

Background—Why Bayview Ridge?

- Identified by the County in 1990's as suitable area for urban residential and industrial development
- Out of the floodplain
- Not prime farmland
- Proximity to airport
- Quality infrastructure: roads, available sewer
- Cities resisted additional residential growth

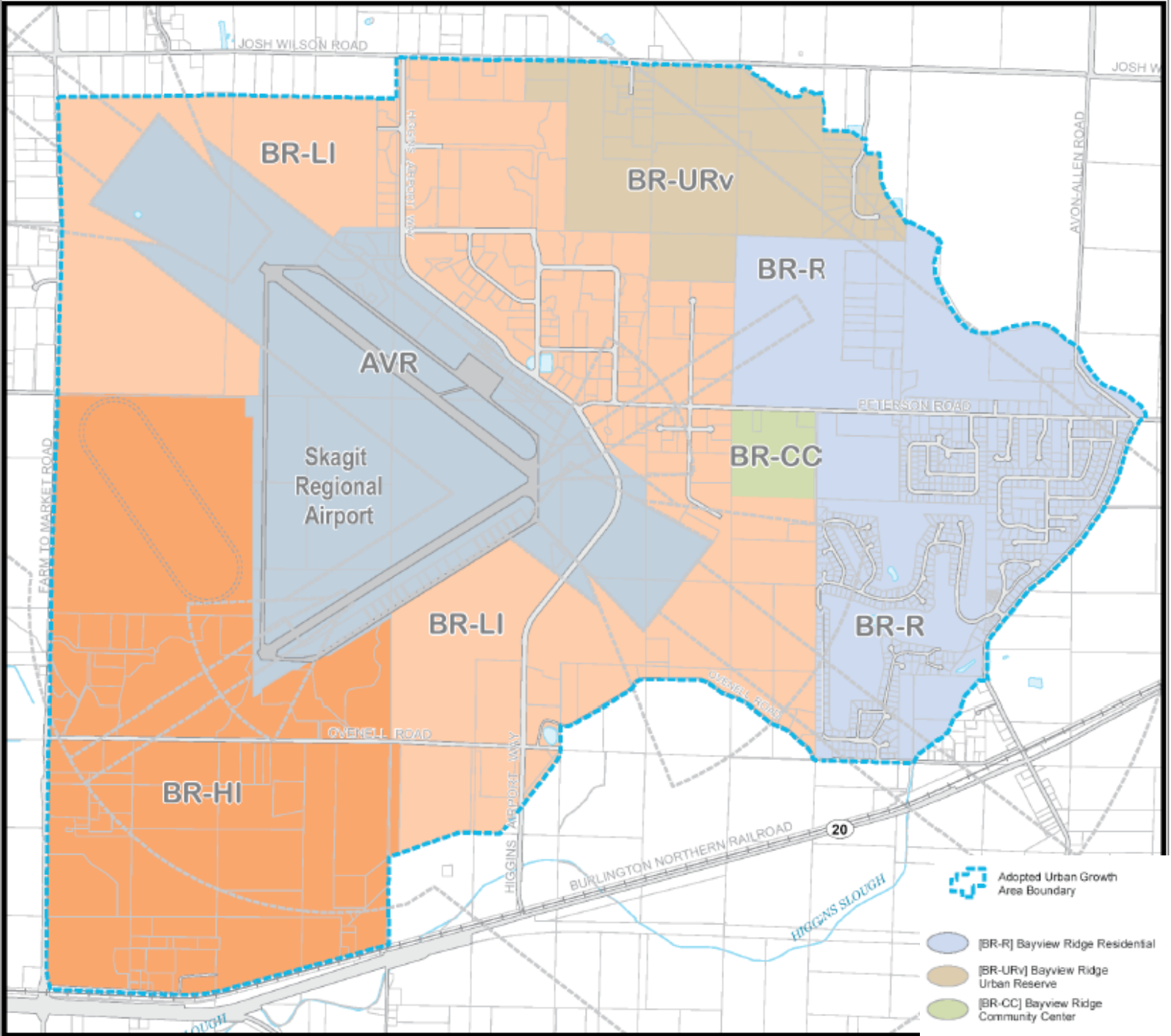
Historical Background

- Post Growth Management Act (GMA) 1990 rural densities were lowered
- In 1997 the Skagit County Comprehensive Plan identified Bayview Ridge as an Urban Growth Area
- “Abenroth” case filed in 1997 which among other things challenged aspects of Bayview Ridge
- On January 23, 1998 the Western Washington Growth Management Hearing Board ruled that the portion of Bayview Ridge outside the ownership of the Port of Skagit was invalid

