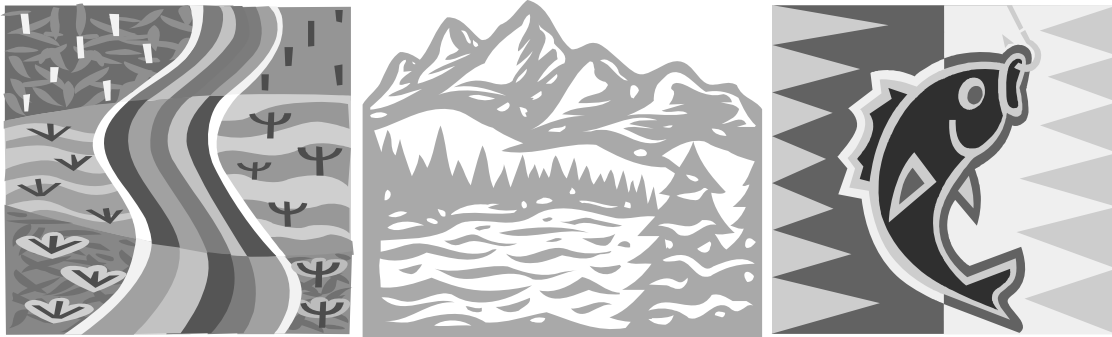


Appendix A

Hamilton Sub Area Plan and Urban Growth Area Expansion Report

Town of
**Town of
HAMILTON**



2007
**COMPREHENSIVE
SUBAREA PLAN**

Timothy A. Bates, *Mayor*
Margaret Fleek, *Town Planner*

TOWN COUNCIL
Barbara Dills ♦ Andy Hansen ♦ Craig Bates ♦
Kathy Lipsey ♦ Cheryl Pitts

ORDINANCE _____

AN ORDINANCE OF THE TOWN OF HAMILTON, WASHINGTON adopting by reference a Comprehensive Subarea Plan, a Comprehensive Subarea Plan Map, Subarea Zoning Map, and Urban Growth Area map for the Town of Hamilton, to implement the adopted Hamilton Relocation Program Goals and Policies.

WHEREAS, the Town of Hamilton established an on-going public participation process in accordance with RCW 36.70A.130(2) including establishing standing committees including the Finance Committee, the Water System Task Force, distributing a quarterly *Hamilton Current* bulletin and a biannual *Floodway Planner* newsletter, conducting monthly Town Council meetings, hosting regular Subarea Plan Citizen Advisory Committee with Community Workshops; and hosting special public meeting of the Town Council and County Commissioners.

WHEREAS, the Town of Hamilton has complied with the schedule established by the Growth Management Act in RCW 36.70A.130(4) mandating that each town in Washington take action to review and, if necessary, revise its comprehensive plan to ensure compliance with the Growth Management Act, and to review the Critical Areas Ordinance for compliance with best available science with adoption of Ordinance #253; and

WHEREAS, the Town Council has established the Hamilton Public Development Authority Ordinance #241 (amended with Ordinance #261) to coordinate the Hamilton Relocation program to move the Town out of the Skagit River Floodway and has made substantial progress in planning for and acquiring a site for relocation; and

WHEREAS, a Draft and Final Environmental Impact Statement has been prepared and circulated and comments addressed, including analysis of alternatives for the relocation of Hamilton, the restoration and reuse of the existing town site, and the Purchase of Development Rights and Transfer of population from other identified floodway properties between Sedro-Woolley and Concrete; and

WHEREAS, a public hearing was conducted before the Hamilton Town Council on _____, 2007; and

WHEREAS, the Growth Management Act Section 36.70A.080 (2) provides that a comprehensive plan may include where appropriate sub area plans each of which is consistent with the comprehensive plan; and

WHEREAS, the Hamilton Town Council has reviewed the proposed Comprehensive Subarea Plan, a Comprehensive Subarea Plan Map, Subarea Zoning Map, and Urban Growth Area map for the Town of Hamilton, to implement the adopted Hamilton Relocation Program Goals and Policies and made a recommendation to adopt the proposed Comprehensive Subarea Plan, Comprehensive Subarea Plan Map, Subarea Zoning Map, and Urban Growth Area map

NOW, THEREFORE, THE TOWN COUNCIL OF THE TOWN OF HAMILTON, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Findings of Fact.

A. The Town of Hamilton established an on-going public participation process in accordance with RCW 36.70A.130(2) including establishing standing committees including the Finance Committee, the Water System Task Force, distributing a quarterly *Hamilton Current* bulletin and a biannual *Floodway Planner* newsletter, conducting monthly Town Council meetings, hosting regular Subarea Plan Citizen Advisory Committee with Community Workshops; and hosting special public meeting of the Town Council and County Commissioners.

B. The attached Comprehensive Subarea Plan for the Town of Hamilton

C. Implementation of the Comprehensive Subarea Plan in the development regulations with respect to the Hamilton Relocation proposed site and zoning districts is being phased to accommodate the need and opportunity for land acquisition, infrastructure planning and development, and for adding the proposed site to the Urban Growth Area.

D. The scope of Exhibit A includes a Comprehensive Subarea Plan, a Comprehensive Subarea Plan Map, Subarea Zoning Map, and Urban Growth Area map for the Town of Hamilton implementing the Hamilton Relocation Site Goals and Policies, the vision for relocating Hamilton outside the Skagit River Floodway, fine-tuning the goals and policies to reflect capital facilities construction projects, and providing general update information.

Section 2. The 2007 Hamilton Comprehensive Subarea Plan is hereby adopted as an amendment of the official Comprehensive Plan of the Town of Hamilton, and shall supersede the 2005 official Comprehensive Plan of the Town of Hamilton, adopted on _____.

Section 3. This ordinance shall be in full force and effect five days after its passage, approval and publication as provided by law.

INTRODUCED AND PASSED and approved at a regular meeting of the Town Council this _____ day of _____, 2007.

THE TOWN OF HAMILTON

Timothy A. Bates, Mayor

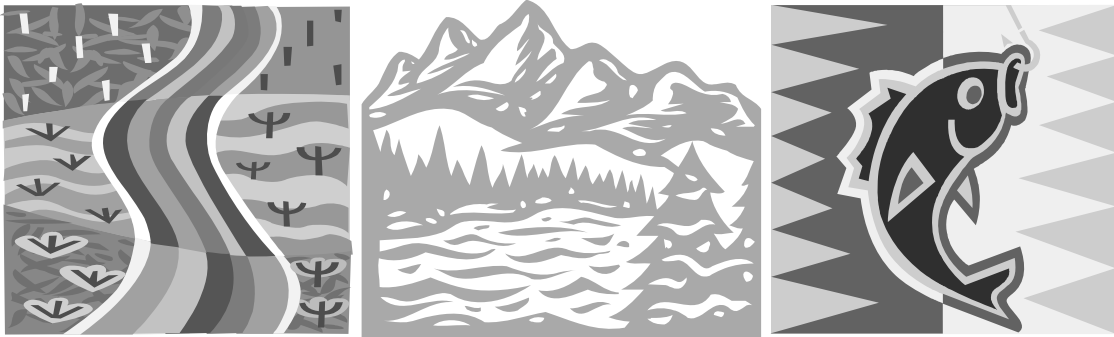
ATTEST:

