. Consequently, the CAC recommends deletion of the following uses from SCC 14.16.300 allowed on South Fidalgo:

- Aircraft landing field;
- Animal clinic/hospital;
- Animal preserve;
- Campgrounds;
- Fish hatchery;
- Group care facility;
- Home based business 2;
- Indoor shooting club;
- Kennels;
- Mortuary;
- Outdoor recreational facilities;
- Outdoor storage of processed or unprocessed materials in quantities greater than 500 cubic yards that are not a public health hazard;

- Outdoor storage of materials that are a public health hazard;
- Public marinas;
- Retail and wholesale nurseries/greenhouses;
- Seasonal worker housing;
- Seasonal roadside stands over 300 square feet; and
- Storage of unlicensed or inoperable vehicles.

Changes to development review and approval procedures and to zoning bulk criteria

The CAC is further concerned about the permitting process for trails and primary and secondary trailheads, adult group care facilities, cemeteries, churches, community clubs, preschools, retriever/dog training facilities, and stable and riding clubs. The county should examine the current adopted procedures for administrative and hearing examiner reviews and approvals of these uses on South Fidalgo.

Other RI code provisions that the CAC recommends include reviewing the excessive allowed lot coverage areas and building setbacks that are too small.

HOUSING

Housing in the South Fidalgo Island subarea is predominantly single family, including some mobile and manufactured homes and a few duplexes. About 90% of the housing units are occupied full time, and approximately 80% of them are owner occupied. Second, or vacation homes may be occasionally rented out when not in use by the owner.

There are a total of 1,993 housing units in Census Tract 9502 that contains the Fidalgo Island Subarea. The majority of the homes in the subarea are single-family homes. It can probably be assumed that the multi-family homes are not located in the subarea, but in the Anacortes UGA since the current zoning in the subarea is generally one unit per 2.5 to 10 acres. However, 1-unit attached dwellings are allowed under CaRD (Conservation and Reserve Developments) in the RI zone. These attached units are included under multi-family housing. Thirty-three of these type units are found in this census tract.

Table 2-6 Characteristics of Fidalgo Island Subarea Housing

Type	Census 2000	Notes
Total Housing Units	1,993	80% of these are in the Subarea (1,586)
Median Year Built	1973	Median for rental: 1963 Median for owner occupied: 1976
Single Family	1,763	89% Single Family Homes, not including single unit attached*
Multi Family	116	33 of these units are 1-unit attached



Mobile Home	105
Boat, RV, Van, etc.	9

Source: Census 2000

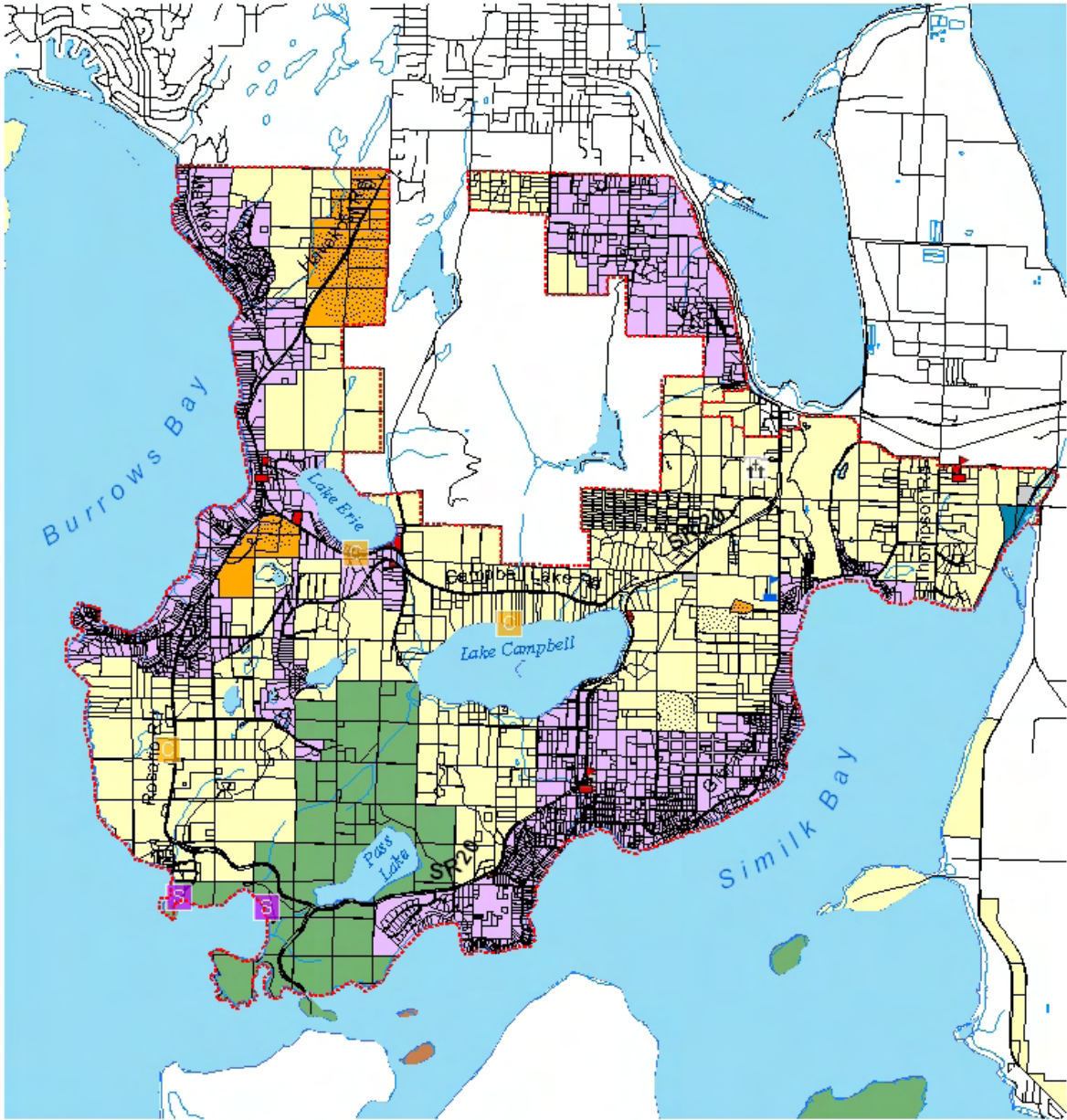
*1-unit attached housing would include individually owned units that share a common wall with another unit, such as a town home.

Recently, the residential market has been producing homes that are larger than existing homes, some of which were originally intended for short-term or seasonal vacation use. This change in demand creates challenges for the Subarea since substandard lots that do not meet the minimum lot size could be certified and be developed with large homes out of scale with their neighbors. Some older vacation cottages are being renovated and expanded with the same results. Other challenges come from new facility demands of increased population in older neighborhoods where the infrastructure was designed to meet lower service standards. This brings concerns that the character of the Subarea may change or that the cost of living may increase as housing values and property taxes inflate.

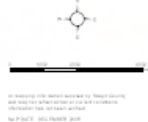
In fine-tuning the land development regulations described previously, these housing issues can be addressed through the application of setbacks and building coverage provisions and better monitoring of the development review and approval process. Better enforcement of the existing zoning and subdivision regulations is also important. Although new development can add variety to the housing types on Fidalgo Island, the cumulative impacts of many new homes in areas that have historically been developed with smaller vacation homes could be detrimental to the landscape and natural environment.



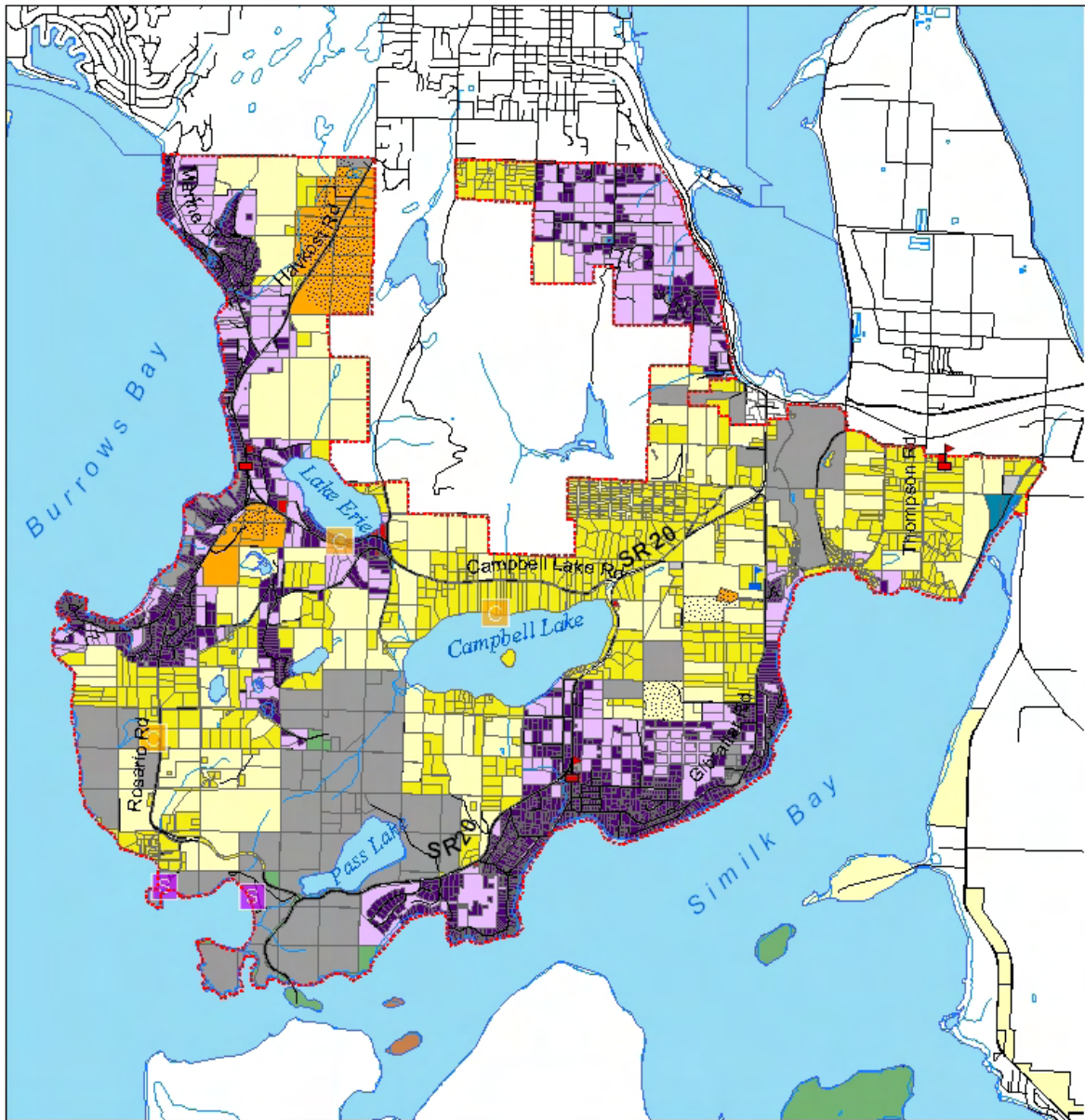
CURRENT ZONING



- Legend**
- Public Use
 - Medium Density Residential
 - Single-Family Residential
 - Single-Family Attached Residential
 - Community Center
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 - Public Use