Historical Background (cont'd)

- In 2006 Bayview Ridge Subarea Plan adopted
- In 2007 Skagit County “Growthwatch” case filed, and was coordinated with the Abenroth case
- In 2008 Subarea Plan Amended
- In 2009, Skagit County entered a Settlement Agreement with Growthwatch petitioners
- County has met all provisions of the settlement agreement with exception of adopting a Planned Unit Development Ordinance

2008-Adopted Zoning

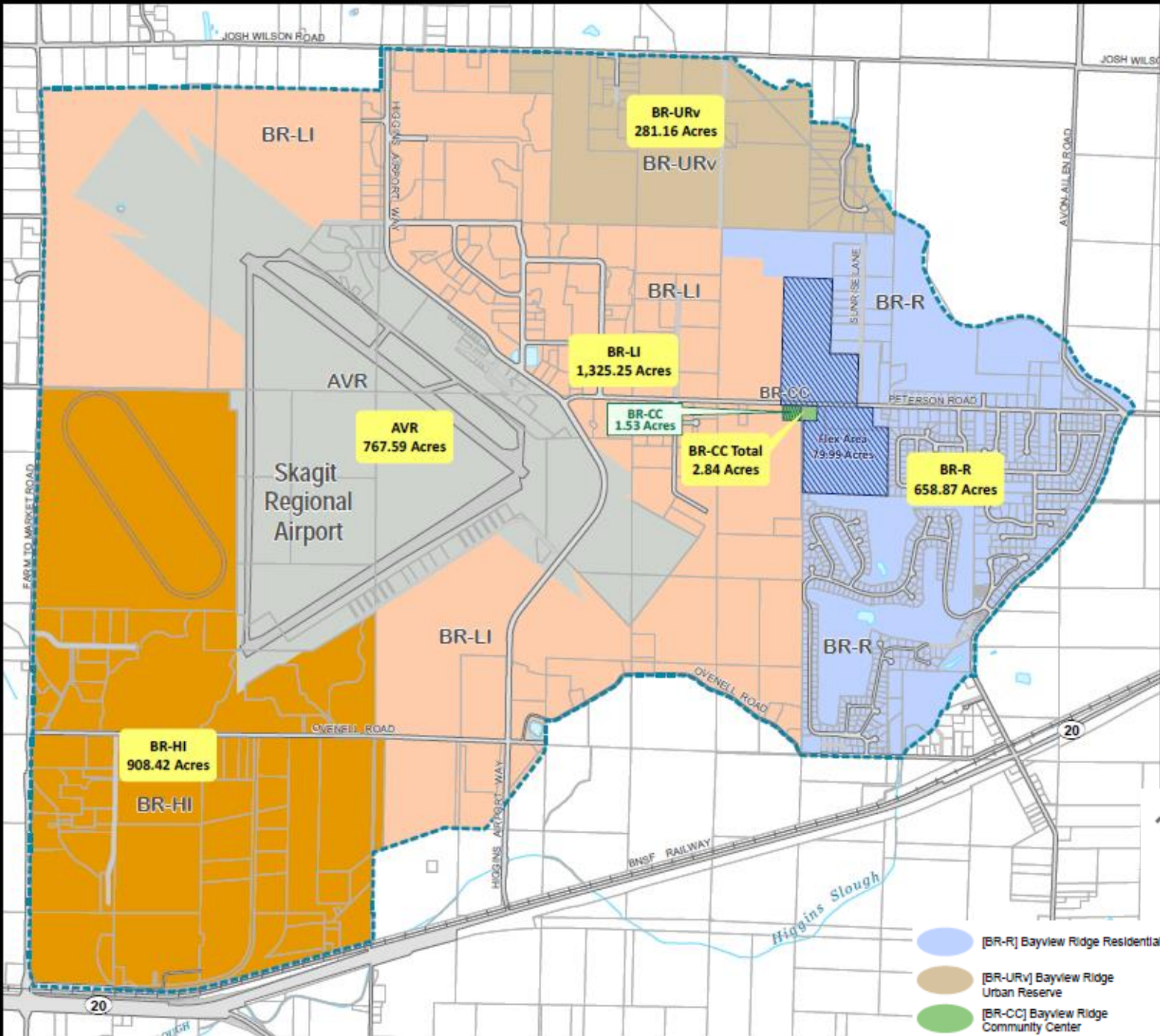


- Adopted Urban Growth Area Boundary
- Airport Environs Overlay
- [BR-R] Bayview Ridge Residential
- [BR-URv] Bayview Ridge Urban Reserve
- [BR-CC] Bayview Ridge Community Center
- [AVR] Aviation Related
- [BR-LI] Bayview Ridge Light Industrial
- [BR-HI] Bayview Ridge Heavy Industrial

What was adopted last year?

- Commissioners shelved the proposed PUD code focused on residential development
- Changed 110 acres of undeveloped residential zoning (BR-R) nearest the airport to light industrial (BR-LI)
- Community Center zone (BR-CC) downsized to about three acres
- Intent is to facilitate business park-style development and lead to job creation

Zoning Adopted December 2013



- Airport Environs Overlay
- Urban Growth Area Boundary
- Flex Area
- [BR-R] Bayview Ridge Residential
- [AVR] Aviation Related
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Port of Skagit

January 10, 2014

Mr. Tim Holloran
County Administrator
Skagit County
1800 Continental Place, Suite 100
Mount Vernon, WA 98273

Re: Bayview Ridge

Dear Mr. Holloran,

On behalf of the Port of Skagit Commission, please Resolution No. 14-01. This is a resolution endorses encouraging Skagit County to consider areas of the additional industrial development, and expressing growth area surrounding Skagit Regional Airport

Further, my commission also requests Skagit C cities and the ports to find a method to optimi throughout the county and equitably share th

We respectfully request the Skagit County C implement the recommended measures. W

Yours truly,

Patricia H. Botsford-Martin
Executive Director

PHBM/ksh
Enc.



Burlington - Edison Public Schools

Laurel W. Browning