Delilah Sutton, Town Clerk

APPROVED AS TO FORM:

Patrick Hayden, City Attorney

Town of HAMILTON



2007 COMPREHENSIVE SUBAREA PLAN

Prepared in compliance with:

**Growth Management Act Section 36.70A.080 (2)
The Washington State Growth Management Act (GMA) 1990
Chapter 36.70A, Revised Code of Washington As Revised and
The Washington State Environmental Policy Act (SEPA) 1971
Chapter 43.21C, Revised Code of Washington and SEPA Guidelines, Chapter
197-10, Washington Administrative Code, as revised**

**Date of Issue:
APRIL 2007**

TABLE OF CONTENTS

Chapter 1 INTRODUCTION

Overview	1
Citizen Participation.....	5
GMA Compliance and Consistency.....	6
Urban Growth Area Analysis.....	7

Chapter 2 LAND USE ELEMENT

A. Introduction	15
B. Plan Concept, Land Use Designations & Densities	17
C. Goals, Objectives and Policies	24

Chapter 3 BUSINESS, COMMERCIAL AND INDUSTRIAL ELEMENT

A. Introduction	26
B. Goals, Objectives, and Policies	27

Chapter 4 HOUSING ELEMENT

A. Introduction	29
B. Goals, Objectives, and Policies	30

Chapter 5 TRANSPORTATION ELEMENT

A. Introduction	33
B. Goals, Objectives and Policies	34

Chapter 6 CAPITAL FACILITIES PLAN ELEMENT

A. Introduction	35
B. Goals, Objectives and Policies	37

Chapter 7 UTILITIES ELEMENT

A. Introduction	38
B. Goals, Objectives, and Policies	40

Chapter 8 PARKS, RECREATION AND OPEN SPACE ELEMENT

A. Introduction	41
B. Goals, Objectives, and Policies	42

Chapter 9 FLOODWAY MITIGATION ELEMENT

A. Introduction	43
B. Goals, Objectives and Policies	44

APPENDICES

Appendix A

Citizen Involvement Process49

Appendix B

Comprehensive Plan Maps.....50

Appendix C

Purchase and Transfer of Development Rights Program51

Appendix D

Capital Facilities Plan52

Chapter 1. INTRODUCTION

Overview

This amendment of the Hamilton Comprehensive Plan is considered a subarea plan under the Skagit County Comprehensive Plan. A formal Citizen's Advisory Committee has been appointed by the Town of Hamilton and Skagit County. Several planning meetings of the Citizen's Advisory Committee have been held in conjunction with community workshops. Details of the citizen involvement process are included as **Appendix A**.

Hamilton formed the Hamilton Public Development Authority to facilitate transition of town residential and business areas out of the Skagit River floodway, and to assume the lead on securing real land for the relocation site, planning for infrastructure and capital facilities, and the transfer of population from floodway areas in Hamilton and identified areas of Skagit County. The Hamilton Public Development Authority is an independent legal entity, governed by a five to eleven-member board of directors that should include at least one elected and one staff from the Town of Hamilton, one elected and one staff from Skagit County, and one representative from a local services organization or an individual involved with private real estate development in Skagit County. Additional directors may be recruited from public, tribal, nonprofit, and/or private organizations that support Public Development Authority Chartered Activities for the purpose of improving the general living, economic and environmental conditions within the Town of Hamilton and unincorporated floodway areas of Skagit County in the vicinity of Hamilton.

This planning document reflects the preferred alternative for the Town of Hamilton, as identified in the Draft Environmental Impact Statement issued on April 18, 2007, and is intended to provide general guidance and information for the growth and development of the Town of Hamilton over the next twenty years. Direction is given for decisions relating to land use, business, commercial and industrial development, housing, transportation, capital facilities (such as wastewater and storm water), utilities, parks and open space, and floodway mitigation.

Approximately 310 acres (50%) of the Town are located within the floodway and 100-year flood plain. Development in these areas is prohibited, significantly restricted, or undesirable for the location of both residents and businesses. Approximately 90% of the residential area of the Town is located within a regulatory floodway, designated by the Federal Emergency Management Agency (FEMA) as a Special Flood Hazard Area, and identified by the U.S. Army Corps of Engineers as having up to a 100% probability of flooding¹.

The Comprehensive Subarea Plan focuses on two major issues:

- 1) Adding land to the Urban Growth Area and Town limits that is located north of State Route 20, outside of the 100-year flood plain for the purpose of relocating the Town of Hamilton central residential and business district

¹ Benefit Cost Analysis for the Hamilton-Skagit Flood Mitigation & Town Relocation Project, Attachment #5, Table 56, p. 41 - Army Corps of Engineers Economic Flood Damage Assessment Without Project Conditions, Skagit River WA Flood Damage Reduction Feasibility Study – June 2005.

from its existing floodway location (see **Appendix B** for a map of the Town limits and proposed Urban Growth Area), and

- 2) Development of the relocation town site in association with the permanent removal of floodway structures (from Hamilton and other identified floodway properties between Sedro-Woolley and Concrete), the transition of residents and business from existing floodway locations, and the restoration of developed riparian corridor areas to open space for flood storage, long-term natural habitat, fish and wildlife conservation, and conservation-minded recreation purposes.

The town relocation plan was developed in compliance with the Washington State Growth Management Act (GMA) that was passed by the State Legislature in 1990 to control the unprecedented growth in Washington State. GMA requires all high growth counties and those cities in their jurisdiction to adopt comprehensive plans that are consistent, coordinated and comply with GMA goals and policies. The GMA goals address such issues as reducing urban sprawl, providing affordable housing and efficient transportation, and protecting the environment. This plan is also consistent with the County-wide Comprehensive Planning Policies adopted by the Growth Management Steering Committee for Skagit County and incorporated cities and towns.

The Hamilton Public Development Authority will manage implementation of the Comprehensive Subarea Plan, under the direction of the Town of Hamilton, and with Skagit County as the key program partner. The Hamilton relocation program is included in the Skagit County Natural Hazards Mitigation Plan and the Town is working with all affected jurisdictions and agencies on a regional flood hazard mitigation program. This work includes pursuing multi-jurisdictional post-disaster response efforts for flooding and other natural hazards (earthquake being the second most common), such as coordinating database information, post-disaster inspections and follow-up, permitting and record keeping, and making substantial damage determinations. The Hamilton Public Development Authority has also emerged as the lead organization coordinating the public purchase and removal of flood-affected properties across Skagit County. Centralization of this work represents a highly cost effective and efficient use of limited human, financial and technical resources available to small towns and to Skagit County.

