

CHAPTER 1 - SUMMARY

1.1 Document Format

This Final EIS contains the full text of the Draft EIS, with revisions based on comments received during circulation of the Draft EIS, and updated information. The revisions are depicted by text shading. Chapter 4 of this document contains the comments received on the Draft EIS and responses to those comments.

1.2 Proposed Action

Bayview Ridge Subarea Plan and Development Standards

The proposed action is the adoption of the *Bayview Ridge Subarea Plan* and associated development standards for the 4,011-acre Bayview Ridge Subarea. The Subarea Plan will define the size and extent of the Bayview Ridge Urban Growth Area (UGA) and the distribution of land uses therein, as well as the distribution and density of land uses for any portion of the Subarea to remain outside the UGA.

The location of the Bayview Ridge Subarea is shown in Figure 1. The boundaries of the Subarea are shown in Figure 2. The Subarea boundaries were established after reviewing the existing pattern of urban development, boundaries of the existing sanitary sewer and water system service areas (City of Burlington and Skagit County PUD No.1, respectively), identification of significant physical features such as topographic relief and major arterial streets, and allocated countywide planning policy forecasted population and associated commercial/industrial land use acreage.

The Bayview Ridge Subarea contains the Skagit Regional Airport, commercial/industrial uses, residential development, wetlands/open space and undeveloped land. The current Bayview Ridge UGA, established by Skagit County Ordinance No. 17938, and as reaffirmed under Ordinance No. 18264, encompasses 2,806 acres within the central and western portions of the Subarea.

The proposed Subarea Plan consists of specific goals and policies for the Bayview Ridge UGA, a land use map, and a capital facilities program to guide future development within Bayview Ridge. The boundaries of the Bayview Ridge UGA will be determined as part of this planning process. Associated development standards consistent with the Subarea Plan, including amendments to the existing Airport Environs Overlay (AEO) Zone and new industrial, commercial and residential zoning regulations for development within the UGA, will be adopted.

Purpose of the Environmental Impact Statement (EIS)

The primary purpose of this programmatic non-project Environmental Impact Statement (EIS) is to ensure that environmental impacts of alternative development/UGA scenarios are disclosed and evaluated by local government decision-makers. The EIS process will enable Skagit

Figure 1 – Bayview Ridge Subarea Plan: Vicinity Map

Figure 2 – Bayview Ridge Subarea

County, the Port of Skagit County, the City of Burlington, other departments, agencies, tribes, and interested citizens to review and comment on the proposed action. This process is intended to assist Skagit County in the evaluation and adoption of a Plan for the Bayview Ridge Subarea, including identification of relevant environmental issues, potential environmental impacts, and appropriate mitigation measures prior to issuing a Final Environmental Impact Statement (FEIS) and adopting a Subarea Plan. Skagit County will use this EIS in conjunction with other relevant materials and considerations to plan actions and make decisions (WAC 197-11-400).

1.3 Proposal Objectives

The proposed Subarea Plan proposes that the existing combination of residential and industrial development supported by extensive public and private infrastructure investments surrounding a regional, general aviation airport presents an extraordinary opportunity with respect to future development in the Bayview Ridge Subarea. The variety of existing residential development and options that exist now and that are planned for at the industrial properties and the Port of Skagit County creates an opportunity for a thriving community for people of all ages and income levels that choose to live and work in Bayview Ridge.

The proposed Bayview Ridge Subarea Plan is designed to provide for the planned and orderly growth of the Bayview Ridge Subarea. The objectives of the Subarea Plan are to:

- Establish a Bayview Ridge Urban Growth Area based on its suitability for development and the commitment of public and private services and resources already invested in the area.
- Recognize the unique suitability of the Subarea for accommodating new residential development consistent with Skagit County policies regarding county-wide protection of farmland, protection of floodplains, maximizing existing regional infrastructure and accommodating projected growth.
- Create a cohesive, thriving community with a diversity of residential, industrial, airport and community/public uses.
- Provide an opportunity for residents to live, work and recreate within the Subarea.
- Preserve and protect aviation activity at the Skagit Regional Airport (an essential public facility) consistent with the *Skagit Regional Airport Master Plan* and the *Skagit Regional Airport Land Use Compatibility Study*.
- Provide for continued industrial development in a planned and coordinated fashion.
- Develop an open space network that provides recreational opportunities, airport safety, and protects and maintains natural resources and critical areas.
- Create a Community Center to be a hub of local service provision and limited commercial activity serving Bayview Ridge residents and employees.

1.4 Project History

Skagit County, the City of Burlington, and the Port of Skagit County have embarked on a mutually agreed to regional land use planning strategy for the Bayview Ridge Subarea and the Bayview Ridge Urban Growth Area. The Bayview Ridge Urban Growth Area is an independent,

non-municipal urban growth area and as such, is not contiguous to or affiliated with a city or town. This unique arrangement creates a need for regional cooperation among the various stakeholders.