PARCELS SMALLER THAN CURRENT ZONING



Legend

Fidalgo Zoning

BERRYMAN & HANIGAN
 200 Third Avenue, Suite 100
 Seattle, WA 98101
 206.461.4422
 Fax: 206.461.4424

Map Date: 02/23/2006 10:07



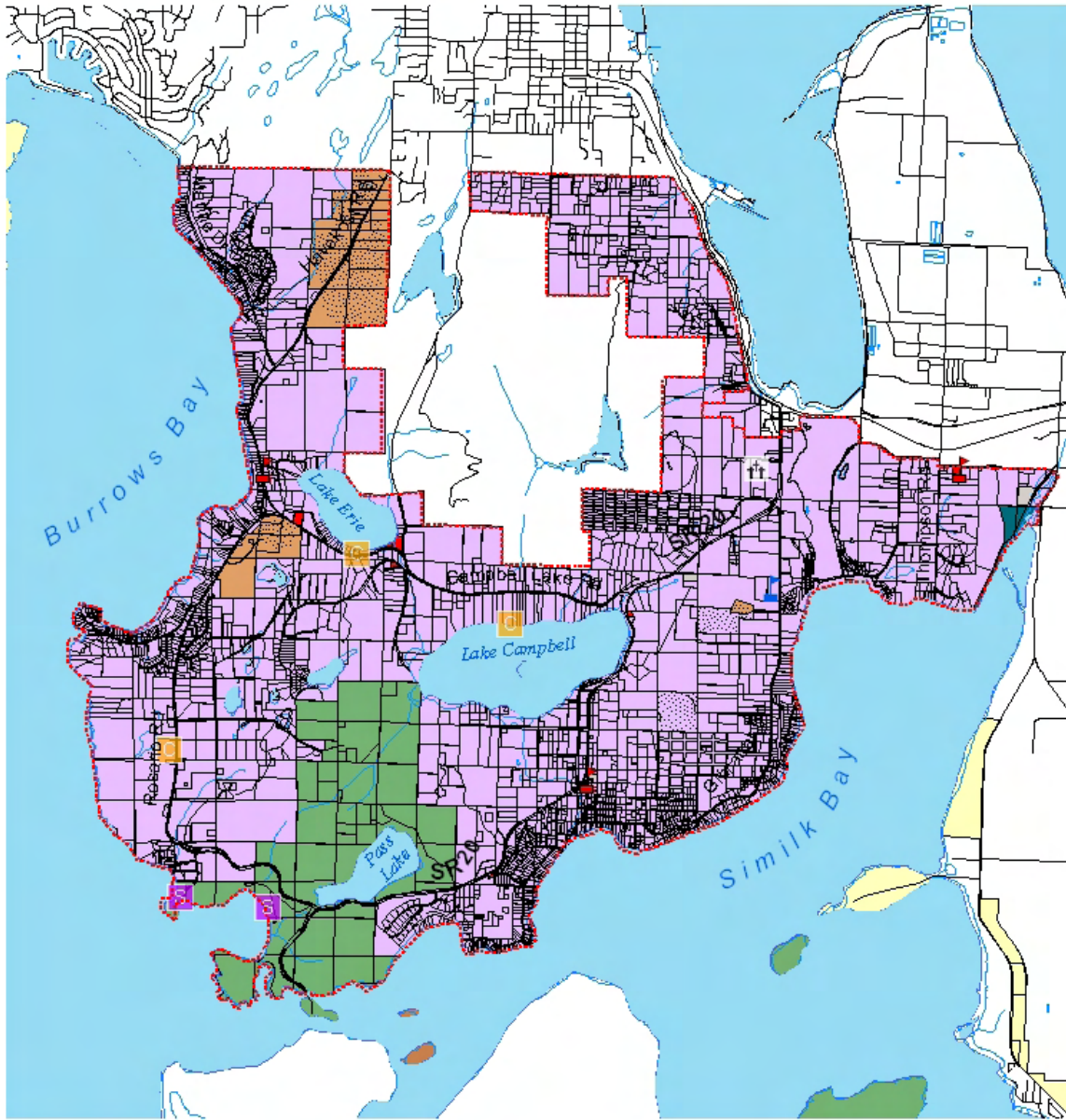
DEVELOPMENT CONSTRAINTS



- Legend**
- Public Beach Access
 - Public Water
 - Stream
 - Wetlands
 - Park or State
 - Public Shore or 200 feet
 - LAR 100
 - SR 20-400 feet
 - Stream
 - Secondary Access
 - Fire Stations
 - State Parks
 - County Parks



PROPOSED ZONING



- Legend**
- | | |
|-----------------------|---------------------|
| Boundary of Districts | Proposed Zoning |
| Boundary of Parks | Future Zoning |
| Boundary of Schools | Future Zoning (2) |
| Boundary of Other | Future Zoning (3) |
| Proposed Road | Future Zoning (4) |
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3 TRANSPORTATION ELEMENT

Introduction

The Transportation Element provides information and policy guidance specific to the South Fidalgo Subarea. This is intended to supplement the adopted Skagit County Comprehensive Plan goals and policies and the description of the transportation system contained in the Transportation Systems Plan.

Planning Framework

As described in the *Introduction and Summary* chapter, the Subarea plan is part of the Comprehensive Plan and therefore also consistent with the Skagit Countywide Planning Policies (CPPs), and the Growth Management Act goals. With respect to transportation, the Subarea plan is also linked to several other important planning activities:

- The *Skagit County Transportation Systems Plan* contains a detailed inventory of transportation facilities; growth forecasts; plans for improvements; and financing strategies out to the year 2015. The TSP covers non-motorized transportation in addition to vehicular and marine travel modes.
- The *Regional Transportation Plan* contains transportation plans produced by the Regional Transportation Planning Organization (RTPO) and the Metropolitan Transportation Planning Organization (MPO). The RTPO Plan covers the Subarea. It was updated in August, 2005
- The Washington State *Highway Plan* directs the planning and improvements of state facilities, specifically State Route 20 through the Subarea.

The transportation policies section elaborates on this planning framework.

Existing Conditions

The vehicular transportation network of the South Fidalgo Island Subarea is comprised of SR 20 and county rural collectors and local access roads, as well as private roads.

SR 20

The state highway runs through the Subarea linking the mainland with Whidbey Island. At Sharpe's Corner, the highway branches to create a spur to the state ferry

terminal in Anacortes. From there, the main highway runs eastward connecting with Interstate 5 and then becomes the North Cascades Highway. From Sharpes Corner to Deception Pass, SR 20 is a five+ mile, two-lane facility with numerous intersections at county roads. The Annual Average Daily Traffic (AADT) on the highway is between 13,000 to 17,000 vehicle trips per day. The state is implementing a major improvement program intended to improve safety conditions along the corridor. While the program will not increase traffic capacity it will improve traffic flow and the Level of Service (LOS). By 2009, the completed project will include closures with the southern intersection of Miller Road, and the northern intersection of Lunz Road. The Deception Road access will be closed and rerouted to the south of the Shrimp Shack and aligned with Lunz Road, and will include a left turn lane. Turning movements at Lunz Road, South Campbell Lake Road, Miller/Gibraltar Road, and Almida Vista Lane will be improved. Shoulders along the corridor will be widened to four feet. Vertical and horizontal curvature will be reduced, and environmental quality will be enhanced at stream crossings including a bridge at Meadow Creek.

The County TSP states that: *“In the longer term, access between the I-5 corridor and Whidbey Island will become an increasingly important regional transportation issue. The Deception Pass bridge is already close to capacity, and the SR-20 segment between Sharpes Corner and the bridge is projected to reach serious congestion levels within the 20 year planning horizon. Because of the difficulty of expanding the bridge capacity, several alternatives for increasing Whidbey Island access will be considered and studied over the next several years. No specific project has yet been developed to deal with this long-term problem.”* A subsequent 2004 feasibility study by the WSDOT examined several bridge and expanded ferry service alternatives between the mainland and Whidbey Island. All of these alternatives were found to be “non-feasible” due to costs and/or environmental impacts.

The Skagit RTPO and MPO have adopted updates to the regional transportation plans that examine projects and programs based on three county population scenarios for low, medium, and high growth. Each scenario includes possible improvements that would be made to the transportation system over the next 20 years. The regional Plan includes widening SR 20 from Sharpes corner to Rosario Road to four lanes with access management at an estimated cost of \$47 Million.

SR 20 has been designated a “scenic and recreation” highway which could presumably qualify it for state and federal enhancement funding, if a heritage corridor plan were prepared.

County Roads

Within the Subarea, the network of county facilities includes 40 miles of county collector and local access roads. In addition, there is an estimated 20+ miles of private roads that are maintained by community or homeowners' associations. A map at the end of this narrative shows the distribution of county roads in the Subarea. According to Skagit County Public Works, all county roads are functioning at or below their designated Levels of Service (LOS). The following provides descriptions of the adopted standards for these roads:

Major Collectors – The major collectors in the South Fidalgo Island Subarea are Rosario Road, Campbell Lake Road, and Havekost Road. A major collector is intended to serve the traffic generators (land uses) not served by arterials, and provide “intra-county travel corridors”.