This regional flood mitigation approach is included in the Skagit County Multi-Jurisdictional Natural Hazards Plan, approved by FEMA on October 30, 2003, and promotes the following Washington State Hazard Mitigation Plan goals and objectives²:

Goal 1: Protect Life

Objective 1.2 – Develop and amend laws to effectively address hazard mitigation

Objective 1.2 – Reduce the impacts of hazards on vulnerable populations

Objective 1.4 – Strengthen state and local building code enforcement

² WA State Hazard Mitigation Plan – Mitigation Strategy, Tab 8, Page 1

Goal 2: Protect Property

Objective 2.2 – Protect and preserve facility contents

Objective 2.3 – Reduce repetitive flood losses

Goal 3: Promote a Sustainable Economy

Objective 3.1 – Provide incentives for mitigation planning and actions

Objective 3.2 – Form partnerships to leverage and share resources

Goal 4: Protect the Environment

Objective 4.1 – Develop hazard mitigation policies that protect the environment

Goal 5: Increase Public Preparedness for Disasters

Objective 5.2 – Improve hazard information, including databases and maps

Objective 5.4 – Develop new policies to enhance hazard mitigation initiatives

The relocation program is designed for maximum flexibility in order to promote voluntary participation by floodway property owners in advance of flood emergencies, and to enable local jurisdictions to strictly enforce local, state, and federal floodplain management restrictions on repair and reconstruction following flood emergencies. Examples of program flexibility include:

- Using revenue from the sale of relocation site lots to subsidize traditional buyout program funds in order to increase success with the purchase and remove flood-affected homes,
- Purchasing floodway development rights and transferring these to the relocation site,
- Purchasing conservation easements, where appropriate, to enable agricultural activities to continue.

The reallocation of population from the County to the Town, and from one part of the Town to another will be managed using a Purchase and Transfer of Development Rights program. This regulatory mechanism will match site development with the removal of floodway structures and elimination of their development rights in a means that ensures Growth Management Act compliance. The Purchase and Transfer of Development Rights program requires flexibility to enable the Hamilton Public Development Authority to relocate people as opportunities arise, and to generate funds to acquire development rights in the future, whether or not these processes occur simultaneously. Flexibility may be achieved in several ways, for example, the Hamilton Public Development Authority might acquire credits on a two-to-one basis (not one-to-one), or credits might be recognized substantially damaged structures where rebuilding is prohibited.

Relocation will be further assisted by offering housing program alternatives in response to the financial need of floodway residents. Additional information about the Purchase and Transfer of Development Rights program, examples of residential relocation scenarios, and a draft Ordinance are provided in **Appendix C**. Program policies and management details require extensive negotiation with several Skagit County departments, and will be finalized once the relocation site is secured by the Hamilton Public Development Authority.

Design review is a critical element of new Town site development. Hamilton residents are primarily concerned with maintaining the rural character of the area and emphasizing the historic qualities of the community. Residential development should remain predominantly single-family with a variety of housing opportunities that focus on ownership. Multiplex dwellings, transitional housing, cottage housing and other housing types will be considered in the mix.

The logical site for the relocation of the heart of Hamilton is clear; however the process for acquisition and funding is complex and difficult. Site acquisition is in the early stages, with critical areas assessment complete, town water system upgraded, preliminary relocation site design underway, and the framework for public and private cost-sharing of wastewater infrastructure in place. Funding for site acquisition has not yet been procured.

The next step required in order for the Town to move forward is a formal request to Skagit County to add identified land to the Urban Growth Area. The Town will only proceed with annexation when the relocation site is under the control of the Hamilton Public Development Authority. This timing is essential to maintaining public control, and thus, successfully realizing Hamilton Public Development Authority goals and objectives. Three privately driven real estate development attempts have failed to relocate Hamilton floodway residents because profit motives are unavoidably in conflict with the large subsidized housing need of this primarily low-income population. Hamilton Public Development Authority program management is better equipped to effectively balance public and private needs than private development.

However, without sufficient public investment forthcoming to purchase the relocation site, the Hamilton Public Development Authority must explore public-private partnership opportunities. Non-public investors would be required to adhere to strict investment and site development guidelines so that Hamilton Public Development Authority goals and policies are advanced, the needs of individual Hamilton Public Development Authority partners are not compromised, and investors realize an acceptable profit margin. The provision for a proportion of affordable housing will be one prerequisite for private investment.

The Centennial Annexation is 260 acres of industrial forestland and has a conditional use permit for gravel mining, issued by the Town (Resolution 2-05, dated April 12, 2005 and recorded with Skagit County as #200504200017). The permit includes a site reclamation plan that dedicates a percentage of the reclaimed site to the Town for long-term future community expansion. The area is designated by Skagit County as mineral resource land, and it is economically beneficial that the area be developed as a gravel pit rather than a residential district at this time. The conditional use permit also specifies 2% of gross gravel sales, but not less than five cents per ton be contributed to the Town toward the development of community infrastructure. These funds will contribute toward local match funding for a new wastewater treatment system and water system upgrades that ensure the reclamation site will have urban utilities and services available.

Citizen Participation

Early and ongoing citizen participation is an important factor in the development of a comprehensive subarea plan that illustrates and is consistent with the unified vision of the community. The Growth Management Act requires citizen participation and sees this input as an integral part of the planning process.

Before adopting the first Comprehensive Plan, citizen participation was accomplished through community planning workshops, surveys, and with distribution of informational materials. Active citizen participation in the planning process created a common community vision for the future that is reflected in the final Comprehensive Plan document. The goal of the citizens of Hamilton is to preserve the small town atmosphere, rural element, and natural amenities of the area in spite of development and growth. There is also a recognized need for increased economic development, in the form of tourist related business, natural resource industries, and light to moderate industrial manufacturing and processing.

The framework for citizen participation in the 2007 Comprehensive Subarea Plan and associated plans for relocation site development was developed during a Town Council Workshop held in May of 2005. The following outreach activities were identified and put into action:

Citizen Advisory Committee was formally adopted by Town Council Resolution and by the Skagit County Board of Commissioners to provide input on the Sub Area Plan to amend the Urban Growth Area (Resolution available in **Appendix A**).

- Task force and committee groups - deemed an essential means of soliciting input from residents and local leaders around specific topics, and form a primary means of making recommendations to the Town Council for decisions. Three initial groups were established, including a Finance Committee that monitors town funds and invoices prior to each Council meeting, a Water System Task Force charged with identifying water system and water rights issues that require address in preparation for town relocation and managing system upgrades, and a Pride of Hamilton committee pursuing enforcement of the local nuisance ordinance, with respect to abandoned vehicles and overall property negligence issues.
- Program newsletter distributed periodically to town residents with water bill mailings, and to other floodway residents included on a mailing list. The goal is to inform of program activities and progress and to solicit input on program design from floodway residents. Two publications have been developed and distributed, including the *Hamilton Current*, a quarterly newsletter directed to town residents, and the *Floodway Planner*, a publication directed to the wider floodway audience.
- Hamilton Public Development Authority formed a Floodway Open Space Planning Committee to coordinate floodway habitat restoration and open space planning within the Town of Hamilton and unincorporated areas of Skagit County in the vicinity of Hamilton (Sedro-Woolley to Concrete) in order to maximize flood mitigation and natural resource benefits. Committee participants include Hamilton Public Development Authority, Skagit County Public Works, Skagit Land Trust, Skagit River System Cooperative, The Nature Conservancy, and the U.S. Forest Service.

GMA Compliance and Consistency

This document is consistent with the goals, policies and requirements in the Washington State Growth Management Act. To ensure consistency, each of the GMA goals was used as a basis for the Comprehensive Plan goals and policies. Each element is also outlined and organized according to the requirements of the GMA.