Superintendent

927 East Fairhaven Avenue Burlington, WA 98233
(360) 757-3311 Fax (360) 755-9198

December 10 2013

Board of County Commissioners
1800 Continental Place
Mount Vernon, WA 98273

Re: Bayview Ridge PUD Ordinance

We would like to thank the Board of County Commissioners, the County Administrator, County Planning and Development Services and GIS departments in assisting the Burlington-Edison School District in our effort to find a suitable school site in and around the proposed Bayview Ridge Development.

For many years we have been working with the County, the Port and the Bayview Ridge landowners for the purpose of identifying a suitable site for a future school that will be needed as a result of this development. We have spent many hours of staff time and incurred thousands of dollars of expenses for attorney and civil engineering fees in this effort.

As you know, progress was being made in the draft ordinance that allowed schools to be sited in BR-CC and BR-R zones. However, that all changed with the recent discovery by the County of the WSDOT 2011 Airport and Compatible Land Use Guidebook. For safety reasons, it recommends prohibiting the placement of K-12 schools in all six compatibility zones of the Bayview Ridge planning area. For the School District, this eliminates siting of a school within the development and severely restricts our ability to find a suitable site near the development.

At this time the District, with the County's assistance, has been unable to find a suitable site near the Bayview Ridge Development area that is within the urban growth area, away from the airport environs which have the potential to expand, has access to adequate sewer, water, public roads, storm drainage and is out of the floodplain, wetlands and protected wildlife habitat. Unfortunately we are forced to look elsewhere in the school district for a suitable school site. The County's continued assistance will be appreciated.

Given our situation on Bayview Ridge, we do not feel we can ask the County to delay any proposed action on the PUD Ordinance on behalf of the Burlington-Edison School District.