Critical to this planning process is analyzing and assessing the impact of land uses adjacent to the Skagit Regional Airport. The State of Washington Growth Management Act (GMA) discourages the siting of land uses that are incompatible with an airport. Assuring long-term viability of the airport as a regional transportation facility (an essential public facility) while allowing for development on adjacent properties is of primary importance in development of a long-range plan for the Bayview Ridge Subarea and UGA. An Airport Environs Overlay (AEO) Zone, adopted by Skagit County in July 2000, now overlays a majority of the Subarea.

In early 2000, Skagit County received a grant from the Washington State Department of Community, Trade and Economic Development to fund the preparation of the Bayview Ridge Subarea Plan and implementing development standards. A report titled *Skagit Regional Airport Land Use Compatibility Study* was prepared and a *Draft Bayview Ridge Urban Growth Area Subarea Plan* and implementing Development Standards were then prepared under the auspices of the Skagit County Planning and Permit Center.

In November 2000, the Skagit County Board of Commissioners, in accordance with Skagit County's Growth Management Act Public Participation Program (SCC 14.08.070), appointed a nine member Citizens Advisory Committee (CAC) to work with staff in creating the Bayview Ridge Subarea Plan. Representatives from the City of Burlington and the Port of Skagit County also participated in the planning process. The CAC recommendations are presented as "Alternative 2 – Citizen Advisory Committee Recommendation" in this Draft EIS.

Subsequent to a review of the CAC recommendation, Skagit County staff re-examined certain issues in more detail. Modifications to some CAC recommendations were made and the resulting document is the *Proposed Bayview Ridge Subarea Plan* (Alternative 4 in this Draft EIS).

Public involvement activities are ongoing. Community information meetings were held at the Port of Skagit County to discuss the Bayview Ridge Subarea planning process in March and September of 2000. As noted above, the Skagit County Board of Commissioners appointed a Community Advisory Committee in November 2000. In January 2001, the County held a Community Meeting to inform the public about the Bayview Ridge Subarea planning process, to present the results of the Skagit Regional Airport Land Use Compatibility Study, and to answer questions from the public. Additional opportunities for citizen participation will be available throughout the Subarea planning and EIS process. It is the goal of this plan to maintain an active program for citizen participation to review proposed development projects; changes to plans, policies, codes, and regulations; and to provide an opportunity for discussion and problem solving as appropriate.

1.5 Compliance with the Growth Management Act (GMA)

The *Skagit County Comprehensive Plan* (1997) identified Bayview Ridge as a 4,093-acre Urban Growth Area. Subsequently, the Western Washington Growth Management Hearings Board

(WWGMHB) conducted lengthy appeal proceedings on many issues relating to the Comprehensive Plan, including the Bayview Ridge Urban Growth Area (*Abenroth, et al. v. Skagit County, Case No. 97-2-0060c*). On January 23, 1998, the WWGMHB ruled that the portion of the Bayview Ridge Urban Growth Area outside the ownership of the Port of Skagit County was invalid because there was not adequate documentation to support its designation as an urban growth area.

In response to the WWGMHB ruling, Skagit County adopted Interim Ordinance #17568, which established interim land use restrictions and requirements (development standards) for new development, public facilities, and services for a 2,806-acre Bayview Ridge Urban Growth Area and surrounding environs. These development standards became permanent regulations through the subsequent adoption of Ordinance #17938, and were codified under Ordinance #18264.

The current action, adoption of a Subarea Plan and associated development standards, seeks to determine the boundaries of the Bayview Ridge UGA and establish permanent development standards.

Of the 13 planning goals established in the 1990 Growth Management Act (GMA), the most significant for this Subarea Plan are those State goals designed to:

- Encourage development in urban areas where adequate public facilities exist or can be provided in an efficient manner.
- Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.
- Encourage the availability of affordable housing to all segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.
- Encourage economic development.
- Protect the environment and enhance the State's quality of life.
- Encourage the involvement of citizens in the planning process.
- Ensure that those public facilities and services necessary to support development are adequate at the time of occupancy and use without decreasing current service levels below locally established minimum standards.

This Subarea Plan is intended to bring the Bayview Ridge Urban Growth Area into compliance with the State Growth Management Act and address outstanding issues before the Western Washington Growth Management Hearings Board.

1.6 EIS Scoping Process

Under Washington State regulations governing EIS documents, the lead agency is required to narrow the scope of environmental review to the probable significant adverse impacts and reasonable alternatives including mitigation measures (WAS 197-11-408). Impacts not

considered significant can be eliminated from detailed study. Elements identified for analysis in this document were presented through a public scoping process, including a public scoping meeting. Both oral and written comments were received (see Section 2.3).

SEPA rules also acknowledge that less detailed information is available on the impacts associated with the adoption of a planning action and allow the discussion of alternatives at a level of detail appropriate to the scope of the non-project, programmatic proposal. SEPA also encourages discussion of alternatives as a means to accomplish stated objectives. In this document, the level of detail is generally at the Subarea level, as each of the alternatives describes a land use planning concept for organizing, distributing, and serving growth throughout the Subarea. The alternatives are discussed and evaluated based on their ability to satisfy requirements of the Growth Management Act, Countywide Planning Policies (2000)¹, and policies contained in the *Skagit County Comprehensive Plan (2000)*.