The following Comprehensive Plan documents and related studies are hereby adopted by reference:

The Skagit County Coordinated Water System Plan Regional Supplement, July 2000
Town of Hamilton Water System Plan 2002 and updates
Skagit County Housing Needs Assessment, March 1993 and the 2005 Low Income Needs Assessment
Skagit County Comprehensive Economic Development Strategic Plan, 2003
Skagit Sub-Regional Transportation Improvement Plan, latest edition
Skagit County Comprehensive Solid Waste Plan, latest edition

Urban Growth Area Expansion Analysis

The proposed Urban Growth Area expansion is intended to provide a relocation site for the Town's existing population allocation. Between now and the year 2025, it is planned to relocate the entire population that is in the Floodway to land north of SR 20 that is not in the 100-year floodplain. Very little, if any, additional population needs to be allocated to Hamilton to justify the Urban Growth Area size, given critical areas, need for infrastructure and other factors. The proposed Urban Growth Area also includes 59 acres of industrial property, to consolidate with the existing 54.72 acre vacant site in the Town Limits that is now under one ownership.

A high, medium and low population forecast is allocated to each County after the census is taken by the Washington State Office of Financial Management and it is then spread out among the cities, towns and the county based on the Countywide Planning Policies. Skagit County chose a population forecast in between the low and medium numbers provided by the state.

The purpose of this report is to demonstrate compliance with the UGA Expansion Criteria developed for the Skagit Council of Governments that are proposed to be added to the Countywide Planning Policies.

Of the 670 acres currently located in the Town limits of Hamilton, 310 acres is located 100% in the Skagit River Floodway. Pursuant to Ordinance 188, Section 5.3 Floodways, and Washington State Law, floodways are an extremely hazardous area due to the velocity of flood waters and new construction is generally prohibited. New residential construction is specifically prohibited. As a result, there is 297.52 acres that is not useable for new construction, and there is an existing industrial site (Unamin) that fully utilizes the remaining 12.48 acres of land in the Floodway.

There are 33 acres of residential land that are fully utilized but not located in the Floodway, either floodplain or outside the floodplain. There is 260 acres (known as the Centennial Annexation) that is a permitted gravel mine that will be available for conversion to the underlying zoning, primarily residential land, in about 40 years. The only other useable land in the existing Town limits that is not in the floodway today consists of the old Crown Pacific log yard, 54.72 acres, and that land has been acquired for an industrial site under a single ownership, and new construction is expected within the year. A portion of the site is still in remediation from previous hazardous waste contamination, so development will be phased.

In the adopted 1994 Hamilton Comprehensive Plan, a major Urban Growth Area (UGA) was adopted by Skagit County for the Town of Hamilton, consisting of a total of 518 acres. There were extensive appeals of all of the Skagit County Urban Growth Areas to the State Growth Hearings Board and the Hamilton UGA was eliminated pending further study, most specifically confirming that no new residential development is possible in the existing platted town because it is in the Skagit River Floodway. A fifteen acre site that is not contiguous with the Town limits was annexed for a new municipal well site, and a new water system is currently operating.

Three significant floods have occurred since then, 1995, 2003 and 2006, and efforts to provide an Urban Growth Area that is located outside the Skagit River Floodplain have

intensified. Hamilton residents and other floodway residents need an opportunity to move to high ground.

The Hamilton Comprehensive Plan was updated in 2005, and a very conservative proposal is adopted in that plan. The Town of Hamilton is asking to replace land that is in the floodway with land that can be developed, and then to restore the floodway portion of the existing town site for natural river processes, habitat and buffer restoration, fishing, and seasonal public access. All residential units will either be relocated or demolished and the sites restored to native vegetation over the twenty year planning horizon. Seasonal recreation will be accommodated with existing streets and water service.

There are two sites, one area of 202.84 acres north of SR 20 and east of the Hamilton Cemetery Road. The 202.84 acre site is contiguous with the current Town limits that already exist north of SR 20, and located outside the floodway so that new housing units can be constructed and a small commercial district built equivalent to that located in the old town. This proposal creates a logical boundary, and has the added benefit of connecting the Town limits to the existing Town limits at the Town well site, as well as to the Centennial Annexation that is currently a gravel mine. This sets the community framework for many years to come.

The second site represents the balance of the Urban Growth Area proposal which is the remainder of the old Crown Pacific Log Yard, currently zoned as Natural Resource Industrial land (59 acres), and it is owned by the same party as the portion of the site in the Town limits. They need access to urban services and they need to consolidate their site under one jurisdiction.

The total amount of land proposed to be added, just under 262 acres, is still less than the area of the existing town site located in the floodway.

While a significant goal of this program is to provide opportunities for the relocation of floodway development rights from the area between Sedro-Woolley and Concrete, where there are 400 existing houses in the floodway, the justification for the expansion of the Urban Growth Area of the Town of Hamilton does not rely on the Countywide Planning Policy population allocated to the county, except for 37 people, or 15.4 dwelling units. The Town desires to have some additional population allocated to it through the Countywide Planning Policy amendment process to accommodate identified and prioritized buyouts of repetitive loss properties outside the Town limits, and a request will be filed, this proposal can still stand on its own merits.

Chuck Hagerhjelm, Mitigation and Recovery Manager for WA Military Department, Emergency Management Division, puts it very clearly: Successful disaster mitigation means that various intentional measures are taken to reduce the hazard vulnerability of communities, or specific facilities/structures. These measures include incorporating mitigation considerations into the business practices of state and local governments, building codes, permitting, insurance, community development planning, and floodplain management. This vision is embodied by the Wild and Scenic River Floodway Mitigation Project strategy. The comprehensive approach being pursued will ensure the successful mitigation of the acquisition of specified properties, and provides a blueprint for the systematic mitigation of hundreds of additional floodway properties in future projects.

Summary of Existing Conditions

Existing Area or Zone	Floodway No New Construction	Not in Floodway	Existing Population	Population Forecast	Existing Dwelling Units	Proposed Dwelling Units
R, RM & B-C in Floodway	310 Acres	N/A	239	0 over 20 years	100	0
R not in Floodway		33 acres built out	72	0 new	23 Sutton 7 on Bella	0
B-C not in floodway	None at present	0				
M-C	12.48 Unamin	54.72 old log yard site- permit pending 260 Gravel Mine for 40+ years				
Open Space, Parks	Part of Floodway Area					
TOTAL	322.48 A	314.72 A	311 Pop.	450 Pop.	130 Units	0 New

Conformance with Recommended Countywide Planning Policy Amendments

The proposed amendments to the Countywide Planning Policies provide for consideration of amendments to the Urban Growth Area outside of the basic 7-year cycle under the following circumstances:

*1,10 The county may change adopted UGA boundaries more frequently than the once every seven (7) year cycle required in CPP 1.9 **only** when one or more of the following conditions are met:*

The boundary adjustment is necessary to make minor technical corrections to a UGA boundary due to a mapping error or to be more consistent with identifiable physical boundaries such as natural features, roads, or special purpose districts. Minor boundary adjustments shall not increase the buildable land development capacity by more than 1 percent within the affected UGA.

The boundary adjustment is the result of an emergency comprehensive plan amendment by the affected jurisdiction in accordance with RCW 36.70A.130(2)(b).

The boundary adjustment is necessary to comply with changes to state or federal laws, regulations or standards.

When required as part of a compliance order from the Western Washington Growth Management Hearings Board or court of higher authority.