Minor Collectors - The minor collectors in the South Fidalgo Island Subarea are Marine Drive, Heart Lake Road, and Gibraltar Road. Minor collectors are intended to link local roads, small communities, and rural areas to the county road and highway system.

Local Roads - The remainder of the roads in the South Fidalgo Island Subarea are either local access or private roads that are intended for travel over short distances. A local access road's primary purpose is to provide access to adjacent land.

The capacity status of these roads is adequate or better. The County uses a “threshold” of 7,000 average daily trips to determine if roads are approaching a point where the adopted LOS may be exceeded. None of the South Fidalgo roads are projected to exceed this threshold by 2017. For example the TSP road use inventory identifies annual average daily volumes (AADT) of South Fidalgo roads as follows:

- Rosario Road at Marine Drive, Sharpe Road – 3389 AADT
- Campbell Lake Road at the public access area – 1,850 AADT
- Havekost Road at Marine Drive – 4066 AADT
- Marine Drive at Havekost Road and Windward Way – 4242 AADT
- Heart Lake Road at Anacortes City limits – 940 AADT
- Gibraltar Road at Harbor Lane – 1845 AADT

Financing of County road improvements includes local taxes and state and federal funding. Expenditures are budgeted annually based on the assessment of need. In

2002, the Road Fund was divided between maintenance (38%), fixed expenses including drainage, Guemes Ferry, and administrative expenses (50%), and construction of roads, bridges and ferry projects (12%).

Non-Motorized Transportation

The Skagit County *Non-Motorized Transportation Plan (NMTP)*, adopted as part of the TSP, provides information and policy direction for compliance with the GMA in addressing current and future needs for pedestrian and bicycle transportation. The Plan primarily focuses on creating a policy framework for guiding the long-term planning and development of on-road and off-road facilities in conjunction with other infrastructure improvements. The NMTP includes “mode-specific” policies pertinent to South Fidalgo including:

Bicycles

- *The “preferred” facility for roads on the bicycle network in rural areas is a paved shoulder with edge stripe. On many roads with low traffic volumes and speeds, the preferred facility may be a shared facility without specific shoulder or bike lane improvements.*
- *Non-motorized projects should be planned and designed to serve areas near schools, recreation facilities, commercial/industrial areas, activity centers, tourist areas and established or planned multi-use trails.*
- *The County should develop the transportation system to a standard which incorporates the needs of bicyclists, and which integrates public involvement into the planning of shoulder development through existing maintenance programs.*
- *The County has an adopted Regional Park and Trails Plan which identified a number of potential trail projects for development countywide. The inclusion of projects from the Parks Plan in this document (TSP) is recommended only if the identified project would be considered eligible for state and federal transportation funding.*

Pedestrians

- *Facility and signal standards should be reviewed to accommodate the needs of an aging public, particularly in regard to signal phase length, sign size, reflectivity of signs, street lighting and the crossing distance required of these at-risk pedestrians.*
- *The County should provide for flexibility in the design and construction of pedestrian facilities to make them safer, more attractive and enjoyable for users, allowing for the use of different material construction techniques to reflect local taste and diversity on non-arterial roads. It is understood that on many rural*

roads with low traffic volumes and speeds, the preferred facility may be a shared facility without specific shoulder or walkway improvements.

The Skagit RTPO and MPO regional transportation plans include possible non-motorized improvements to the transportation system including widened shoulders for bicyclists on SR 20 from North Dewey Beach Road to milepost 47.

Public Transportation

There are no plans to provide transit service within the Subarea.

Issues

Issues identified during the Subarea planning process involve the state highway, condition, safety and adequacy of the County system, and trails. Islanders have expressed concerns that SR 20 does not provide sufficient capacity for the amount of traffic it carries, much less future demand. Many of the particular concerns have more to do with traffic safety resulting from speeding, the configurations of the intersections and the poor alignment of curves. These problems will be resolved in the 2005-09 construction programs, and the improvements are expected to result in better traffic flows. In addition, wider shoulders will provide areas for stalled vehicles and accident routing with similar results. The CAC is concerned with the slow implementation of the highway improvements and the seeming lack of a long-range improvement plan (beyond that included in the regional plan). In addition, the CAC believes that the highway intersections with Miller/Gibraltar Road, Campbell Lake Road, Deception Road, and Rosario Road should be studied for possible future signalization.

Issues with the County roads also involve the lack of adequate shoulders, limited space for pedestrians and bicycles, poor sight distances at intersections, and lack of speed limit enforcement. The County has not identified any improvement projects including new road corridors within the Subarea in its capital facilities plans.

Future Growth

Since there is very little non-residential development anticipated in the Subarea, virtually all future traffic generation will come from new low-density single-family homes. Over the next 20 years, this growth could result in a theoretical maximum of almost 1,500 new homes. At an average trip generation rate, this would result in up to 15,000 new daily trips, spread over the road network, depending upon the location of the development. Since much of this growth is expected to be on existing lots, the “concurrency” or assurance that the road system will remain adequate will fall on the County rather than the developers/owners of the new units. In cases where

development is in the form of new land subdivisions, the County has the ability to require the project proponents to pay for their share of the necessary road improvements in close proximity to their developments. Since the projected impacts of future growth do not threaten adopted LOS standards, there are no transportation demand management strategies identified for the Subarea. These strategies are used to reduce vehicular traffic through the use of transit, ride-sharing, and other management programs.

The South Fidalgo Subarea Plan Transportation Element is intended to anticipate future needs of the community and provide solutions and strategies for their resolution. These fall into three categories: Overall policies, area-specific projects, and unresolved issues that require further attention.

Policies

The state, regional, and county plans referenced at the beginning of the element create a framework for decisions that employ regulations, design standards, and capital investment to address the issues. Within the framework, the Countywide Planning Policies, referenced in the Comprehensive Plan are not directed at specific locations within the rural area, and are therefore not repeated here. Essentially, those policies are a contract between the County and the cities and towns that address their collective broad local growth management obligations.

The transportation goals and policies of the Skagit County Comprehensive Plan are also not specifically written to address localized conditions, but in some cases may need to be amended to respond to them. (Note that these policies may be further amended as part of the County's 2005 GMA Update, including re-numbering.) Roadway and intersection level-of-service definitions are included in the Comprehensive Plan Transportation Element.

In the following, the current adopted Comprehensive Plan transportation policies are shown in *italics*. The following **comments** are CAC conclusions and recommendations for further consideration in County transportation planning.

Current Policy 9A-4.3 Structures, roads and utility systems shall be designed and constructed in such a way as to minimize the alteration of the landscape, to preserve natural systems, to protect critical areas, to protect important land features such as ridge lines, and to retain historic and cultural structures/landscape, and scenic amenities. Rural road standards shall minimize paving and right-of-way requirements, recognizing the need to maintain LOS and multi-modal use.

Comment: While minimizing pavement and right-of-way requirements is desirable, community needs for safe walking, on-street parking, and bicycle travel may require additional roadway improvements.

Current Policy 9A-4.5 For individual road concurrency, the LOS standard for county road segments shall be LOS C as the general standard for County roads. LOS D shall be acceptable for all road segments that meet the following three criteria:

- (a) Annualized Average Daily Traffic (AADT) greater than 7,000 vehicles;*
- (b) Is NOT federally functionally classified as an 09-Local Access Road; and*
- (c) Is designated as a County Freight and Goods Transportation Systems Route (FGTS).*

Current Policy 9A-4.6 For individual road concurrency, the LOS standard for county road intersections shall be LOS D as calculated using an LOS method selected and documented by the County Engineer.

Comment: While Skagit County does not differentiate between LOS Standards for rural and urban roadways since 95% of the roads are considered rural, the intensive use and potential non-motorized use of some roads may need further analysis related to functional classifications and LOS designations in the future.)

Current Policy 9A-6.1 Skagit County supports expansion of public transportation service into the unincorporated areas only with public support.

Comment: Public transportation services in the rural area should be determined through community-based planning by the Regional Transportation Planning Organization or by the transit providers.

Current Policy 9A-16.3 The County should encourage the state to consider high season traffic demand rather than only an annual average on SR 20 in Skagit County whenever the state does future adequacy assessment of SR 20 or studies the need for improvements.

Comment: While the state and the county determine level of service based on peak hour volumes, the Regional Transportation Planning Organization's plans should include more detailed analysis of seasonal demands and related planning for the long-term improvement of SR 20. This planning should include the integration of non-motorized travel and possible inclusion of a heritage highway corridor plan that would determine how future improvements could be part of a cooperative effort with State Parks and the community.