1.7 Phased Environmental Review

Skagit County is using phased review, as authorized by SEPA (WAC 197-11-060(5)(b)), in its environmental review of growth management planning actions. This EIS addresses a programmatic non-project action. This analysis will be used to review the general environmental impacts of future actions within Bayview Ridge, including adoption of a Subarea Plan, adoption of development standards and, where applicable, individual development projects. In addition to this EIS, Skagit County intends to conduct a subsequent environmental review of development activities as they are proposed. This will permit incremental environmental review when subsequent implementing actions require a more detailed evaluation and as additional information becomes available.

1.8 Summary of Alternatives

Alternatives to the draft Subarea Plan and implementing Development Standards were developed based on potential Subarea Plan boundaries, land use/UGA scenarios and public comments received during preparation of the draft Subarea Plan and the DEIS scoping process.

Certain assumptions are common to all alternatives:

- Continued development of the Skagit Regional Airport and its associated Bayview Business and Industrial Park will occur within a UGA.
- An urban level of services will be provided within any UGA
- Although areas identified as wetlands and/or wetland buffers cannot be built upon, allowed residential density from these areas can be transferred to other portions of the same ownership. For purposes of determining the potential number of housing units in this analysis, no deduction has been made for wetland and/or buffer acreage. This likely results

¹ Amendments to the Countywide Planning Policies (2000) were found to be non-compliant with the Growth Management Act due to alleged violations of the Framework Agreement by the Western Washington Growth Management Hearings Board in Case No. 00-2-0049c. This order is under appeal to Superior Court.

in an overstatement of the potential for residential development, as it is unlikely 100% of this density can be transferred in every case.

- The amount of residential land needed to accommodate the residential population currently allocated to the Bayview Ridge UGA includes a 25% market factor.
- The Bayview Ridge – Residential (BR-R) zone includes 25 acres of land for a community park.
- All residential land development outside the UGA, but still within the Subarea, would be required to develop as a Skagit County “CaRD - Conservation and Reserve Development”. The CaRD regulations require clustering of residential development to provide open space for agriculture, forestry, continuity of ecological functions, preservation of rural character, and reservation of lands that may be appropriate for future urban growth areas. With CaRD, the maximum density within the Rural Reserve District is one unit per five acres. The maximum density within the Rural Intermediate District is one unit per 2.5 acres.

The four alternatives addressed in this **EIS** are as follows:

Alternative 1: Industrial UGA with Rural Residential Development (No Action)

Alternative 1 would retain the existing Bayview Ridge UGA boundary as adopted under Interim Ordinance #17893 and as permanently adopted pursuant to Ordinance #17938 and as reaffirmed under Ordinance #18264. A 2,806-acre industrial UGA would encompass only the Skagit Regional Airport and Port of Skagit County and privately owned industrial properties in and around the Airport. No more than 235 acres of privately owned, industrial designated land would be developed prior to 2015.

The remaining 1,205 acres within the Subarea would remain outside the UGA, and would retain the current Rural Reserve and Rural Intermediate zoning designations. All new residential land development would be subject to CaRD requirements. Year 2015 population allocated to the Bayview Ridge UGA (i.e., 3,420 residents) would need to be re-allocated to other UGAs within Skagit County.

Existing industrial development standards for properties within the UGA portion of the study area, and the Airport Environs Overlay zone (applicable to the entire Subarea), would be modified consistent with the regulations proposed under Alternative 4. Development standards for public facilities and services would be adopted for roads, water, storm drainage, and sanitary sewer service within the UGA. Urban levels of service would be provided throughout the UGA, and to some extent, throughout the remainder of the Subarea.

The Alternative 1 Subarea Plan is shown in Figure 3.

Alternative 2: CAC Recommendation – Community UGA

Alternative 2 is adoption of the *Bayview Ridge Subarea Plan* and associated development standards as recommended by the Bayview Ridge Subarea Plan Citizens Advisory Committee (CAC). The 3,891-acre Subarea Plan with a 3,799-acre UGA would encompass airport, industrial, commercial, and urban residential development with the intent of creating a cohesive

Figure 3: Bayview Ridge Subarea Plan: Alternative 1

Figure 4: Bayview Ridge Subarea Plan: Alternative 2

and self-sufficient urban community. Urban levels of service would be provided throughout the Subarea. The 78-acre area lying along the south side of Josh Wilson Road, west of Higgins Way and the approximate 6-acre area near the SR 20/Avon-Allen Road intersection, would remain outside the UGA and would retain the existing Rural Reserve classification. The 8 acres lying at the northeast corner of SR 20 and the Avon-Allen Road would also remain outside the UGA and would retain its current commercial/ industrial designation. The Alternative 2 Subarea Plan is shown in Figure 4.