The boundary adjustment will permanently preserve a substantial land area containing one or more significant natural or cultural feature(s) as open space and will provide separation between urban and rural areas. Provided that the boundary adjustment does not result in a significant increase to population or employment capacity. The presence of significant natural or cultural features shall be determined by the respective legislative bodies of the county and the municipality or municipalities immediately adjacent to the proposed expansion, and may include, but are not limited to, landforms, rivers, bodies of water, historic properties, archaeological resources, unique wildlife habitat, and fish and wildlife conservation areas.

There is less than 50% remaining of the vacant and buildable land base (residential, commercial, or industrial, respectively) that was designated within the incorporated and unincorporated areas of the particular UGA at the time of the last sub-allocation, or through any subsequent expansion of the UGA boundaries; or

The board of county commissioners may waive the requirement in 1.10.6 above upon finding that:

- a. The request has been formally reviewed and endorsed by the impacted municipality; and*
- b. The inability to reach the fifty percent (50%) threshold is accounted for either by 1) a small number of parcels within the UGA which account for a significant portion of remaining buildable lands and for which it can be clearly demonstrated are not likely to develop in the planning horizon of the existing boundary; 2) an assessment that concludes there is a deficiency of larger parcels within that UGA to accommodate the remaining commercial or industrial growth projected for that UGA; or 3) other documented local circumstances that relate to the land market factors relevant to UGA expansion or reduction; and/or*
- c. The expansion will allow the development of a school, K-12, public or private, provided that the expansion area is adjacent to an existing UGA and will be designated and zoned exclusively for that use and will not add any residential, commercial or industrial capacity to the affected UGA.*

The Town of Hamilton is applying for consideration to expand the UGA under criteria #4, 5, 6 and 7 c. above.

The UGA adopted in the Comprehensive Plan in 1994 was included in the Skagit County compliance order from the Western Washington Growth Management Hearings Board. However, the Town made the decision to wait until a subarea planning process was able to be completed to move ahead with requesting an UGA.

The long-term result of adding land to the UGA will be the relocation of the existing population and the removal of homes and related structures from the floodway with opportunities for restoration of natural river processes and functions and the establishing of fish and wildlife conservation areas with appropriate public access and recreation opportunities.

There is less than 50% remaining of the vacant and buildable land base (residential, commercial, or industrial, respectively) that was designated within the incorporated areas of the UGA.

The expansion will allow the development of a school that is not in the floodplain. There was a school in Hamilton at one time, and if the population grows because new homes can be built outside the floodplain, then space for a future school needs to be provided. School sites have the added benefit of shared play space when school is not in session.

Urban Growth Area Expansion Calculations

Total Site Area to be added to Urban Growth Area = 261 Acres
 Critical Areas and buffers = 58 Acres
 8 acres of the 59 acre industrial site
 50 acres of the 202 acre relocation site

REMAINDER 203 Acres

Land needed for public purposes, including storm & Sanitary sewer, existing power line easement, roads 25% (typical assumption is 10- 15% for public purposes, 20% for roads) - 51 Acres

REMAINDER 152 Acres

Market Factor – 25% - 38 Acres

NET AVAILABLE ACRES 114 Acres

M-C 51 Acres
 B-C 13 Acres
 Residential 50 Acres

Residential population evaluation = 50 X 4 Units per Acre = 200 units
 200 X 2.4 persons per unit = 480 population

1.9 All UGA boundary adjustments shall be subject to the following requirements:

1. UGA boundary adjustments shall be consistent with the requirements of the Skagit County Comprehensive Plan.
2. Sufficient land area must be included in the UGAs to accommodate the adopted 20-year population and employment forecast allocation as adopted by the SCOG and consistent with OFM projections. The extent of a UGA boundary expansion shall be that necessary to provide a minimum ten (10) and a maximum twenty (20) year supply of vacant and buildable lands within the UGA.
3. A jurisdiction, as part of its comprehensive plan amendment that proposes an expansion of its UGA to accommodate additional population or employment capacity, shall conduct planning and analysis sufficient to update and confirm the development capacity analysis for buildable land within the existing UGA

for residential, commercial, and/or industrial lands, which takes into account all development approved within the overall UGA since the last UGA expansion. Minimum requirements for UGA buildable lands development capacity analyses shall include the following steps:

Define vacant and underutilized (but likely to redevelop) parcels by zone

Deduct from the gross land capacity by zone—identified in step a.—the following lands not available to accommodate future population or employment:

critical areas (and buffers as appropriate)

future roads/rights-of-way needs

future public or quasi-public facilities needs³

remaining lands likely to be held off-the-market (e.g., market or other factors)⁴

Apply the minimum (or average achieved) density or intensity of use in each zone to the remaining net developable acres identified in step b.

Apply appropriate household size and/or employee land intensity standards to the remaining net buildable acres—identified in step c.—to determine total UGA population or employment capacity.

- 4. Document consistency of the proposed UGA expansion with Countywide Planning Policy 1.1 and the adopted 20-year population and employment allocation, including identification of any allocated but undesignated forecast population or employment.*
- 5. Preparation of a comparative evaluation of potential areas for UGA expansion, including: 1) planning and zoning regulations currently in place; 2) an evaluation of how a full range of urban-level infrastructure and services would be provided within potential expansion areas, including appropriate capital facility analysis; and 3) an evaluation of reasonable alternatives, other than expanding the UGA, to accommodate the forecast UGA population or employment allocation. This shall include consideration of development regulation amendments to allow for increased densities and intensities of use in the existing UGA. Consideration of reasonable alternatives to UGA expansion shall be within the discretion afforded to local governments by RCW 36.70A.110 (2) to make choices about accommodating growth.*
- 6. Document the proposed UGA expansion for consistency with any applicable inter-local agreement between the affected municipality and the county.*
- 7. Review the planning and zoning regulations and any incentive programs in place to determine expected densities in the existing UGA consistent with the GMA, as interpreted by the Growth Management Hearings Board, and the adopted Comprehensive Plan.*

³ Not otherwise accounted for in the allocation of commercial/industrial lands in CPP 1.1.

⁴ Not otherwise accounted for in the allocation of commercial/industrial lands in CPP 1.1.

8. *In evaluating potential changes to a particular UGA boundary, the county shall consider countywide implications for other UGAs and their population and employment sub-allocations.*
9. *In cases of residential lands proposed for inclusion within a UGA, annexation or incorporation should be encouraged to occur if immediately feasible, or an interlocal agreement shall be executed between the municipality and county regarding the timing and conditions of future annexation and provision of urban services.*
10. *The UGA expansion shall not include areas that are designated as natural resource lands (agricultural, forest, or rural resource) unless:

 - a. the jurisdiction has an adopted transfer of development rights program in place and an agreement with the property owner(s) that will allow for continuation of the natural resource land activities on said lands following UGA designation; or*
 - b. said lands have been re-designated to an appropriate non-resource land use designation consistent with the applicable provisions of the Skagit County Comprehensive Plan, Skagit County Code, and RCW 36.70A.**
11. *The county and cities shall conduct early and continuous public involvement when establishing, expanding, or adjusting UGAs, and shall do so jointly when appropriate. Residents of unincorporated areas should be consulted and actively involved in the process affecting them.*
12. *The county shall exercise its best efforts to coordinate UGA boundary change proposals with the affected municipality(ies), including the preparation of joint staff recommendations where possible. Unless waived by the affected municipality(ies), such municipality(ies) shall be given at least sixty (60) days notice of the proposal prior to a county hearing thereon.*

Conformance with Urban Growth Area Expansion Criteria

The proposed UGA boundary adjustment is consistent with the requirements of the Skagit County Comprehensive Plan. A broadly representative Citizen Advisory Committee has been appointed, and a series of Citizen Advisory Committee meetings and Community Workshops have formed a focal point for discussion about the proposed amendments to the Urban Growth Area.