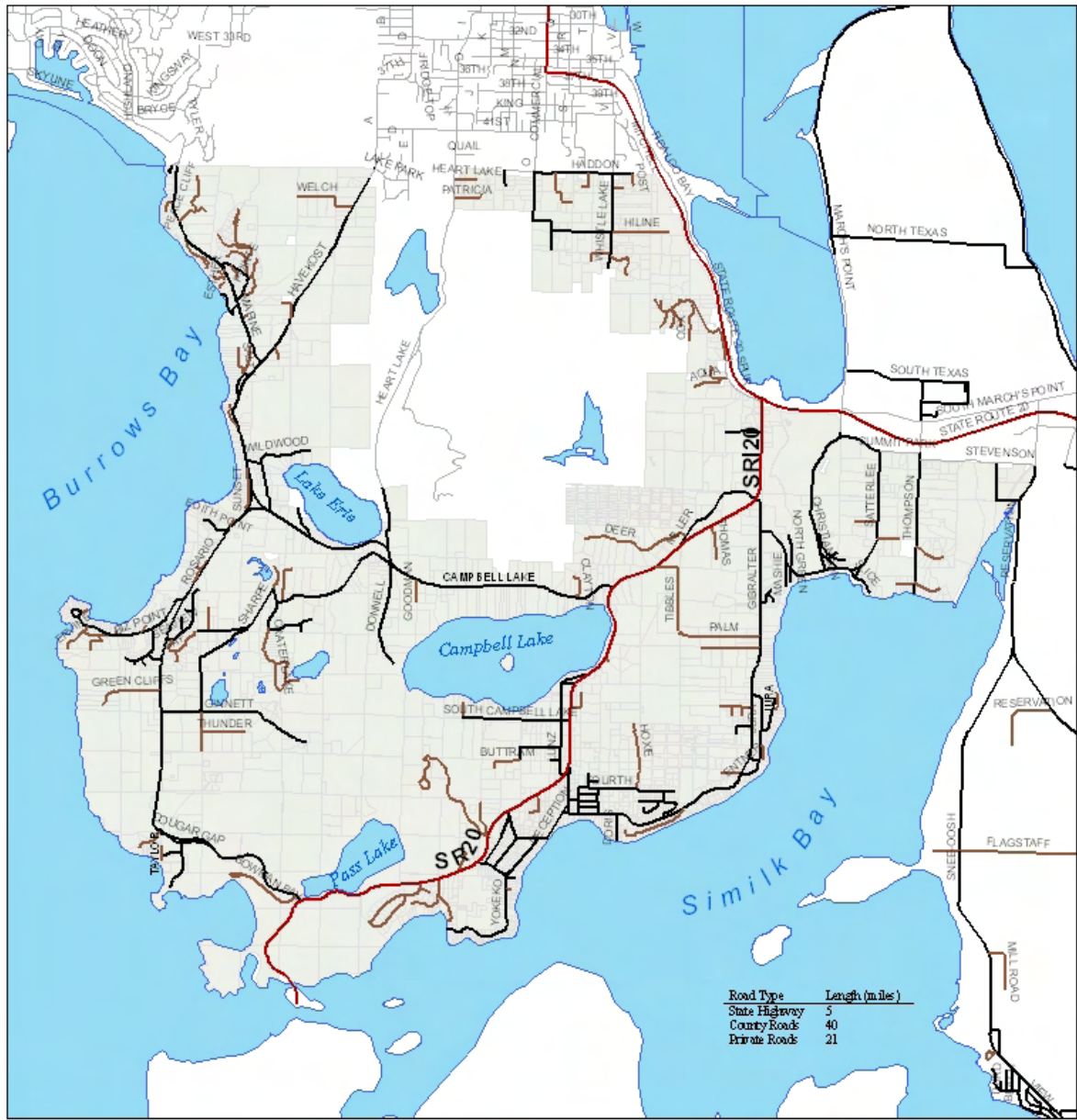
Projects

While the County has no specific South Fidalgo Subarea improvement projects identified in its current plans, a regular dialogue with the community should be initiated to consider how future WSDOT planning and projects, RTP/O plans, and State Parks planning can be coordinated to address local issues and concerns. In addition, this dialogue would be a good venue for drainage and non-motorized problems to be resolved in the context of scheduled road maintenance and repair programs. Overall, the CAC recommends that County Public Works and Parks Departments coordinate with State Parks to engage in community-level planning for access to trails and the development of non-motorized facilities on County roads that connect to State Park trails. The CAC further recommends that bicycle lane facilities be added to Rosario Road from Mount Erie to Deception Pass State Park and to Havekost Road and Marine Drive between Havekost Road and Rosario Road starting at the Anacortes City Limits.

Unresolved Issues

The future of SR 20 is the primary unresolved issue affecting future transportation conditions in the Subarea.

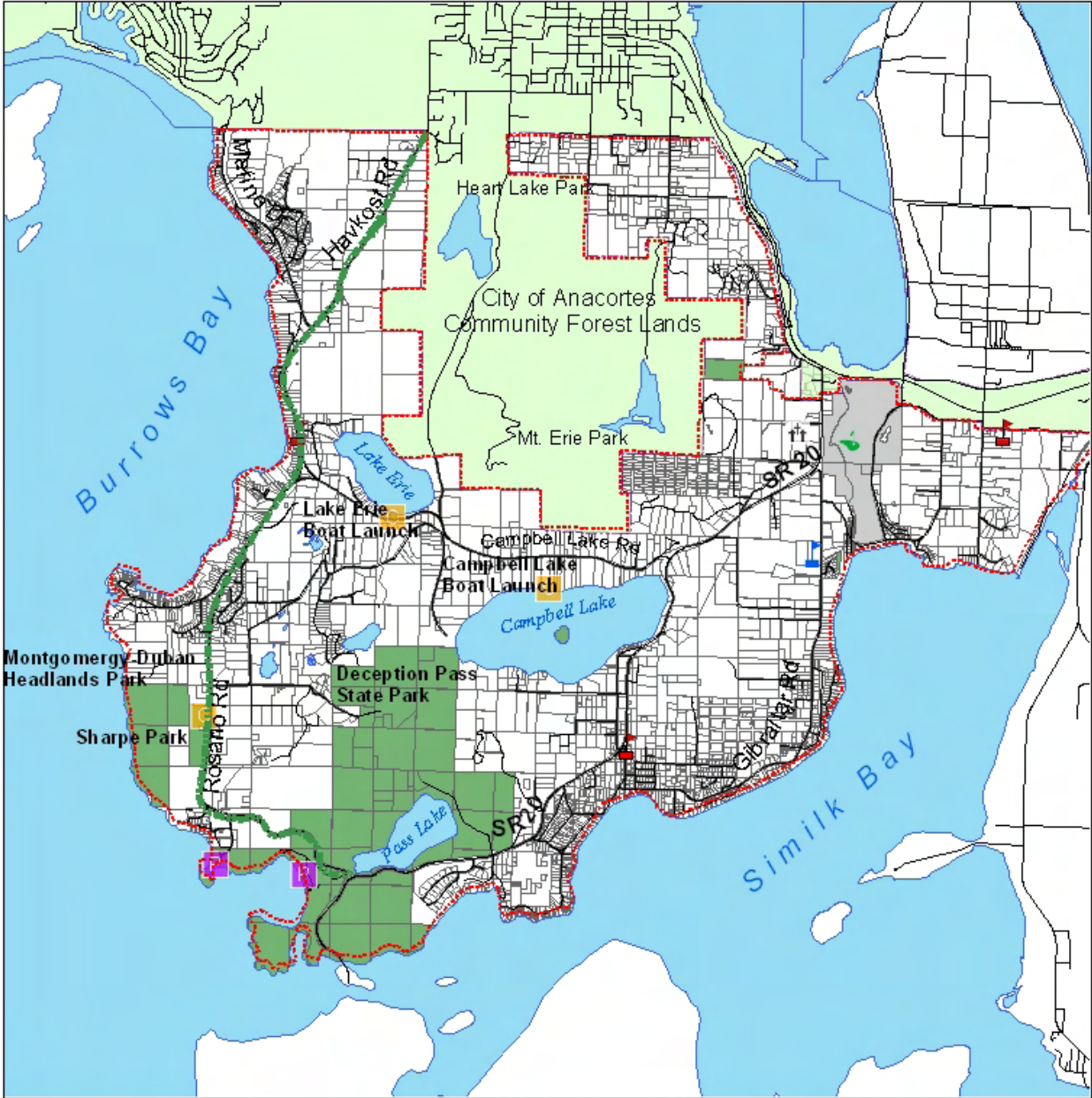
ROADS



- Legend**
- State Highway
 - County Roads
 - Private Roads
 - City Streets
 - Water
 - Subarea Permits



FIDALGO AREA PARKS AND TRAILS



Legend

- State Parks
- County Parks
- City of Anacortes
- Subarea Parks
- Park Panels
- Fire Stations
- Elementary School
- Cemetery
- Trails
- Water
- Roads



4 CAPITAL FACILITIES AND UTILITIES ELEMENT

Introduction

The Capital Facilities and Utilities Element provides information and guidance specific to the South Fidalgo Subarea. This is intended to supplement the Skagit County Comprehensive Plan goals and policies and the description of the current infrastructure and future needs of the Subarea.

Planning Framework

The Subarea plan is part of the Comprehensive Plan and therefore also consistent with the Skagit Countywide Planning Policies (CPPs) and the Growth Management Act goals. This framework includes the following plans that are adopted into the Comprehensive Plan by reference:

- The *Skagit County Transportation Systems Plan* described in the Transportation Element.
- The *Skagit County Capital Facilities Plan* contains a detailed analysis of public facility inventories and needs.
- The *Skagit County Parks and Recreation Plan* is a comprehensive plan documenting supply and demand for parks and trail facilities throughout the County.
- The *Skagit County Coordinated Water System Plan* is a compilation of the facility plans of all water providers in the County.

The Capital Facilities and Utilities Plans and Policies section elaborates on this planning framework as it applies to South Fidalgo Island.

CAPITAL FACILITIES

Existing Conditions

Within the broad range of capital facilities that are addressed in the Skagit County Comprehensive Plan, a much more limited menu applies to South Fidalgo Island. Since the Subarea is rural and close to Anacortes, facilities such as solid waste transfer stations, community centers, and sheriff's offices are not found in the Subarea Fire District 11 has

meeting halls in both Stations #1 and #2 that are available for community uses. The only capital facilities currently owned and managed by Skagit County general government in the Subarea are parks, transportation, and surface water. The County also owns property such as the old landfill, five acres near the PUD reservoir, and land near the Fire District 11 Station #2. In addition, other public facilities owned by Fire Districts 11 and 13, the Anacortes School District, the Cemetery District, and Washington State Parks are located in the Subarea. The Skagit County Public Utilities District, City of Anacortes, and Del Mar Community Service provide public water. These latter are described in the Utilities Section.

Parks and Recreation

According to the adopted *Comprehensive Parks and Recreation Plan*, the County maintains two “regional parks” and one “open space and undeveloped park” on South Fidalgo Island. There are no “neighborhood parks”. The following table shows the characteristics of the county, city and state facilities in and around the Subarea.

Table 4-1 Acreage and Location of Parks On & Near Fidalgo Island

<i>Park Name</i>	<i>Acres</i>	<i>Classification</i>	<i>Location</i>
Sharpe Park	75	Open Space	Fidalgo
Montgomery-Duban Headlands Park*	37	Open Space	Fidalgo
Lake Erie Boat Launch**	0.75	Regional	Fidalgo
Campbell Lake Boat Launch**	2.5	Regional	Fidalgo
Subtotal County Parks	115.25		
Deception Pass State Park	4,134***	State	Fidalgo/Whidbey
Anacortes Community Forest Lands	2,800	City	Anacortes
Mt. Erie Park	160	City	Anacortes
Heart Lake	436	City	Anacortes
TOTAL PARKS	7,645.25		

*Considered part of Sharpe Park

** Owned by Washington State Department of Natural Resources

*** Approximately 1,500 on Fidalgo Island

The boat launch parks provide active specialized recreation, and the Sharpe Park/Montgomery-Duban Headlands Park complex provides forested open space and saltwater access passive recreation. The city and state parks also provide a variety of both passive and active recreation opportunities. The acquisition of Montgomery-Duban Headlands Park in 2004 fulfilled one of the significant capital facilities goals of the Parks Plan.