Future development within the 3,799-acre UGA would include: 2,913 acres of airport and industrial designated land; 8 acres of commercial land at the northwest quadrant of the intersection of SR 20/Avon-Allen Road; a new 15-acre community center located adjacent to and south of Peterson Road; and 863 acres of residential development lying both north and south of Peterson Road, which will also contain a new 25-acre community park. This residential area could accommodate approximately 2,966 new residents, for a population of 4,641 by year 2015. Alternative 2 could accommodate all of the projected year 2015 population increase allocated to the Bayview Ridge UGA, plus an additional 1,221 people.

Alternative 2 includes modification to the existing development standards for the industrial land use designations/zoning, including the Airport Environs Overlay zone. New land use regulations would be developed for the urban commercial and residential uses. The development standards for public facilities and services (roads, water, storm drainage, and sanitary sewer) would be similar to Alternative 4, the Proposed Action. Urban levels of service would be provided to the entire Subarea with the exception of the 78 acres outside the UGA along Josh Wilson Road and the 6 acres near the SR 20/Avon-Allen Road intersection, where no sanitary sewer service would be provided.

Alternative 3: Community UGA with Short-Term/Long-Term Planning Areas

Alternative 3 is similar to Alternative 2, with the following exceptions:

- The northern portion of the Subarea has been expanded to include an additional 136 acres of residential property;
- The existing 16 acre commercial area at Avon Allen Road/SR 20 is not included within the Subarea boundaries.
- The number of acres of land zoned Heavy Industrial was reduced from 651 acres to 411 acres. The 240 acres removed from the Heavy Industrial zone are rezoned to Light Industrial. Additionally, all land zoned Industrial in Alternative 2 is rezoned to Light Industrial in Alternative 3. The Light Industrial zoning provides additional limits on the types of uses not included in Alternative 2.
- The residential area within the UGA would be divided into short and long-term planning areas. Residential properties within the short-term planning area would be zoned to allow urban development within the current 20-year planning period. Residential properties within the long-term planning area are intended for future urban residential development - sometime after the current 20-year planning period. A formal conversion process would be required to move properties from the long-term to short-term planning area. Properties within the long-term planning area would be subject to land use regulations that prohibit any further division of land prior to the formal conversion.

Alternative 3 would result in 1,005 acres of residential land within the UGA; 654 acres within the short-term planning area and 351 acres within the long-term planning area. The short-term planning area (expected to be developed by 2015) could accommodate 1,632 new residents by 2015, for a total population of 3,266. Alternative 3 could accommodate 95 percent of the projected year 2015 population increase allocated to the Bayview Ridge UGA. However, the entire residential area could ultimately accommodate approximately 3,917 new residents, 1,632 in the short-term planning area and an additional 2,285 in the long-term planning area. At build-out, some year beyond 2015, the Bayview Ridge UGA could accommodate 5,601 residents.

In addition, 78 acres along the south side of Josh Wilson Road would remain outside the UGA and would retain its Residential Rural Reserve zoning.

The Alternative 3 Subarea Plan is shown in Figure 5.

Alternative 4: Proposed Bayview Ridge Subarea Plan – Community UGA (Proposed Action)

Alternative 4 is the *Proposed Bayview Ridge Subarea Plan* as prepared by Skagit County staff in cooperation with some members of the CAC, City of Burlington, and Port of Skagit County. Alternative 4 is similar to the CAC recommendation (Alternative 2), but reconfigures the boundary of the Subarea Plan; reduces the size of the residential portion of the UGA, creates an “Urban Reserve” designation for certain properties outside the UGA, reduces the amount of land in the Heavy Industrial zone, and limits commercial/retail uses allowed in the Light Industrial zone.

Future development within the 3,633 acre UGA would include: the 761 acres directly used by the airport, 2,152 acres of Port of Skagit County and private industrial land; a new 15-acre community center located adjacent to and south of Peterson Road; and 705 acres of residential development, including a new 25-acre community park, lying both north and south of Peterson Road. This urban residential area could accommodate a maximum of 1,997 new residents, for a population of 3,631 by year 2015. Alternative 4 could accommodate all of the projected year 2015 population increase allocated to the Bayview Ridge UGA, plus an additional 211 people.

That portion of the Subarea remaining outside the UGA would be designated “Rural Reserve” or “Urban Reserve”. Those areas designated “Urban Reserve” would be the next area studied for potential expansion of the UGA should future population allocations and available land supply warrant an expansion.

Alternative 4 is shown in Figure 6.

Tables 1A and 1B summarize the proposed Alternatives.