See **Appendix A** for more details about the planning process. The public involvement process started with an overview of community planning processes, options and ideas. A slide show, called a Community Visual Preference Survey (technique developed by Anton Nelessen), was presented at that meeting, and after the following City Council meeting, giving over 30 participants an opportunity to express their visual preference for residential, commercial, industrial, and open space design and layout concepts. The results were presented at the second meeting, along with concept plans for laying out the new town site and restoring the existing town area in the floodway over the twenty-year planning period.

Additional meetings are planned to discuss the proposed comprehensive plan, capital improvement plan, zoning code and environmental impact mitigation proposals.

The relocation of the Town of Hamilton outside the floodway is proposed as a regional flood hazard mitigation program. The plan of action is to transfer the population of the 100 homes currently in the Town of Hamilton floodway to the relocation site north of SR 20. In addition, as the acquisition and demolition of floodway homes in the corridor between Sedro-Woolley and Concrete occurs, the population of those sites will be transferred to the Hamilton relocation site. There are approximately 400 homes in the floodway corridor and the goal is to restore sites to natural river functions and processes, provide relocation assistance to the property owners and residents, and affordable housing opportunities. The transfer and purchase of development rights results in no net change in the countywide population forecast.

Sufficient land area is included in the UGA to accommodate the adopted 20-year population and employment forecast allocation as adopted by the SCOG and consistent with OFM projections. The design and development of the relocation site will be phased to accommodate funding constraints and will only move forward as development rights are acquired in the floodway and population is transferred to this site.

Action to move people out of harm's way is clearly a critical component of long term regional flood hazard mitigation. Active enforcement of substantial damage regulations and tightening of the building code standards when combined with the funding to provide relocation assistance will move this program forward.

The subarea plan provides an evaluation of how a full range of urban-level infrastructure and services would be provided within potential expansion areas, including appropriate capital facility analysis.

There are no reasonable alternatives to expansion of the Urban Growth Area.

Chapter 2. LAND USE

A. Introduction

The development of this chapter was guided in particular by the following GMA Planning Goals:

- Encourage urban development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner
- Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development
- Private property shall not be taken for public use without just compensation having been made; the property rights of landowners shall be protected from arbitrary and discriminatory actions
- Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks
- Identify and encourage the preservation of lands, sites, and structures, that have historical or archeological significance
- Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts
- Encourage the availability of affordable housing to all economic 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 throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities, and
- Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forestlands and productive agricultural lands, and discourage incompatible uses.

These Goals, taken in the context of the totality of the thirteen GMA Planning Goals, led to the following Countywide Planning Policies (CWPP) that provides specific guidance to this chapter.

- Urban growth shall be allowed only within cities and towns, their designated UGAs and within any non-municipal urban growth areas already characterized by urban growth, identified in the County Comprehensive Plan with a Capital Facilities Plan meeting urban standards (CWPP 1.1)
- Cities and towns and their urban growth areas shall include areas and densities sufficient to accommodate as a target 80% of the county's 20-year population projection (CWPP 1.2).
- Local governments shall allow for an adequate supply of land use options to provide housing for a wide range of incomes, housing types and densities (CWPP 4.1)

Public/private partnerships shall be encouraged to build affordable housing and devise incentives for innovative and environmentally sensitive design to meet the housing needs of people with low and moderate incomes and special needs populations (CWPP 4.2).

The Comprehensive Plan should support innovative land use management techniques.

Identified critical areas, shorelands, aquatic resource areas and natural resource lands shall be protected by restricting conversion; encroachment by incompatible uses shall be prevented by maintenance of adequate buffering between conflicting uses (CWPP 8.1)

Open space corridors within and between urban growth areas shall be identified; these areas shall include lands useful for recreation, fish and wildlife habitat, trails, and connection of critical areas (CWPP 9.1).

B. Plan Concept, Land Use Designations & Densities

In order to provide adequate land for commercial and industrial development and to provide a site to relocate the heart of Hamilton, an Urban Growth Area is required to establish boundaries for future annexation once urban services are able to be provided for the sites. Hamilton's planned Urban Growth Area did not survive the challenges at the Growth Management Hearings Board after Skagit County's adoption of a Comprehensive Plan in 1997, because the reviewers did not understand that no new residential construction is possible in most of the Town because of its location in the Floodway, where new homes are prohibited by Washington State Law.

Hamilton's current population is 330 according to the 2005 Washington State Census Estimate, an increase from 309 in the 2000 U.S. Census . The Countywide Planning Policies have adopted the 2025 population forecast for Hamilton, which indicates a population of 450 people. There is also an allocation to Hamilton of 60 acres in the Countywide Planning Policies of Commercial/Industrial land so that the Town is authorized to move forward to add the half of the old Crown Pacific log yard site to the Urban Growth Area, and annex the land. The Town and Crown Pacific partnered on the new water system so that fire flow would be available to the site for redevelopment.

In order to relocate the Town, the source of the future population has been identified as part of the strategy to mitigate the repetitive losses from flooding on a countywide basis. The County Mapping Department identified 377 residences on floodway property between Sedro-Woolley and Concrete, excluding Hamilton, out of a total of 1,604 parcels that intersect the floodway. The following Table summarizes the status of property in the Town limits of Hamilton:

Floodway Lots	Parcels	FEMA Repetitive Loss	Flood Damaged	Pre-FIRM
Residence	75	14	18	45
Manufactured Home	25	4	8	8
Other Structure	15	1	2	0
Vacant	65	0	4	0
Other	183	3	9	0
Total	183	22	41	53

Of the 100 floodway residential structures, over half (53) are Pre-FIRM and nearly one quarter (18) have been identified by FEMA as repetitive loss. None of the Repetitive Loss or Flood Damaged figures are duplications.

The total pool of residences located in the floodway that could be relocated to the new Town site is 477 residences.

Land area identified as the best location for a new town site totals 202.84 acres north of SR 20 and 59 acres west of the vacant industrial site bordering SR 20. The following assumptions are made about the site:

Public Purposes @ 25%	=	51 acres
Critical Areas&Buffers	=	58 acres
Industrial site (M-C)	=	51 acres
Residential District	=	50 acres
Business District(B-C)	=	13 acres
Market Factor	=	38 acres
TOTAL ACREAGE	=	261 ACRES

The Business District/new Downtown will need around 13 acres for a 9-block area. This leaves about 50 acres for Residential use, and at an average of four dwelling units per acre across the site, there is room for 200 residential units. Some areas will have higher density; some will have lower density to provide a variety of housing opportunities. The average household size in Hamilton in the 2000 Census was 2.64 persons per unit, for a total potential population of 528 at the new Town site.

Providing jobs, business and economic development opportunities as well as social services are important elements of the future success of the town. The decline in the timber industry and related markets has had a strong impact on Hamilton over the last several years resulting in a decline in employment opportunities. Future economic development in the area could have a dramatic effect on the population growth rate and the employment base.