The District remains concerned that the Bayview Ridge Planned Unit Development Ordinance and the resulting high density residential development will have a significant economic impact on Burlington-Edison School District taxpayers. Impact fees alone will not provide the District with adequate funds for the construction of a new school that will be needed should this development progress as planned by the landowners. However, our School District is not unique in this situation.

Thank you for your continued support.

Sincerely,

Roger Howard, President
Burlington-Edison School Board

cc: Board of Directors
Laurel Browning, Superintendent
Dale Pernula, Director Planning and Development Services

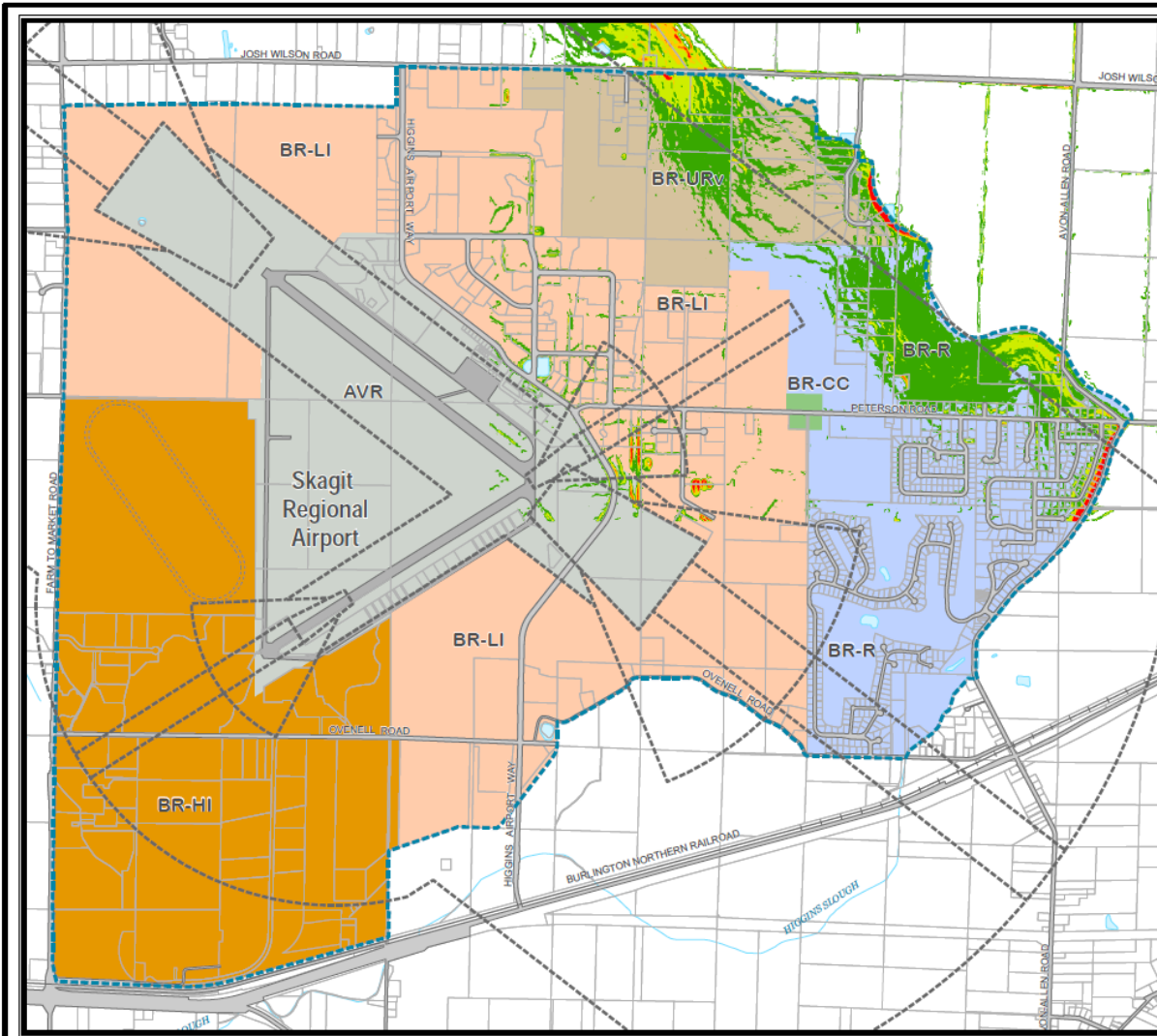
Board of Directors: David Lowell . Roger Howard . Bill Wallace . Rich Wesen . Troy Wright