Needs Analysis

The County used surveys, and analyses of parks use patterns and comparable cohort jurisdictions to develop level of service standards for parks. These are:

Table 4-2 Park Standards

Classification	Standard (acres/1000 population)
Regional Parks	10.45
Community Parks	0.77
Neighborhood Parks	0.08
Open Space & Undeveloped Parks	7.7
Total	18.75

Based on these standards, the County determined the 2010 additional overall need for park land to be 679 acres based on a population forecast of 123,900.

For South Fidalgo, application of the 18.75 acres/1000 standard indicates a year 2000 (current) need of 81 acres and a year 2025 need of 98 acres assuming respective populations of 4,300 and 5,200. While the overall existing inventory of county lands exceeds these needs, the need for each classification shows some shortfalls.

Table 4-3 Current and Future Park Needs

Classification	Standard (acres/1000)	2000		2025	
		Need	Surplus (Shortfall)	Need	Surplus (Shortfall)
Regional Parks	10.45	45.0	(41.75)	54.3	(51.0)
Community Parks	0.77	3.3	(3.3)	4.0	(4.0)
Neighborhood Parks	0.08	0.34	(0.34)	0.42	(0.42)
Open Space	7.7	33.1	78.9	40.0	72.0
Total	18.75	80.62	33.51	97.5	16.6

Thus, the strict use of the adopted standards indicates an imbalance in the demand for, and supply of, some types of county parks according to their classifications. This is offset by the considerable amount of city and state regional and community facilities nearby. In addition, the demographics of the population described in Chapter 1 indicate that the demand for facilities such as athletic fields and children’s playgrounds, generally found in community and neighborhood parks, is comparatively low in this Subarea.

The only other Subarea need identified in the County Parks Plan is completion of the Evergreen Trail, a cross-island trail linking Anacortes, the State Ferry Terminal, Washington Park, Heart Park, Campbell Lake, Mount Erie, and Deception Pass. A gap exists between the Anacortes Community Forest and Deception Pass State Park. The plan suggests completing the trail using “creative” strategies such as voluntary easements, or purchase of easements or

development rights. Implementation of the Evergreen Trail is pending community outreach and consultation by the County and State Parks.

Transportation

As described in the Transportation Element, no improvements to County roads beyond programmed maintenance such as resurfacing have been identified in the Transportation Systems Plan. (Deception Road, Dewey Crest Road, Marine Drive, North Dewey Beach Drive, Rosario Road, Yokeko “Wye” Drive, and Yokeko Drive were scheduled for resurfacing in 2005.)

Needs Analysis

During the Subarea planning process, the community articulated concerns about traffic and non-motorized safety on county roads. Generally, these concerns have to do with the condition of - or lack of - adequate shoulders for walking, bicycling, or pulling vehicles out of the travel lanes. While a needs analysis has not been conducted, the Subarea Plan recommends that the County initiate such an analysis. This could be conducted in a phased process starting with the major collectors, followed by the minor collectors, and any corridors where there have been significant numbers of accidents. In the meantime, the CAC recommends adding bike lanes to Havekost Road, Marine Road, and Rosario Road to create a link between the City of Anacortes and Deception Pass State Park.

Drainage

Surface water management within the County includes regulation of new development, the planning, design, construction, and maintenance of County-owned facilities; as well as other facilities such as drainage ditches that are the responsibility of special districts. Surface water management is necessary for both water quantity and quality. The state requires that the County ensure that surface water is managed in compliance with the *Stormwater Management Manual for the Puget Sound Basin* and related federal water quality standards. The County’s surface water utility collects annual assessments from property owners to pay for some of its operations. However, most drainage projects are the result of road funds and therefore tend to be included in road improvement projects. This includes culvert replacements and “salmon enhancement” projects that are also funded by state and federal grants.

Needs Analysis

The County’s current adopted *Capital Facilities Plan* does not identify any projects for surface water management other than a 2003 culvert replacement for the Campbell Lake Outlet, although two other small projects at southwest and southeast locations were planned for 2003. During the Subarea planning process, two levels of concern were expressed about drainage. First, there were concerns that some risks exist in localized areas where previous public or private development has exacerbated drainage conditions. The 1990 Gibraltar Road Landslide is an example of a hazardous condition that was caused by a number of factors including drainage. Second, there were concerns that County review and approval of

development proposals, and subsequent inspection of completed construction, does not ensure that projects are in full compliance with the Drainage Ordinance (SCC 14.32). Finally, the CAC has concerns about the functioning of the drain under Deception Road that outlets into Similk Bay at Dewey Beach. Recent changes to state laws regulating surface water drainage flows across septic drain fields are also a concern with respect to the review of new development proposals and public drainage system improvements.

While Fidalgo Island is within Water Resource Inventory Area #3 (Lower Skagit/Samish), the planning for this WRIA is focused on the Skagit River and so far has not addressed Fidalgo's lakes and streams. Consequently, data and analysis necessary for addressing site-specific surface water management concerns in the Subarea will have to be generated on a case-by-case basis.

Recent enactment of the Skagit County Clean Water Program will create funding for a range of water quality-related activities including water quality monitoring, septic system solutions, fish habitat restoration, and lake management. This may provide resources to address the issues raised in the Subarea Plan.

Non-County Capital Facilities

Fire

Mt. Erie Fire District 11 serves most of the Subarea from Station 1 located on Deception Road and Station 2 on Wildwood Lane. Together, these stations house administration, training, vehicles, and accommodate 20+ firefighters. Station 1 includes the old Dewey Beach School that is nearing its centennial, and is used for community events as well as fire district activities. Station 2 also has a small meeting room available for public use. A small eastern portion of the Subarea is served by Summit Park Fire District 13. Its nearest station is located on Stevenson Road outside of the Subarea. No major facility improvements have been proposed by either district.

School

Fidalgo Elementary School on Gibraltar Road is operated by the Anacortes School District. This facility has a kindergarten-sixth grade program. Enrollment has declined in recent years from 462 (2000-01) to 414 (2003-04). The school was remodeled in 1997. The facility also includes a children's playground, two tennis courts, and a jogging track. The District has no plans for other facility improvements in the near future.

UTILITIES

Existing Conditions

The following describes existing conditions for water, sewer, and private utilities in the Subarea.

Water

Under state law, water utilities are required to establish procedures for coordinated planning under the framework of a “coordinated water system plan” (CWSP). Skagit County’s CWSP was updated in 1999 and describes the characteristics of the public water service providers in the South Fidalgo Island: the Skagit County PUD, City of Anacortes, and the Del Mar Community Service. These are “Group A” systems that serve 15 or more connections or 25 or more people per day for 60 or more days per year. They must meet state and federal Safe Drinking Water Act requirements. In addition, there are at least 18 “non-expanding” and “Group B” water systems on the Island. These are smaller and are not required to meet federal standards.

A substantial portion of the Subarea is within the Anacortes service area. In addition, the City “wholesales” water to the PUD and the Del Mar systems, although Del Mar has its own wells. Anacortes also provides water to north Whidbey Island including the City of Oak Harbor and the Naval Air Station. Anacortes’ current supply source is the Skagit River, but the City also owns water rights to Lake Campbell and Lake Erie. The City and the PUD systems are intertied to enable them to supplement or provide water to each other’s service area for operational or emergency purposes. By virtue of Anacortes’ capacity, theoretical water supply is adequate to accommodate projected growth in the Subarea. The Del Mar Community Service system is approved to serve 346 domestic connections and meets fire flow requirements.

Water Needs Analysis

The limitation on public water service in the Subarea is distribution. Outside of the current served areas with installed pipelines, the providers have not planned further extensions. Anacortes plans to improve its water main in the SR 20 right of way that serves Whidbey Island, and the PUD has plans for improvements to its existing system. Therefore, developers will be required to install distribution systems to meet their needs, according to the County’s standards. This may be challenging in some portions of the Subarea. It may be feasible to do so for projects adjacent to areas that are currently served, but other, more distant projects requiring major water main extensions may require sizable initial investments and/or financing such as local improvement districts.

Sanitary Sewer

No public sewer service is provided in the Subarea, consistent with its rural designation. The Skagit county Health Department and the PUD have considered the feasibility of providing service to the Similk Beach LAMIRD, but to date, a suitable financing strategy has not been found. In the meantime, the Health Department has been working with the affected Similk property owners to repair and upgrade their existing on-site systems to achieve compliance with health and water quality regulations. The Health Department is also working with the

Yokeko/Dewey Beach/Quiet Cove neighborhood which exhibits similar conditions (small lots, septic problems, and shoreline constraints). That process involves testing existing systems and determining solutions to problems, most of which have been resolved. The Skagit County Board of County Commissioners has adopted a resolution naming the YDQ an area of special concern.

Needs Analysis

Given the rural designation of the Subarea, the City’s position on no further UGA expansion and the lack of known public health problems, there is no identified need for the future provision of sanitary sewer service anticipated.

Private Utilities

Services are provided to the Subarea by the following:

Utility	Providers	Capacity
Electricity	Puget Sound Energy	No reported problems
Natural Gas	Cascade Natural Gas	No reported problems, areas currently served are along the coastline
Telephone	Verizon Northwest	No reported problems
Cellular Telephone	Numerous Providers	No reported problems
Cable Television	Wave and Comcast	No reported problems
Internet Service	Numerous Providers	No reported problems

Needs Analysis

Apart from major regional transmission lines or facilities, the private utilities plan local service expansions as development activity occurs. Since the forecasted new growth for the Subarea is relatively small compared to major population centers and UGAs, there is no reason to believe that these providers will not be able to meet demand.

The only potential area that emerged for consideration during the planning process was the Yokeko/ Dewey Beach /Quiet Cove (YDQ) neighborhood lying west of Similk Beach and bearing similar conditions (small lots, septic problems, and shoreline constraints). The Skagit County Health Department has been working with the YDQ community to determine the urgency of the septic problems and design solutions accordingly.