The existing Zoning Districts will be reexamined and revised as planning for the new Town site proceeds and additional urban services are available, particularly sanitary sewer. Design review reflecting the historic character of the area will be a requirement and there will be opportunities for increased density and different housing types at the site. There are eight land use designations in the Town of Hamilton today, generally described as follows:

R-1 Single-family Residential - The R-1 single-family residential Comprehensive Plan designation and Zoning District is intended to create a living environment of optimum standards for single-family dwellings. It is further intended to limit development to relatively low degrees of density. This district will provide for the development of single-family detached dwellings, not more than one such dwelling on each lot, and for such accessory uses as are related, incidental and not detrimental to the residential environment.

R-A Residence and Agricultural District - The R-A residence and agriculture zone is intended primarily to provide for single-family residential uses with characteristics of a rural or agricultural environment provided that the agricultural uses are secondary to the single-family uses. This zone is intended to represent a long term commitment to R-A uses and it is further intended for the R-A zone to protect areas, such as special flood risk areas, wildlife habitat areas, critical aquifer recharge areas, with significant environmental constraints or values from urban levels of development.

R-V Recreational Vehicle Lot District - Intended to permit the use of land in the floodway within 1000 feet of the Skagit River. There will be a 180-day time limit on residence occupancy, units will have to be road ready and have a flood evacuation plan in place. This use is to provide a reasonable use of the land in the floodway that is not suitable for construction of new homes.

Multi-Family Residence District (R-M) - This district is intended to provide for multiple family residential development and would permit single, duplex, and multi-family residences. Also, there is intent to make the area more efficiently and economically designed to better provide for public services. Multiplex dwellings designed to fit into the residential character of the neighborhood are the only permitted multi-family housing type, up to a fourplex.

B-C Business and Commercial - The intent of the B-C Business and Commercial Comprehensive Plan designation and Zoning District is to preserve the existing central business district of the town and provide for its expansion. The intent and objective of this classification and its application is to set apart that portion of the Town which forms the center for financial, commercial, governmental, professional, and cultural activities all of which have common or similar performance standards in that they represent types of enterprises involving the rendering of services, both professional or to the person, or on-premise retail activities.

M-C Heavy Commercial and Industrial - The intent and objective of this classification and its application is to provide for the location of and grouping of enterprises which may involve some on premise retail service but with outside activities and display or fabrication, assembling, and service features. The M-C Heavy Commercial and Industrial zone is also intended to provide for general manufacturing and processing and grouping of industrial enterprises which possess common or similar characteristics and performance standards involving manufacturing, assembling, fabrication and processing, bulk handling of products, large amounts of storage and warehousing, outdoor storage, processing and other related uses. The uses enumerated in this classification are considered as having common or similar performance standards in that they are heavier in type than those uses permitted in the more restrictive commercial classifications.

O-S Open Space and Parks - It is the intent of this chapter to encourage desirable and appropriate land uses in areas of the Town which by reason of location, soil, topographic or flooding characteristics, public ownership, wetlands, wildlife habitat, or values to the community for scenic, recreation, agriculture, forest, or open space, are not suited to intensive land development patterns as determined by the Comprehensive Plan and may require specific management or development techniques. Use of this district may also allow for special assessment as open space under the provisions of Skagit County's open space taxation program. This district shall not, however, be construed as guaranteeing open space land valuation. To

secure such assessment, application must be made to the County Assessor as set forth in Skagit County law for areas such as the Skagit River floodway.

P Public Lands - The Public lands district is intended to provide for the availability of public land for the placement of public buildings, facilities, parks, open-space, habitat conservation areas, recreation and semi-public uses that will enhance and contribute to the quality of life and services of the community.

Points (Language) that might be included for the HAMILTON CODE

Maximize the Hamilton Newtown location and design based on the principles of smart growth, new urbanism and green building, while maintaining and integrating the intrinsic qualities of the Middle Skagit River Valley, its rural Villages and Towns.

General Principles to strive for include:

- Reduce land consumption
- Reduce dependency on the automobile
- Promote pedestrian access, activity and safety
- Improve air and water quality
- Decrease storm water runoff
- Build a livable, sustainable, working community for Skagit residents of all income levels.

General Qualities that define the Newtown include:

- An identifiable and recognized Center
- A mix of land uses
- Some to many basic daily needs satisfied within the Newtown
- A diversity of housing types to satisfy all age groups
- An integrated network of walkable streets
- Special sites, resource and critical areas reserved and set aside for public and open space and civic buildings

Green Industrial Park – industries that will stimulate the local economy while setting an example of environmental sensitivity and sustainability. Design and development of the park will strive to:

- Create zero-emissions from products and processes
- Use recycled and sustainable materials in its use of manufacturing and building materials
- Investigate the use of alternative energy sources and resources
- Reduce dependence on the automobile and provide access to public transit and trail system
- Maximize energy efficiency
- Give employees the opportunity to live close to work
- Honor the opportunities and constraints provided by the site
- Design Options to consider for Renewable Energy Planning & Design

- Zero Cost Options – siting of buildings to maximize winter daylight and minimize summer sun, sizing of windows and overhangs, orient roofs to accommodate solar panels, placement of vegetation
- Comfort Options – specialized glazing, extra insulation, controlled ventilation, controllable shading devices
- Higher First Cost – water conservation measures (no/low flush toilets, gray water recycling), energy-efficient appliances, solar water heaters, wind generators.
- Ecological options – waste recycling and composting, edible landscaping, roof gardens, and rain water capture, storage and use.
- Recruit buyers and tenants that provide and promote renewable energy products and “Green” services.

RURAL VILLAGE PLANNING PRINCIPLES

RECURRING ELEMENTS THAT DEFINE COMMUNITY CHARACTER

1. Institutional, public and some commercial buildings located around a village commons, square or park. The village square should range in size from 1 acre to over 5 acres.
2. Human scale means most buildings (other than larger institutional or public ones or churches) are 1½ to 2½ stories high and not wider than a large house.
3. Quality architecture represented by a wide range of styles, well-crafted, somewhat traditional, having “personality.”
4. No heavy traffic routed through the village.
5. Limited, well designed commercial facilities with set backs for pedestrian use with parking provided to the side or rear (some limited parking in front).
6. Landscaping, particularly mature deciduous shade trees, is a major amenity. Planting younger trees is a necessity to maintain the long-term character.
7. Incompatible architecture is not desired – look to historic styles. Harmonize scale, roof shapes, and materials.
8. Create a sense of enclosure by defining building placement and use of shade trees lining the streets and public spaces.
9. Lack of clutter requires trying to locate overhead power lines and other utilities underground, minimizing traffic signs and tall business signs.
10. Include special features such as front porches, balconies, monuments, bandstands, skate park, pond or fountain.
11. Create a defined edge to the town to eliminate long strips of development.