Figure 5: Bayview Ridge Subarea Plan: Alternative 3

Figure 6: Bayview Ridge Subarea Plan: Alternative 4

Table 1A – Bayview Ridge Subarea Plan
 Alternatives Summary – Acreage

Land Use	Alternative 1 No Action- Industrial UGA			Alternative 2 CAC Recommendation			Alternative 3 Short-Term / Long-Term Planning Areas			Alternative 4 Bayview Ridge Subarea Plan – Proposed Action		
	Total Acres	Developed Acres ¹	Developable Acres	Total Acres	Developed Acres ¹	Developable Acres	Total Acres	Developed Acres ¹	Developable Acres	Total Acres	Developed Acres ¹	Developable Acres
<i>Skagit Regional Airport (AVR)</i>	761	761	0	761	761	0	761	761	0	761	761	0
<i>Community Center (BR-CC)</i>				15	7	8	15	7	8	15	7	8
<i>Heavy Industrial (BR-HI)</i>	651	354	297	651	355	296	411	261	150	411	261	150
<i>Industrial/Light Industrial (BR-I and BR-LI)</i>	1,394	1,004	390	1,501	1,019	482	1,741	1,112	629	1,741	1,112	629
<i>Limited Commercial (BR-LC)</i>				8	8	0						
<i>Residential (BR-R; including the Short-Term Planning Area)</i>				863	426	437	654	402	252	705	402	303
<i>Residential (BR-R) Long-Term Planning Area</i>							351	33	318			
Sub-Total (UGA Total)	2,806	2,119	687	3,799	2,576	1,223	3,933	2,576	1,357	3,633	2,543	1,090
Natural Resource Commercial (CI)				8	8	0						
Residential – Rural Intermediate (RI)	403	379	24									
Residential – Rural Reserve (RRv)	802	130	672	84	33	51	78	30	48	78	30	48
Residential – Urban Reserve (URv)										300	62	238
SUBAREA TOTAL	4,011	2,628	1,383	3,891	2,617	1,274	4,011	2,606	1,405	4,011	2,635	1,376

¹ Developed Acres includes developed parcels, roads, and utilities. Wetlands and buffers are included in the Developed Acres column for Commercial and Industrial land use designations. Wetlands in Residential areas are considered potentially developed as the Skagit County Critical Areas Ordinance grants development credits for wetlands to be used on non-wetland properties.

Table 1B – Bayview Ridge Subarea Plan
 Alternatives Summary – Dwelling Units and Population

	Alternative 1 No Action- Industrial UGA		Alternative 2 CAC Recommendation		Alternative 3 Short-Term / Long-Term Planning Areas		Alternative 4 Bayview Ridge Subarea Plan – Proposed Action	
	Existing	Future Total	Existing	Future Total	Existing	Future Total	Existing	Future Total
DWELLING UNITS								
UGA Residential Dwelling Units (BR-R; including Short-Term/ Long-Term Planning Areas)	0	0	698	1,934	702	2,334	681	1,513
Rural Residential Dwelling Units (RI, RRv, and URv)	711	854	8	18	7	16	28	84
Total Subarea	711	854	706	1,952	709	2,350	709	1,597
POPULATION								
UGA Residential Population (BR-R; including Short-Term/ Long-Term Planning Areas)	0	0	1,675	4,641	1,684	5,601	1,634	3,631
Rural Residential Population (RI, RRv, and URv)	1,706	2,050	19	43	17	39	67	202
Total Subarea	1,706	2,050	1,694	4,684	1,701	5,640	1,701	3,833

Note: Calculations for Tables 1A and 1B can be found in Appendix A

1.9 Significant Areas of Controversy/Issues to be Resolved

This document is intended to focus the attention of the Skagit County Planning Commission, Skagit County Commissioners and citizens of Skagit County, as well as relevant special districts, state agencies, departments, and tribes on choices that will affect the future of both the Subarea and the County as a whole. These choices and the issues to be addressed include:

- How should Skagit County and the cities of Mount Vernon, Burlington, and Anacortes distribute the state-allocated urban population and employment growth? If new urban development is to be located outside the floodplain, should the County create a non-municipal UGA, or conversely, re-allocate the future urban population to other municipalities?
- How can upland development be designed so as to minimize impacts to bordering valley farmland?
- To what extent are urban services already provided to the Bayview Ridge UGA? How will additional services be paid for?
- Can the Bayview Ridge street system accommodate the additional traffic associated with growth?
- If the Bayview Ridge UGA is approved as proposed by Alternatives 2, 3, or 4, how can the existing “quality of life” as expressed by existing residents within the Subarea be maintained?
- If portions of the Subarea remain outside the UGA at this time, how can rural development within these areas be designed so as to not preclude future urban development?
- How does the Bayview Ridge Subarea Plan and associated development standards ensure compliance and consistency with the Growth Management Act and decisions from the Western Washington Growth Management Hearings Board?