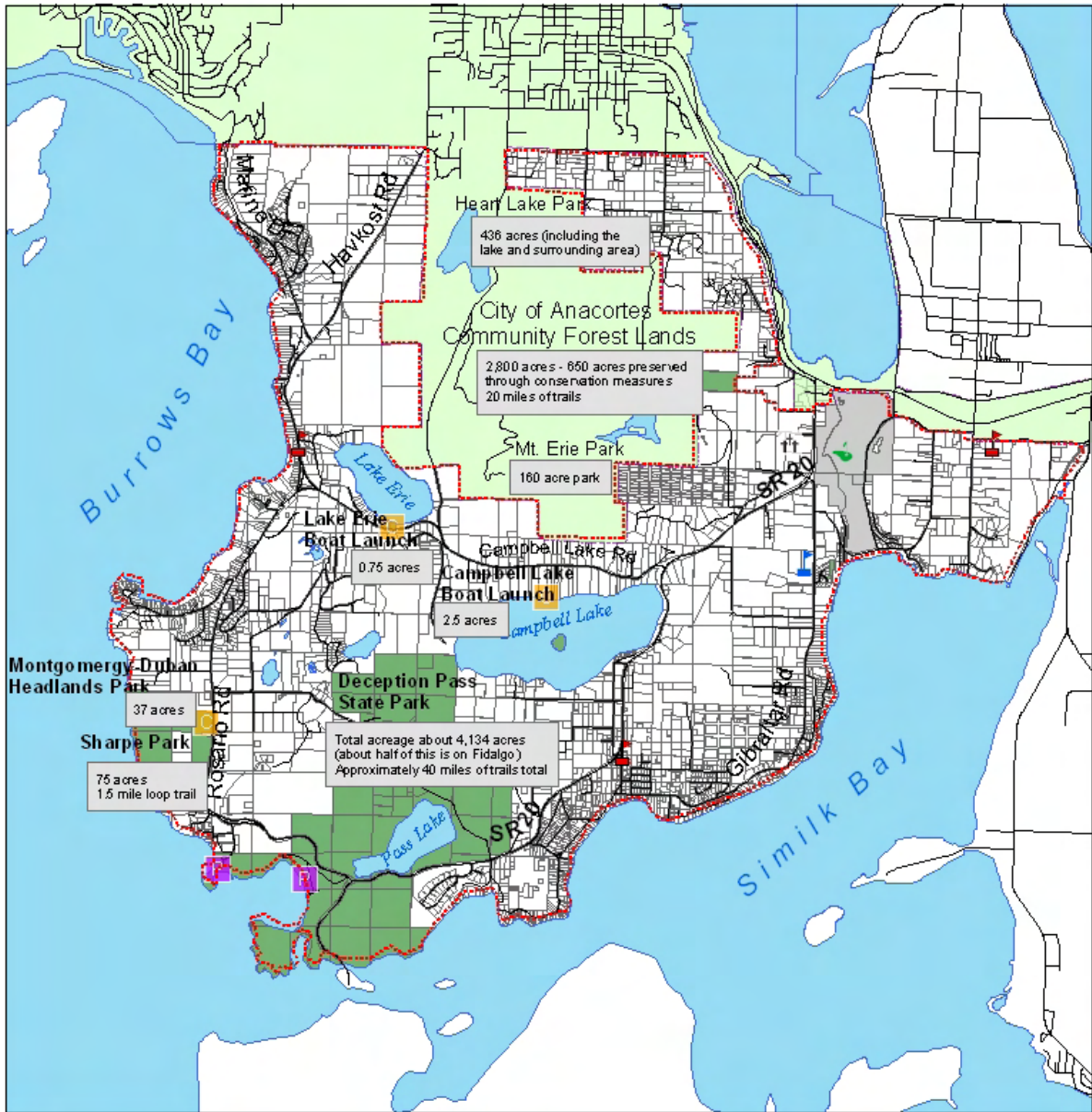
POLICY RECOMMENDATIONS

Parks and Recreation – The County, in partnership with the State Parks and the City of Anacortes should re-open community planning to address the completion of the cross-island Evergreen Trail. This process should consider alternative for trail head and trail access locations and facilities; alignments of trail corridors; and consideration for use of public rights-of-way for trail segments. In addition, planning for non-motorized facilities on Island roads should be coordinated with the planning of off-road trails. The CAC recommends improving Marine Drive, Rosario Road and Havekost Road with bicycle lanes on the shoulders as described in the Transportation Element.

Drainage – Undeveloped portions or sub-basins of South Fidalgo Island should be delineated and studied to determine if there are Critical Drainage Areas that may have high potentials for drainage or water quality problems and/or are sensitive to the effects of construction or development requiring drainage improvements in excess of those typically required by the Drainage Ordinance (SCC 14.32). The Skagit County Surface Water Utility should engage in community outreach to plan for system improvements that will contribute to environmental quality and habitat enhancements.

Water Service – The next update of the Anacortes and Skagit County PUD water system plans should address gaps in water distribution provisions throughout the Subarea and identify potential measures that could be taken by affected property owners.

FIDALGO AREA PARKS



- Legend**
- State Parks
 - Fire Station
 - City of Anacortes Subarea Parcels
 - County Parks
 - Elementary School
 - Park Parcels
 - Water
 - Cemetery
 - Roads



5 IMPLEMENTATION ELEMENT

Introduction

The prior elements include the recommendations of the Citizens' Advisory Committee for land use, housing, transportation, and capital facilities and utilities policies, strategies, and projects along with the supporting findings and conclusions of the planning process. This element lists the recommendations as goals and policies, regulations, or public improvements without the other narratives for the benefit of decision-makers and the public.

GOALS AND POLICIES

Vision

In the year 2025, the residents of South Fidalgo Island enjoy the same type of community that the residents in 2005 enjoyed. The subarea population has increased slightly and this growth has been accommodated through the careful siting of new homes throughout the area subject to water availability and environmental constraints. This character features abundant areas of open space with lush vegetation surrounding homes on large lots. Somewhat denser neighborhoods are gathered along the coastlines. A few small retail establishments serve the community at sites that were established in the 1990s or earlier. Visitors to the area include travelers using Highway 20 between Skagit and Island Counties and those accessing the many opportunities offered by state, county and City of Anacortes parks and trails. The highway has improved traffic safety conditions resulting in fewer accidents.

Land Use and Housing

- Rezone all Rural Reserve lands to Rural Intermediate.
- Prohibit CaRD subdivisions in the Subarea.
- If the County adopts Planned Unit Development procedures, work with the South Fidalgo Community to tailor such procedures to the local context.

Transportation

- *Current Policy 9A-4.3* While minimizing pavement and right-of-way requirements is desirable, community needs for safe walking, on-street parking, and bicycle travel may require additional roadway improvements.

- Current Policies 9A-4.5 and 9A-4.6 While Skagit County does not differentiate between LOS Standards for rural and urban roadways since 95% of the roads are considered rural, the intensive use and potential non-motorized use of some roads may need further analysis related to functional classifications and LOS designations in the future.
- Current Policy 9A-6.1 Public transportation services in the rural area should be determined through community-based planning by the Regional Transportation Planning Organization or by the transit providers.
- Current Policy 9A-16.3 While the state and the county determine level of service based on peak hour volumes, the Regional Transportation Planning Organization's plans should include more detailed analysis of seasonal demands and related planning for the long-term improvement of SR 20. This planning should include the integration of non-motorized travel and possible inclusion of a heritage highway corridor plan that would determine how future improvements could be part of a cooperative effort with State Parks and the community.

Capital Facilities and Utilities

- Parks and Recreation – The County, in partnership with the State Parks and the City of Anacortes should re-open community planning to address the completion of the cross-island Evergreen Trail. This process should consider alternative for trail head and trail access locations and facilities; alignments of trail corridors; and consideration for use of public rights-of-way for trail segments. In addition, planning for non-motorized facilities on Island roads should be coordinated with the planning of off-road trails. The CAC recommends improving Marine Drive, Rosario Road and Havekost Road with bicycle lanes on the shoulders as described in the Transportation Element.
- Drainage – Undeveloped portions or sub-basins of South Fidalgo Island should be delineated and studied to determine if there are Critical Drainage Areas that may have high potentials for drainage or water quality problems and/or are sensitive to the effects of construction or development requiring drainage improvements in excess of those typically required by the Drainage Ordinance (SCC 14.32). The Skagit County Surface Water Utility should engage in community outreach to plan for system improvements that will contribute to environmental quality and habitat enhancements.
- Water Service – The next update of the Anacortes and Skagit County PUD water system plans should address gaps in water distribution provisions throughout the Subarea and identify potential measures that could be taken by affected property owners.

REGULATIONS

- The CAC recommends that the current adopted list of allowed uses in the RI zone be changed to emphasize the community's wish that South Fidalgo be a single-family residential area. Consequently, the CAC recommends deletion of the following uses from SCC 14.16.300 allowed on South Fidalgo:
 - Aircraft landing field;
 - Animal clinic/hospital;
 - Animal preserve;
 - Campgrounds;
 - Fish hatchery;
 - Group care facility;
 - Home based business 2;
 - Indoor shooting club;
 - Kennels;
 - Mortuary;
 - Outdoor recreational facilities;
 - Outdoor storage of processed or unprocessed materials in quantities greater than 500 cubic yards that are not a public health hazard;
 - Outdoor storage of materials that are a public health hazard;\
 - Public marinas;
 - Retail and wholesale nurseries/greenhouses;
 - Seasonal worker housing;
 - Seasonal roadside stands over 300 square feet; and
 - Storage of unlicensed or inoperable vehicles.
- a. The CAC is concerned about the permitting process for trails and primary and secondary trailheads, adult group care facilities, cemeteries, churches, community clubs, preschools, retriever/dog training facilities, and stable and riding clubs. The county should examine the current adopted procedures for administrative and hearing examiner reviews and approvals of these uses on South Fidalgo.
- b. The CAC recommends review and revision of the RI Zone excessive allowed lot coverage areas and building setbacks that are too small.

PROJECTS AND PROGRAMS

The following are specific project recommendations that are also policy recommendations, and are therefore repeated in this category.