Quality Education ... Our Commitment

Skagit Regional Airport

La Conner Marina

Administrative Offices | Airport • 15400 Airport Drive, Burlington, WA 98233
La Conner Marina • 613 North 2nd, P.O. Box 1120, La Conner, WA 98257

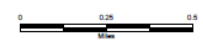


LEGEND

- Airport Environs Overlay
- Urban Growth Area Boundary
- 5% Slope
- 5 to 10% Slope
- 10 to 15% Slope
- 15 to 20% Slope
- 20 to 25% Slope
- Greater than 25% Slope
- [BR-R] Bayview Ridge Residential
- BR-URV Bayview Ridge Urban Reserve
- [BR-CC] Bayview Ridge Community Center
- [AVR] Aviation Related
- [BR-LI] Bayview Ridge Light Industrial
- [BR-HI] Bayview Ridge Heavy Industrial

DRAFT

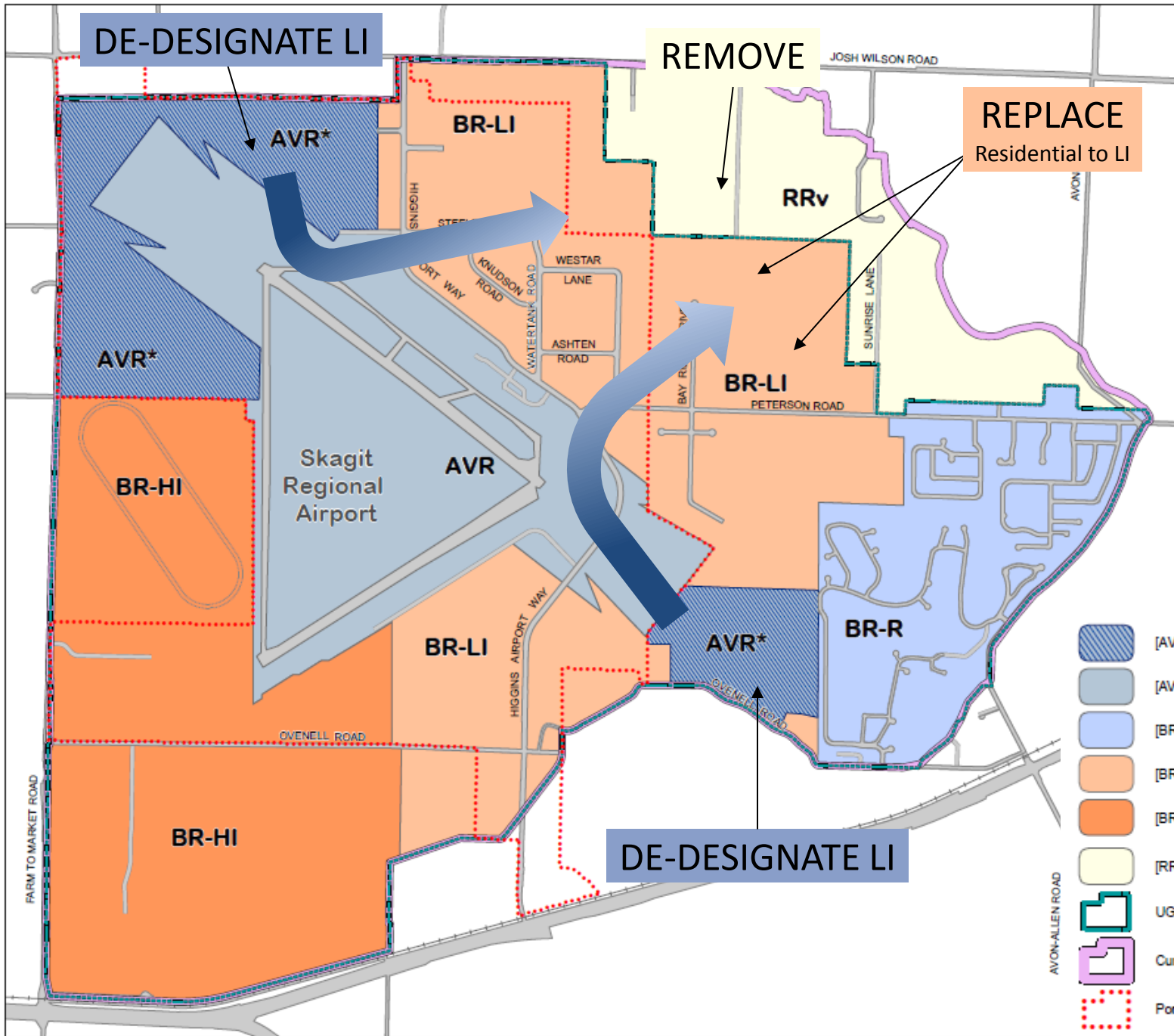
August 2013



BAYVIEW RIDGE SUBAREA PLAN

Slope Areas

Proposed Zoning



- [AVR*] Aviation Related (Proposed)
- [AVR] Aviation Related
- [BR-R] Bayview Ridge Residential
- [BR-LI] Bayview Ridge Light Industrial
- [BR-HI] Bayview Ridge Heavy Industrial
- [RRv] Rural Reserve (Remove From UGA)
- UGA Boundary (Proposed)
- Current UGA Boundary
- Port of Skagit County Property

Summary of Proposed Changes



Remove Unused Residential Zoning and Swap to Light Industrial (172 acres)



Downsize the Urban Growth Area (235 acres)



Establish Development Standards



Improve Traffic Management



Require Trails and Parks

Proposed Development Regulations

- Create a new AVR-L zone which, in addition to Aviation-related uses, would allow up to a maximum 20 acres of light industrial uses in the entire zone
- Allow small retail uses along Peterson Road in LI zone
- Establish street and sidewalk standards in the LI zone
- Establish minimum distance for truck loading facilities in LI zone from residential zones