1.10 Summary of Environmental Impacts and Mitigating Measures

Table 2 – Summary of Environmental Impacts and Mitigating Measures

Element	Alternative 4 Bayview Ridge Subarea Plan (Proposed Action)	Alternative 3 Short-Term/Long-Term Planning Areas	Alternative 2 Citizen Advisory Committee Recommendation	Alternative 1 Industrial UGA (No Action)
Water				
<p><i>Environmental Impacts</i></p> <ul style="list-style-type: none"> • Surface Water 	<p>Significant increase in impervious surfaces throughout the Subarea.</p> <p>Stormwater runoff collection and treatment systems will meet Skagit County and DOE design standards.</p> <p>Drainage and sediment control facilities to be provided during construction.</p> <p>Existing wetlands to be retained per Skagit County Critical Area Regulations.</p> <p>Existing impacts to downstream drainage districts may continue or may be reduced with construction of new drainage facilities</p>	<p>Somewhat larger increase in new impervious surfaces within the Subarea.</p> <p>Similar to the Proposed Project.</p> <p>Similar to the Proposed Project.</p> <p>Similar to the Proposed Project.</p> <p>Similar to the Proposed Project.</p> <p>Similar to the Proposed Project.</p>	<p>Similar to the Proposed Project.</p> <p>Similar to the Proposed Project.</p> <p>Similar to the Proposed Project.</p> <p>Similar to the Proposed Project.</p> <p>Similar to the Proposed Project.</p>	<p>Increase in impervious surfaces in western portion of the Subarea similar to the Proposed Project, but significantly less new impervious surfaces in eastern portion of the Subarea.</p> <p>Similar to the Proposed Project.</p> <p>Similar to the Proposed Project.</p> <p>Similar to the Proposed Project.</p> <p>Unknown whether existing impacts from eastern portion of the Subarea would be reduced.</p>

Element	Alternative 4 Bayview Ridge Subarea Plan (Proposed Action)	Alternative 3 Short-Term/Long-Term Planning Areas	Alternative 2 Citizen Advisory Committee Recommendation	Alternative 1 Industrial UGA (No Action)
Water				
<p><i>Proposed Mitigating Measures</i></p> <ul style="list-style-type: none"> • Surface Water 	<p>Stormwater management Plan to be prepared for the Bayview Sub-basin</p> <p>Develop drainage agreements with downstream drainage districts.</p> <p>Surface water collection and water quality treatment systems to be developed at project design stage.</p> <p>Inspect existing detention facilities to ensure they are functioning as designed</p> <p>Stormwater controls (including temporary erosion and sedimentation control) will be required.</p>	<p>Similar to the Proposed Project.</p> <p>Similar to the Proposed Project.</p> <p>Similar to the Proposed Project.</p> <p>Similar to the Proposed Project.</p> <p>Similar to the Proposed Project.</p>	<p>Similar to the Proposed Project.</p> <p>Similar to the Proposed Project.</p> <p>Similar to the Proposed Project.</p> <p>Similar to the Proposed Project.</p> <p>Similar to the Proposed Project.</p>	<p>Similar to the Proposed Project.</p> <p>Similar to the Proposed Project.</p> <p>Similar to the Proposed Project.</p> <p>Unknown whether facilities outside UGA would be inspected.</p> <p>Similar to the proposed project.</p>

Element	Alternative 4 Bayview Ridge Subarea Plan (Proposed Action)	Alternative 3 Short-Term/Long-Term Planning Areas	Alternative 2 Citizen Advisory Committee Recommendation	Alternative 1 Industrial UGA (No Action)
Wetlands, Sloughs, and Fish and Wildlife Habitat				
<i>Proposed Mitigating Measures</i> • Wetlands	Existing County, State and Federal regulations regarding wetlands to be enforced.	Similar to the Proposed Project.	Similar to the Proposed Project.	Similar to the Proposed Project.
Land Use and Zoning				
<i>Environmental Impacts</i>				
	<p>Subarea to include 3,633 acre UGA including airport, industrial, commercial and residential development.</p> <p>All new development would be compatible with continued utility of the Skagit Regional Airport.</p> <p>New 15-acre community center to be developed.</p> <p>Residential density - 4 units per acre, with a provision for future consideration of up to 6 units per acre.</p> <p>Planned Residential Developments to be allowed. A mix of housing types to be allowed.</p>	<p>Subarea to include 3,933 acre UGA including airport, industrial, commercial and residential development.</p> <p>Similar to the Proposed Project</p> <p>Similar to the Proposed Project</p> <p>Similar to the Proposed Project</p> <p>Similar to the Proposed Project</p> <p>Similar to the Proposed Project</p>	<p>Subarea to include 3,799 acre UGA including airport, industrial, commercial and residential development.</p> <p>Similar to the Proposed Project.</p> <p>Similar to the Proposed Project.</p> <p>Similar to the Proposed Project.</p> <p>Within UGA, similar to the Proposed Project. Within Rural area, 1 unit per 5 acres (under CaRD).</p> <p>Within UGA, similar to the Proposed Project. Within Rural area, all new residential land divisions to be developed under CaRD regulations (i.e. clustered).</p>	<p>Subarea to include 2,806 acre UGA including only airport and industrial development. Residential areas would remain outside the UGA.</p> <p>Similar to the Proposed Project.</p> <p>No new commercial area.</p> <p>Residential density - 1 unit per 5 acres, using CaRD</p> <p>All new residential land divisions to be developed under CaRD regulations (i.e. clustered). No mix of housing unit types.</p>