Capital Facilities and Utilities

- Parks and Recreation – The County, in partnership with the State Parks and the City of Anacortes should re-open community planning to address the completion of the cross-island Evergreen Trail. This process should consider alternative for trail head and trail access locations and facilities; alignments of trail corridors; and consideration for use of public rights-of-way for trail segments. In addition, planning for non-motorized facilities on Island roads should be coordinated with the planning of off-road trails. The CAC recommends improving Marine Drive, Rosario Road and Havekost Road with bicycle lanes on the shoulders as described in the Transportation Element.
- Drainage – Undeveloped portions or sub-basins of South Fidalgo Island should be delineated and studied to determine if there are Critical Drainage Areas that may have high potentials for drainage or water quality problems and/or are sensitive to the effects of construction or development requiring drainage improvements in excess of those typically required by the Drainage Ordinance (SCC 14.32). The Skagit County Surface Water Utility should engage in community outreach to plan for system improvements that will contribute to environmental quality and habitat enhancements.

Appendix A – Survey Results

1. 66.4 % of those that answered said that the current zoning is appropriate
2. 73.8 % said the current commercial zoning is adequate.
3. 75.6 % said only detached single family development should be allowed, with some ADU's
4. 56.8 % said the minimum lot size in RI should stay the same, 25.5 % said that it should be smaller. For people that own and live on Fidalgo 60% said stay the same, for people that own property, but do not live on Fidalgo were split between same and smaller.
5. 57.8 % said that the minimum lot size in RRv should be the same, 29.2% said it should be smaller. The more land people owned, they thought lots should be smaller. People that spent less time on Fidalgo thought lots should be smaller.
6. Variety of results on whether or not the zoning should be revised. Pretty good split between those that agreed completely and those that disagreed completely.
7. Variety of results on whether or not clustering is supported; more were in favor of limiting clustering or not allowing it at all.
8. 63.2% said that if it preserves rural character, 51.7% said that if it is legally guaranteed never to be developed.
9. 50.9% agreed roads are safe enough now, 45.8% strongly disagreed that with reducing speeds to 25mph (persons in younger age groups more strongly disagreed), 56.0% agreed to enforce existing speeds, 54.4% agreed to widen extra narrow roads where visibility is limited, 50.5% disagreed with widening all roads minimally (people that spent less time on Fidalgo agreed more with this statement), 49.6% strongly disagreed with widening all roads substantially.
10. 44.5% supported adding new road shoulders only along the most dangerous roads, 45.4% supported adding special walking and biking trails not associated with roadways
11. 47.3% said rural character of the roads is very valuable, 53.4% said the small scale of facilities and commercial is very valuable, 72% said unhurried pace of life is very valuable, 76.4% said sense of privacy is very valuable, 62.1% said appropriate housing and landscapes are very valuable.
12. 51.8% said strong community involvement is somewhat valuable, 56.5% said neighborliness is very valuable, 68.7% said sense of safety is very valuable, 50.7% said wide range of community activities is somewhat valuable, 49.9% said sense of belonging is very valuable, 43.8% said diversity is somewhat valuable, 61.3% said influence in county's decision affecting the island is very valuable.
13. Most people said about the same for what Fidalgo's physical environment should look like, 39% said they would like to see rustic public walking trails, 36.9% said they would like to see much more healthy fish and wildlife habitats.
14. 43.4% said development has made Fidalgo a less desirable place to live, 40.9% said about the same. People who lived on Fidalgo more in the past year found that development has made Fidalgo a less desirable place to live.
15. County's land use policies have been about right, or not restrictive enough. The more land people own, the more restrictive they think the County has been.
16. 49.4% said they are somewhat satisfied with the County's management of growth and development on Fidalgo in the past 5 years. The longer people have lived on the Island, the more dissatisfied they are with the County's management.

17. 54.7% said that deterioration of environment quality would lead them to consider moving away from Fidalgo Island, 67.9% said too many people, houses or traffic, 47.9% said loss of sense of safety, and 47.9% said loss of sense of privacy.
18. 55.9% said shopping centers are very undesirable, and 42.8% said a theatre is very undesirable, 43.1% said gas stations are very undesirable (more that own and live on Fidalgo and those that spend more time on Fidalgo found this very undesirable), for somewhat desirable – all roads hard surfaced 45.2%, bus/van service 45.4%, more law enforcement 53.5%, more fire protection and EMS 59.6%, senior assisted living 37.5%, those that have lived on Fidalgo longer find medical clinics less desirable.
19. Fairly even distribution of people that are or are not bothered by smoke or outdoor lighting.
20. Places you would like to see preserved – Similk Bay 22.1%, Lake Erie 18.2%, Campbell Lake 39%
21. Even on taxing to preserve areas , more said no.
22. 62.5% said they would like to see the population stay about the same.
23. 72.8% said they would like the population to grow slower than the past 10 years
24. Key factors in determining how Fidalgo Island growth should be managed – 79.2% water quality and quantity, 83.8% maintaining the rural character of the island, 78.9% maintaining healthy natural environment and wildlife habitat, 67.7% protection of resource lands
25. Majority said same; those that have lived on Fidalgo for shorter periods of time would like more beach access.
26. Construction projects for new projects – 56.2% said provide vegetation buffers between new houses and the road, 57.3% said restrict tree clearing
27. 47.6% said restrict tree clearing for remodeling projects.
28. Fairly even for who pays for extension of infrastructure, 50% said developers should pay for expansion of services for new development
29. 42.8% have private wells, 56.7% have public water
30. 55.1% would be interested in public water
31. 80.5% would like public water for their existing home
32. 88% have on-site sewer facilities
33. 56.2% would be interested in public sewer
34. 85.4% would like public sewer for their exiting home
35. 47.4% are very involved in the community, 40.1% are somewhat involved
36. 83.4% own and live in a home on South Fidalgo
37. 42.4% own less than one acre, 44% own 1 to 6 acres
38. 75.8% lived on Fidalgo full time in the past year
39. Residents have lived on Fidalgo for a variety of years, majority more than 20 years.
40. 51% are aged 50-64 years old, 69.8% over 50
41. 43.3% have beyond a four year degree
42. Majority of respondents have no children.
43. 42.4% retired
44. 70.7% no income from Fidalgo
45. 36.3% retired
46. Majority of respondents are above median income

Appendix B – First Open House Comments

What improvements would you like to see occur in the next 20 years?

Zoning

- Maintain low density
- Don't allow subdivision under 5 acres
- Be able to build a full size house on a lot that I have owned for 40 years
- Enforce the existing rules and regulations and leave rural areas alone
- We came here because we like it the way it is, Anacortes has already grown too much
- A clear limit to future development to preserve the semi-rural nature
- Limit commercial growth, no big box stores or car dealerships
- Reduce building
- Reduce commercial zoning
- Small lots being developed, clear cutting of trees
- We love it "as-is" but fear that increased population will deteriorate the island feeling and promote ugly development
- Descendents are being cut out of their inheritance because land cannot be shared but taxes keep accelerating, children would need a 10 acre plot to build a home
- Development is historically scattered, would be interested in plans for clusters if it preserved rural land
- Watching urbanization
- Development limited to one residence per 5 acres
- The Island is developing so rapidly that county facilities are inadequate and unprepared
- Do not want CaRD, do not want communities springing up
- Not enough low income housing – utilize downtown empty buildings
- Improve the county process of allowing too many zoning variances, please stick to the state's Growth Management Act
- Concentrate industrial development in areas already designated
- Fill potential industrial development areas before filling present sites

Utilities

- Underground utilities
- Put utilities underground
- Underground utilities
- Integration with Anacortes utilities if it does not promote growth
- Underground utilities
- Lack of water
- Utilities are not up to date, but don't want updates to promote growth
- Waterline and sewer systems throughout
- Too many wells and septic systems – some of which area failing
- Make sure that there is adequate or above infrastructure needs prior to development, require the cost burden on the developer/use, not the general taxpayer

Transportation

- Better road access for non-motorized transportation
- Make Island more pedestrian friendly for bikes and walking
- Turning lanes at the main intersections on HWY 20 – Sharpe’s Corner, Harold’s Market, Gazella’s Restaurant
- Bus service
- Shoulders on roadways
- Bike/foot lanes for Highway 20 and Gibraltar Rd, not just shoulders
- Roads need to be maintained
- Speed control on roads
- Intelligent public transportation
- Relocate Hwy 20 to eliminate major traffic problems
- Reduce speed limit
- Increase traffic patrol to control speeders
- Better traffic flow on SR20 to Oak Harbor, it is too dangerous now
- The ferry traffic, also population growth, if we restrict the number of homes that can be built, we can maintain our beautiful location
- Safer roads, lower speed limits
- Too much traffic, separate the cars headed to the San Juan Islands somehow, it’s not safe to cross HWY 20 in many places
- Reduce traffic, find another way onto Whidbey island to reduce traffic on 20
- Limited public transit for remote area
- Better mass transit, parks, playgrounds, traffic in the summer on hwy 20, pathways to walk on, playgrounds, shoreline protection
- An enhanced roadway to Whidbey Island
- Clogged traffic
- We need bicycle lanes and jogging routes
- Widen paved shoulders for bicycle lanes on Rosario Road, Marine Drive, Gibraltar Road, and Campbell Lake Road, Include signage and reduce speed limits on Rosario Road to 35 or 40 mph, encourage county deputies to enforce speed limits
- Road department could do a better job at seal coating and trimming trees adjacent to roads, don’t use “bush hog” cutters on trees.
- Bring back SKAT public transportation and make it “user friendly”

Parks/Open Space

- Preserve areas – set aside mini-parks
- Connecting trails, parks
- Bike, pedestrian, and equestrian paths
- Maintenance of open space
- Urban trail all the way to ferry
- Cross island trail system
- Conservation easements
- More public parks
- An expanded community forest area

- More parks
- Develop more public access to our saltwater shorelines and freshwater lakes

Natural Resources/Environment

- Protect our wildlife
- Clean water again for Similk Bay
- Clean, safe water
- Further protection of wildlife
- Maintain the natural integrity and rural nature of the island and its fragile ecosystem
- Protect the beauty and environment
- Save green areas
- Reduce the number of trees cut
- Traffic and trash along roads
- Constantly fighting to keep island quite, clean and good scenery
- Refinery pollution and oil spills
- Need to protect the natural beauty where possible