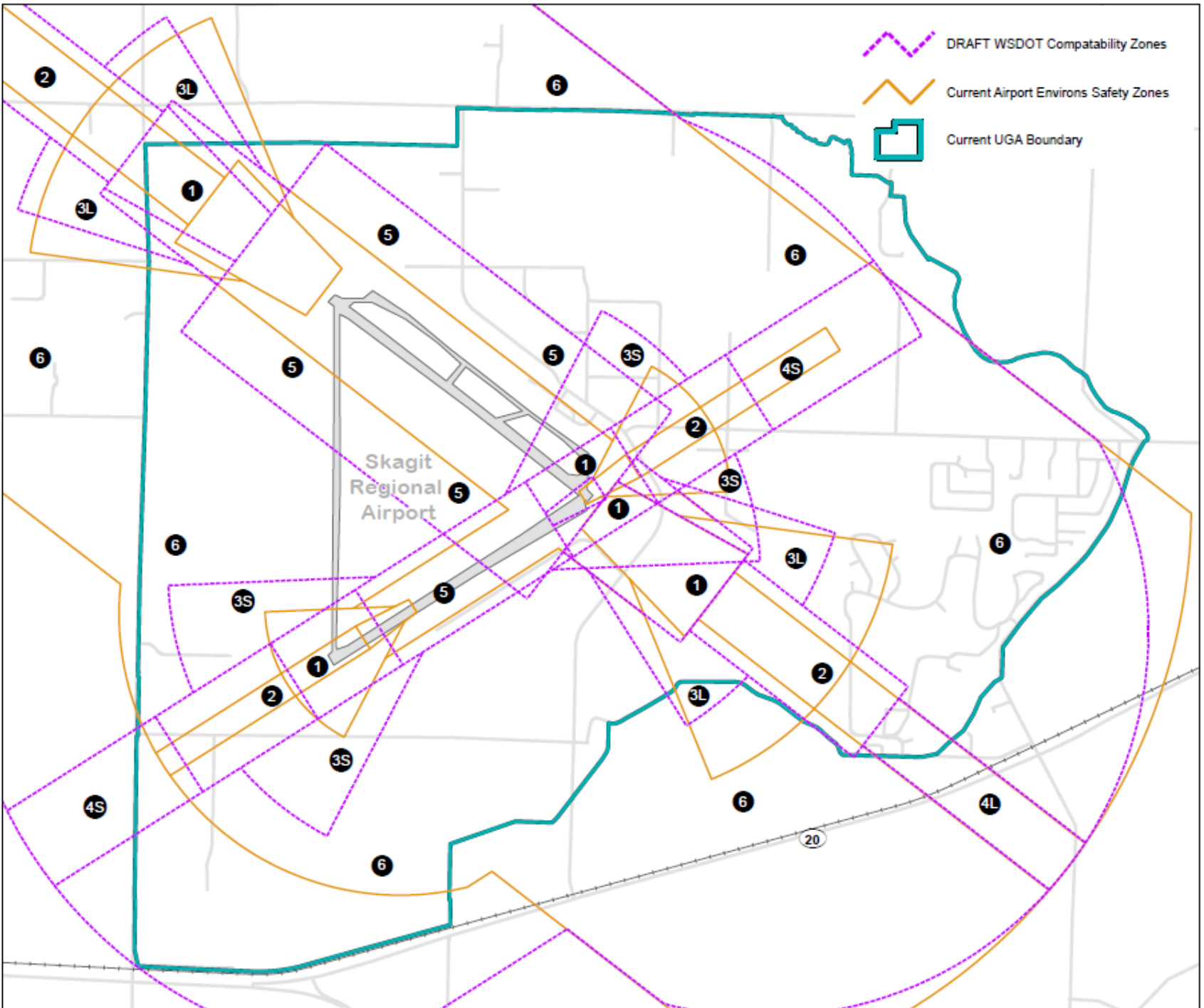
Proposed Development Reg.'s (cont'd)

- Limit the height of buildings in LI zone in the proximity of residential zones to 35 feet
- Establish minimum and maximum densities for development in the remaining BR-R zone
- Require buffer between BR-R and BR-LI zones
- Restrict industrial activities near BR-R including uses, noise, light pollution

Airport Environs Overlay (AEO) background

- In 2011, the WSDOT updated its guidebook for land use planning near airports
- Skagit Regional Airport will eventually extend its main runway
- As a result, existing airport protection zones will change size and shape
- Because of the restrictions in airport zones 4 and 6, most of the subarea will not be able to accommodate the new residential development at urban densities that was previously planned

Current and Proposed AEO Zones



Proposed AEO changes

- “Policies” that weren’t really policies are relabeled as “background” and background statements are divided from actual policy text.
- Airport “Safety” Zones are retitled Airport “Compatibility” Zones (ACZ) for accuracy.
- Minor or incidental uses are exempted. The exemption for temporary structures is removed.
- New schools are prohibited in ACZ 6 and throughout the AEO. Expansion of Bayview Elementary School is explicitly allowed.
- The table of zone-specific restrictions is moved into the appropriate place in the code text and restructured to only be *additional* zone-specific restrictions.

Proposed AEO changes (cont'd)

- Requirement to install airport navigation markers is removed as unnecessary.
- New sections added to regulate exhaust plumes, require stormwater management consistent with the WSDOT Airport Stormwater Guidance Manual, and require any solar panels to be constructed with anti-reflective coatings to prevent glare.
- New requirement to allow 10 days for Port of Skagit to comment on development applications.
- Consolidates separate requirements for aviation easements, title notices, and waivers into a single subsection.

Proposed AEO changes (cont'd)

- Example documents that require recording will be included as attachments to the adopting ordinance.
- Development in all zones now requires an aviation easement.
- The complete text of the title notice is removed from the code. That notice and the other forms (that are not currently included in the text) will be included as attachments in the ordinance.
- Each of the AEO maps is updated, including the boundary of the overlay and the compatibility zones.