Element	Alternative 4 Bayview Ridge Subarea Plan (Proposed Action)	Alternative 3 Short-Term/Long-Term Planning Areas	Alternative 2 Citizen Advisory Committee Recommendation	Alternative 1 Industrial UGA (No Action)
Land Use and Zoning				
<i>Environmental Impacts</i>				
	A total population of 3,631 can be accommodated within the UGA, and 202 outside the UGA.	A total population of 5,601 can be accommodated within the UGA, and 39 outside the UGA	A total population of 4,641 can be accommodated within the UGA, and 43 outside the UGA.	No residential areas will be located within the UGA. A population of 2,050 can be accommodated outside the UGA.
<i>Mitigating Measures</i>				
	<p>All proposed development consistent with” <i>Skagit Regional Airport Land Use Compatibility Study</i>”.</p> <p>Urban levels of service to be provided throughout the UGA and most of the Subarea.</p> <p>New industrial development adjacent to residential areas must provide buffer.</p>	<p>Similar to the Proposed Project.</p> <p>Similar to the Proposed Project.</p> <p>Similar to the Proposed Project.</p>	<p>Similar to the Proposed Project.</p> <p>Similar to the Proposed Project.</p> <p>Similar to the Proposed Project.</p>	<p>Similar to the Proposed Project.</p> <p>Similar to the Proposed Project.</p> <p>Similar to the Proposed Project.</p>
Consistency with Plans and Policies				
<i>Environmental Impacts</i>	<p>Consistent with Countywide Planning Policies related to Urban Growth, Economic Development, Reduction of Sprawl, and Housing.</p> <p>Consistent with <i>Skagit Regional Airport Land Use Compatibility Study</i>.</p>	<p>Similar to the Proposed Project, although only partially consistent with policies related to Urban Growth.</p> <p>Similar to the Proposed Project.</p>	<p>Similar to the Proposed Project, although only partially consistent with policies related to Urban Growth.</p> <p>Similar to the Proposed Project.</p>	<p>Inconsistent with Policies related to Urban Growth.</p> <p>Consistent with policies related to Economic Development and Reduction of Sprawl.</p> <p>Does not provide significant new opportunities for housing.</p> <p>Similar to the Proposed Project.</p>

Element	Alternative 4 Bayview Ridge Subarea Plan (Proposed Action)	Alternative 3 Short-Term/Long-Term Planning Areas	Alternative 2 Industrial, Commercial and Limited Residential UGA	Alternative 1 Industrial UGA (No Action)
Consistency with Plans and Policies				
<i>Mitigating Measures</i>	Adoption of new development standards to insure consistency with Skagit County <i>Comprehensive Plan</i> and Countywide Planning Policies.	Similar to the Proposed Project	Similar to the Proposed Project Similar to the Proposed Project.	Similar to the Proposed Project for that portion of the Subarea within the UGA. Similar to the Proposed Project.
Transportation				
<i>Environmental Impacts</i>				
	<p>Will generate both new residential and employment – related trips. Volumes on Peterson Road and Avon-Allen Road to increase and will be noticeable to local residents.</p> <p>LOS standards within the Subarea are not anticipated to be exceeded.</p> <p>Existing congestion at SR 20 intersections will increase due to both growth of the Subarea and increased volumes on SR 20.</p> <p>New north-south arterial to be constructed between Ovenell Road and Josh Wilson Road.</p> <p>Pedestrian and bicycle activity in area would increase. New transportation facilities to include provision for non-motorized transportation.</p>	<p>Will generate greatest number of new trips - both residential and employment –related. Volumes on Peterson Road and Avon-Allen Road to increase and will be noticeable to local residents.</p> <p>Similar to the Proposed Project</p> <p>Similar to the Proposed Project</p> <p>Similar to the Proposed Project</p> <p>Similar to the Proposed Project</p> <p>Similar to the Proposed Project</p>	<p>Similar to the proposed project.</p> <p>Similar to the Proposed Project,</p> <p>Similar to the Proposed Project.</p> <p>Similar to the Proposed Project.</p> <p>Similar to the Proposed Project.</p> <p>Similar to the Proposed Project</p>	<p>New trips associated with the industrial area similar to the Proposed Project. Least number of new residential trips.</p> <p>Similar to the Proposed Project, but would result in the least increase in traffic volumes.</p> <p>Similar to the Proposed Project</p> <p>No new north-south arterial to be constructed.</p> <p>Similar to the proposed project, although this alternative will generate the least traffic from the Subarea itself.</p>