Other

- Create a new county out of Fidalgo and Anacortes so that we only have one level of government
- Property owners should be the decision makers
- More appreciation of what we have, if we change it, it will never be the same, the area is special and should be treated that way.
- Whidbey bridge to Camano Island to take pressure off of Fidalgo
- College outlet
- Build bridge from Whidbey to Camano Island
- The City of Anacortes should get off the South Fidalgo Island resident's backs
- Don't improve the island to death
- Fewer people
- The political influence removed from new or existing county policies
- Rules are changed for the extremely wealthy
- I'm worried about the anticipated growth of 900 more people moving into an area already at capacity
- Community identity developed, lack of economic development plan for city to create local businesses that support Fidalgo, but not big box stores
- The increasing population growth
- Ghetto of rich, lack of diversity in age and income levels
- Development for investment purposes only
- Price of property taxes restricts property owners from retaining ownership
- Lack of enforcement by the county of building permit requirements for individual property owners, ok for larger
- Special interest groups running our island, we do not have a vote for this
- I am very content at this time
- None

- Exploding growth
- We got discovered, now everybody wants to move here, most end up trying to change it into the place they left, I'd like to see things preserved as much as possible.
- Too many people moving in, too much building, less people, less of everything
- A South Fidalgo Community Organization to protect the Community's voice
- Too much noise from motor boats and sports crafts on the lakes, especially Campbell Lake
- Lax enforcement of County Codes – too many abandoned vehicles, small unsafe, and unsightly buildings littering the county, we need community codes!
- Too little fire prevention and fire control measures in effect, especially dangerous with 4th of July fireworks
- Waste management should include yardwaste bins for county residents
- Work with Whidbey Island Naval Air station to restrict aircraft noise
- Have deputies remove abandoned vehicles (cars, boat, trailers) from public view
- Note enough employment opportunities
- G.I refineries must be closely monitored for disaster control and secured against terrorist activity
- Fidalgo should be touted as the “First of the San Juans” – not “Gateway to the San Juans”
- High property taxes
- Consider year-round burning ban
- High cost of real estate which transfers to high real estate taxes, real expenses are passed on to the public

Other comments?

- Is this going to be yet another smoke screen and then the bureaucrats do as they please?
- Rural reserve zoning should be kept as rural reserve, animals and plants need as much natural areas as possible, keep low density housing next to Anacortes Community Forest, instead of trails for people, have trails for wildlife, avoid funneling animals into highways, avoid increasing housing density, don't extend city sewer or water b/c density will follow, use good forest practices, encourage sharing of driveways
- County's estimate of population growth in future is way low unless plan restricts development, the price of housing will exclude young families-this is a dilemma, tribe should be included in planning because of Lake Campbell development
- Don't turn paradise into a parking lot.
- The advisory committee is way too heavy with develop minded folks, not a fair mix
- Keep up the good work, this is a difficult job, we love our rural home, but the taxes keep going up and the income is fixed, but how thankful we are for the land the view and the solitude.
- Keep up the openness and accessibility of the process, Fidalgo Island is a jewel, lets keep it shining
- The county staff at planning department knit picks on small additions but they overlook and ... development by high power individuals and wealthy
- Please consider further expansion of public access lands protected from development

- A year round burning ban would improve air quality and protect forests, encourage those using wood burning stoves to switch to propane, natural gas or electric.
- Safe dedicated bike pathways in the city and along county and state roads – with lower speed limits.
- The entire island is quickly moving towards a restricted retirement community, if we don't develop incentives for young people to stay here – like employment and affordable housing, it might turn into a rather boring place.
- Out County Commissioner and City Councils must stop fighting the states GMA. The vision of our future is more than five years and more than “getting mine now to heck with the future generations”. Your goals use the words community, comprehensive, sensible and compatibility. To make those words meaningful we must make plans that fit and that may mean ever individual will not be accommodated.

Appendix C – Second Open House Comments

1. Themes from the citizen survey

	Agree	Undecided	Disagree
Zoning is appropriate	*****	***	*
Roads are adequate	*****	**	*
Some improvements should be made to non-motorized transportation	*****	**	*
Rural character is important	*****	*	
The physical environment should remain similar	*****		
The current population size is good; growth rates should be slower than the past 10 years	*****	*	

Other Comments:

- Need safe roads
- Wider paved shoulders needed
- Safety/line of sight improvement at HWY 20/Gibraltar/Deception Rd interchanges
- Bike lane provisions- especially for crossing HWY 20 at Sharpe’s Corner
- Bike paths would encourage travel to and from town
- Zoning needs to be adjusted where inequities have occurred in the past
- We have a plethora of trails, if there’s a need it’s for out of county folks, and we make up the tax base by paying higher taxes on our land? No way
- Some changes will need to be made to rural character
- Too many trails brings more people, needing more roads, sewer, etc.
- Even though there are areas of high density there are still many acres of open space some of which can accommodate growth
- No more roads, go slower!
- Please make it possible to safely walk or bicycle to Anacortes!
- This is not town, it is rural
- The physical environment should have trees, nature, wildlife, views
- The past 10 years have just about destroyed “rural” - slow down population growth!
- Roads are mostly adequate - if there is no growth, otherwise they should be widened and decreased speed.
- Add shoulders for extensive bike population and safe traffic passage, some intersections are unsafe since the increased population and use, need stop signs and improved visibility
- Roads are mostly adequate for the current population
- Shoulders are needed for biking, and stop signs at some intersections
- Zoning should secure low density
- Speed limits should be enforced
- Bike lanes are lacking on high use roads, ie. Much of Rosario and Marine Dr.
- Without rural character, we have just more and more overdeveloped paradise.
- We need to do more to ensure continuity and health of streams and existence of wildlife corridors



- Growth has been rampant over Fidalgo Island, rural character would soon be destroyed at that rate.

2. What does rural mean to you?

- Few houses, trees and green open space, quiet, wildlife
- Yes- Walking trails, rustic trails, cross walks, paved shoulders, wide shoulders, gravel roads, grocery/gas, public services (school), clusters, large lots
- No- Sidewalks, roadway lighting, shopping center, city density
- Maybe- community center, small shoreline lots
- Lots should have 80% or more undeveloped- could be forest, pasture, or garden, more agriculture/ small farm look
- All reserve land should be conservation easement (for CaRDs)
- Larger required lot sizes for single family residences
- Minimal commercial zoning
- Minimal multi-family zoning
- Rural as is right now
- Rural means rough it a little - if you want to hike where there's no trail, get permission from the owner
- Rural is raise a cow and some chickens - mow or leave the area natural
- If city tourists need trails, let them visit national parks
- Rural means roadways with wild growth along the sides - not groomed, planted trees.
- Lots of nature, houses spread apart, agriculture, livestock, wild forest lands, and hills without houses.
- Woods, forested hillsides, open pasture, no streetlights, farms, open space, old houses, livestock, wells, septic systems, quiet, no stores, little traffic
- Pastureland, darkness and stars, birdsong, tree frogs, eagles, herons, ducks, salamanders
- Quiet, slow roads, no street lights or sidewalks, lots of open space, wildlife habitat, lakes surrounded by habitat, low density population.
- Trees, houses far apart, ride a bike without being run over by a car, wildlife corridor

3. Element tools and tradeoffs

	Agree	Undecided	Disagree	Need more info
Land Use				
CaRD	****	*****		*****
Current Use Taxation Program	***	*****		***
Land Trusts	*****	*	*	**
Natural Resources/ Environment				
Buffers	*****	*	*	*
LAMIRD	***		**	*****
Open Space				
CaRD	***	****	*	*****
Land Trusts	*****	*	*	*
Trail Corridors	*****		*	*
Transportation				

Bike Lanes	*****			*
Sidewalks		*	*****	*
Utilities				
LAMIRD	****	**	**	****
Extension of water services	**	***	*****	*

Other comments received:

- The Subarea Plan must contain a non-motorized plan
- There are drainage problems along the west side of the island and in the Del Mar area
- Lake Chiquita bypass is in bad shape
- Include gas lines on utilities map
- Better road signs needed at Havekost and Marine Dr.
- Must include drainage basins
- Need to show forested wetlands and “lands that are wet” including marshes along Mitton Creek
- Include wildland fire interface zones
- Septic? Rural septic needs room for back up drain fields to replace failed drainfields, we should not offer water hookup when we cannot offer septic hookup to support growth.

Appendix D – Third Open House Comments

Question #					
1	20-YEAR VISION STATEMENT				
	Agree completely	Agree Somewhat	Neutral	Disagree Somewhat	Disagree Completely
	46	33	8	7	5
2	LAND USE & HOUSING (re-zoning to RI)				
	Agree Completely	Agree Somewhat	Neutral	Disagree Somewhat	Disagree Completely
	13	12	0	9	98
3	<i>"Prohibit Conservation and Reserve Developments (CaRDs)"</i>				
	Agree Completely	Agree Somewhat	Neutral	Disagree Somewhat	Disagree Completely
	39	16	18	16	27
4	<i>"Prohibit most non-residential uses in the Rural Intermediate Zone"</i>				
	Agree Completely	Agree Somewhat	Neutral	Disagree Somewhat	Disagree Completely
	54	25	7	24	12
5	<i>"The County should consider the adequacy of the review and approval procedures for trails, trail heads, churches, clubhouses, preschools, and similar uses"</i>				
	Agree Completely	Agree Somewhat	Neutral	Disagree Somewhat	Disagree Completely
	35	25	29	5	9
6	<i>"Excessive building coverage allowances and small setbacks should be reviewed and revised"</i>				
	Agree Completely	Agree Somewhat	Neutral	Disagree Somewhat	Disagree Completely
	31	23	26	5	9
7	<i>"A community process should be conducted to address the completion of the cross island Evergreen trail"</i>				
	Agree Completely	Agree Somewhat	Neutral	Disagree Somewhat	Disagree Completely
	58	16	21	4	7
8	<i>"The County should conduct an area-wide drainage and watershed study to determine which lands have serious development problems"</i>				
	Agree completely	Agree Somewhat	Neutral	Disagree Somewhat	Disagree Completely
	65	20	6	5	14

9	<i>“Marine Drive, Havekost Road, and Rosario Road should be improved with bicycle lanes to connect the City of Anacortes and Deception Pass State Park”</i>				
	Agree Completely	Agree Somewhat	Neutral	Disagree Somewhat	Disagree Completely
	59	30	13	8	15
10	<i>“The County should conduct environmental review and public hearings of proposed state park trail accesses and trail heads.. . . .”</i>				
	Agree Completely	Agree Somewhat	Neutral	Disagree Somewhat	Disagree Completely
	48	34	18	7	11