Element	Alternative 4 Bayview Ridge Subarea Plan (Proposed Action)	Alternative 3 Short-Term/Long-Term Planning Areas	Alternative 2 Industrial, Commercial and Limited Residential UGA	Alternative 1 Industrial UGA (No Action)
Transportation				
<i>Mitigating Measures</i>				
	<p>Revise County CFP to include all Subarea Street Improvement Projects.</p> <p>Establish traffic mitigation fees.</p> <p>Development of a small community center will internalize some trips.</p>	<p>Similar to the Proposed Project.</p> <p>Similar to the Proposed Project.</p> <p>Similar to the Proposed Project.</p>	<p>Similar to the Proposed Project.</p> <p>Similar to the proposed project.</p> <p>Similar to the proposed project.</p>	<p>Similar to the Proposed Project.</p> <p>Similar to the proposed project for the urban area.</p> <p>No community center will be built.</p>
Public Services and Utilities				
<i>Environmental Impacts</i>				
<ul style="list-style-type: none"> • Law Enforcement Services • Fire/Emergency Services • Parks and Open Space • Schools 	<p>Generates need for approximately __ officers at build-out. Urban LOS to be provided throughout Subarea.</p> <p>Generates need for approximately __ acres of parks/open space (including regional parks) at build-out.</p> <p>Approx. ___ new school-age students anticipated.</p>	<p>Generates need for approximately __ officers at build-out. Urban LOS to be provided throughout Subarea.</p> <p>Generates need for approximately __ acres of parks/open space (including regional parks) at build-out.</p> <p>Approx. ___ new school-age students anticipated. Greatest impact to elementary school.</p>	<p>Generates need for approximately __ officers at build-out. Urban LOS to be provided throughout Subarea.</p> <p>Similar to the Proposed Project.</p> <p>Generates need for approximately __ acres of parks/open space (including regional parks) at build-out.</p> <p>Approx. ___ new school-age students anticipated.</p>	<p>Generates need for approximately __ officers at build-out. Urban LOS to be provided throughout Subarea.</p> <p>Similar to the Proposed Project.</p> <p>Generates need for approximately 32 acres of parks/open space (including regional parks) at build-out.</p> <p>Approx. 30 new school-age students anticipated. Least impact to elementary school.</p>

Element	Alternative 4 Bayview Ridge Subarea Plan (Proposed Action)	Alternative 3 Short-Term/Long-Term Planning Areas	Alternative 2 Industrial, Commercial and Limited Residential UGA	Alternative 1 Industrial UGA (No Action)
Public Services and Utilities				
<i>Environmental Impacts</i>				
<ul style="list-style-type: none"> • Water • Sanitary Sewer • Other Utilities 	<p>Existing public water system can accommodate proposed development.</p> <p>Existing public sanitary sewer system can accommodate proposed development.</p> <p>New electrical service, natural gas, and telecommunications to be extended to site.</p>	<p>Existing public water system cannot accommodate proposed development.</p> <p>Existing public sanitary sewer system can accommodate proposed development.</p> <p>New electrical service, natural gas, and telecommunications to be extended to site.</p>	<p>Existing public water system cannot accommodate proposed development.</p> <p>Existing public sanitary sewer system can accommodate proposed development.</p> <p>New electrical service, natural gas, and telecommunications to be extended to site.</p>	<p>Existing public water system can accommodate proposed development.</p> <p>Existing public sanitary sewer system can accommodate proposed development.</p> <p>New electrical service, natural gas, and telecommunications to be extended to site.</p>
<i>Mitigating Measures</i>				
<ul style="list-style-type: none"> • Law Enforcement Services • Fire/Emergency Services • Parks/Open Space 	<p>Security measures to be incorporated into site and project design. Use of Port of Skagit County and other private security staff will support County Sheriff patrols. Greatest increase in tax revenues to support services.</p> <p>Adequate fire flow will be provided. New FD #6 Station required to provide urban LOS.</p> <p>New community park proposed.</p>	<p>Similar to the Proposed Project.</p> <p>Similar to the Proposed Project.</p> <p>Similar to the Proposed Project.</p>	<p>Similar to the Proposed Project</p> <p>Similar to the Proposed Project.</p> <p>Similar to the Proposed Project.</p>	<p>Similar to the Proposed Project, with least residential tax revenues.</p> <p>New station would be smaller and it is unlikely that urban LOS would be available throughout the entire Subarea.</p> <p>Unknown if new community park would be built.</p>

Element	Alternative 4 Bayview Ridge Subarea Plan (Proposed Action)	Alternative 3 Short-Term/Long-Term Planning Areas	Alternative 2 Industrial, Commercial and Limited Residential UGA	Alternative 1 Industrial UGA (No Action)
Public Services and Utilities				
<i>Mitigating Measures</i>				
<ul style="list-style-type: none"> • Schools • Water • Sanitary Sewer • Other Utilities 	<p>Tax revenues and mitigation fees (from new residential units) to School District. Attendance boundaries can be shifted.</p> <p>Water service consistent with CWSSP and PUD No.1 Water System Plan. Cost of water line extensions to be responsibility of individual development projects.</p> <p>Development anticipated by City of Burlington Wastewater Facilities Plan. Cost of sewer line extensions to be responsibility of individual development projects.</p> <p>Existing development standards are adequate.</p>	<p>Similar to the Proposed Project.</p> <p>Similar to the Proposed Project.</p> <p>Similar to the Proposed Project.</p>	<p>Similar to the Proposed Project</p> <p>Similar to the Proposed Project.</p> <p>Similar to the Proposed Project.</p>	<p>Tax revenues from industrial area similar to the Proposed Project. Fewest new students and least mitigation fees from residential area.</p> <p>Similar to the Proposed Project, except that existing capacity planned for eastern portion of the Subarea may not be utilized</p> <p>Similar to the Proposed Project, except that existing capacity planned for eastern portion of the Subarea may not be utilized</p> <p>Similar to the Proposed Project.</p>

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