APPROPRIATE DETAILED RURAL VILLAGE DESIGN CRITERIA

(May require changes to typical engineering standards and building codes – most of which were implemented after older towns like Hamilton were developed)

Village Streets:

- Two travel lanes, each 10-foot wide
- Sidewalk(s) on one or both sides of the street, separated from the street by a 5 – 6' planting strip.
- Accommodate bike route or lanes
- Some curbside parallel parking
- Street trees at 20 – 25-foot intervals
- Relatively short and narrow streets to define space
- Low traffic volume (250-500 ADT)
- Low speed limit (25 mph)

Residential Areas:

- Modulated front yard setbacks (20 – 45 feet)
- Fences and low hedges to define front yard from public sidewalk
- No trailers, motor homes, RV's on the street or on lawns
- Tree planting strips (5 – 6' wide) between street and sidewalk
- Minimum roof pitch of 8:12, use of dormers, overhangs encouraged
- Porches on a large percentage of fronts
- Garage or parking located at rear of lot or accessed from alley
- House fronts face the street
- Moderate residential density of 3 - 6 units per acre, Low residential density of 1 unit / 1 – 2 acres
- Housing mix predominantly single-family with some semidetached units
- Non-uniform lot widths, sizes, shapes

Commercial/Retail Areas:

- Modest-sized stores with room flexibility for larger establishment (grocery)
- Common building language defined by massing, shapes, forms, materials
- Spacious sidewalks 10 – 14 feet wide with texture, pattern and color
- Mixed uses with offices and apartments above shops
- Storefront awnings
- Streetlamps of interesting design and in scale with pedestrian standards
- Discreet and original signing (Maximum 8% of façade area)
- Shade trees on both sides of street
- Some curbside parking with additional parking at rear

Open and Common Space:

- Totals 50%, including small commons and encircling greenbelt onto which residential area abut and have access to.
- Commons fronted by appropriately scaled commercial, public and mixed uses.
- Pedestrian path and trails system links all areas of the Village.
-

BASIC DESIGN PRINCIPLES FOR RURAL VILLAGE

- Design for the **human scale** – creating a sense of the rural village.
- Be **ecologically responsible** – design with the landscape processes at work on the site and use BMP and ecologically sustainable methods, materials.
- The **pedestrian** takes precedence – define the primary functions and facilities of the community by walking dimensions. 1,500 feet is a 5 minute walk.
- Integrate **open spaces** – active and passive – into the community
- Create a design for the **community** that has as a **focus** a community center or facility or open commons.
- Create internal community streets of slow speeds and narrow size with larger roads on the periphery. Create blocks of 200 – 400 feet square.
- Create **variation** – in building types, uses materials, scales, footprints
- Design for **mixed-uses**, mixed housing types and mixture of income levels.
- Create a **design vocabulary** of architectural styles (façade treatment, walls and fences, streetscape elements, materials, colors)
- Facilitate minimal **maintenance** requirements **and** design for community **security**

C. Goals, Objectives and Policies

1. Maintain and enhance the character of Hamilton as the community grows.
 - Provide opportunities through zoning to encourage the rehabilitation and upgrade of existing buildings.
 - Coordinate a long-range plan for public improvements to Hamilton in residential, business and industrial areas with residents and owners that build on the best qualities of the area.
2. Upgrade the infrastructure of Hamilton where deficiencies exist.
 - A. Coordinate the capital facilities plans with the land use plan to ensure concurrent mitigation of the impacts of development.
 - B. Provide full urban governmental services concurrent with development including design and construction of a sanitary sewer and wastewater treatment system.
 - C. Prioritize and reprioritize on a regular basis all plans and projects to ensure adequate funding and optimal timing.
 - D. Update Water System Plan on a regular basis, obtain additional municipal water rights, manage water rates and water utility to accommodate future growth and make capital improvements on schedule.
 - E. Ensure that proposed development projects are designed consistent with the Capital Improvement Plan and Comprehensive Plan, and that each project implements the appropriate public improvements adjoining the development site.
 - F. Coordinate with other utility providers, including Puget Sound Energy for electricity, and telephone by Verizon, Waste Management for solid waste.
3. Manage the land use patterns in the community to optimize and balance the types and locations of new uses and changes to existing uses.
 - A. Ensure a wide range of opportunities for residents and businesses.
4. Ensure the continued ability of the transportation system to function at a reasonable level of service throughout the urban service area and coordinate the links to the regional transportation system.
 - A. Optimize the potential for increased use of public transportation and access to the state and interstate routes in land use and site planning. Transit serves Hamilton.
5. Build and maintain a beautiful community that fits well into the setting of the Skagit Valley.
 - A. Provide for public improvements over the long term that are compatible with the needs and capabilities of the town.
 - B. Improve code enforcement and maintain up to date codes and standards that reflect the public interest and community welfare.
6. Protect and restore critical areas: plan for surface water management and pollution control, establishment and maintenance of greenbelts and conservation areas and coordinate with adjoining jurisdictions.

Actively pursue acquisition and maintenance of public open space, parks and recreation consistent with the Park Plan and Capital Improvement Plan Element of this plan, as updated.

Maintain the plans, policies, codes and educational materials consistent with best management practices, protection of the long term public interest, and cost effective government.

7. Coordinate with local and regional governments to identify and site major public facilities, and to provide for the expansion and continued operation of existing major public facilities.
8. The Comprehensive Plan shall be reassessed annually to balance funding possibilities, levels of service, and other elements as required to ensure the internal consistency of the Plan and its component elements as a whole.

Following the evaluation, the plans and implementing regulations and standards shall be amended to reflect applicable changes as soon as practicable.

Appropriate inter-jurisdictional and interagency review shall be completed.

The public shall have the opportunity to request Comprehensive Plan amendments during the annual process.

9. 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.
 - A. Utilize the Hamilton Town Council meeting as a regular forum for residents.
 - B. Use organizations that represent businesses, such as the Port of Skagit County, Economic Development Association of Skagit County and local Chamber of Commerce to gain feedback on issues affecting business, commerce, and industry.

Chapter 3. BUSINESS, COMMERCIAL, AND INDUSTRIAL ELEMENT

A. Introduction

Hamilton is a unique area with respect to economic development opportunities. There is an existing community center with some local services.

A detailed plan will be designed for the new community business area at the relocated Town site. The design of the area will be in keeping with the historic character of the area.

In order to attract new business and industry, Hamilton may need to develop an independent Economic Development Strategic Plan. This is a very limited area for economic development today, but with adequate marketing and planning as well as development of urban infrastructure, new opportunities can be identified.

The old Railroad right-of-way extends through town East- West and has been converted to a county trail under the Federal Railroad Right-of-Way Banking program. The Town of Hamilton supports reversal of Rails to Trails banking through economic development to bring back the railroad. Increased Sheriff patrols of trails is needed to prevent vandalism.

B. Goals, Objectives, and Policies

1. Create and maintain employment opportunities to the extent that there is available land.
 2. Maintain the Community Business area as a community focal point with public and private services and amenities.
 - A. Encourage retail that is conveniently oriented to residential neighborhoods.
 - B. Encourage pedestrian activity with provisions for sidewalks and streetscape amenities, and for pedestrian access to nearby residential areas.
 4. Encourage economic development that conserves natural resources and open spaces, protects environmental quality and enhances Skagit County's overall quality of life.

Encourage clean up, re-use and redevelopment of vacant or underutilized commercial and industrial sites.

Keep development standards in place that are clear, reasonable, and economically feasible requirements, and that provide for concurrent mitigation of impacts on transportation, drainage, parks, public safety and other elements of the environment.
 5. Foster a public-private cooperative partnership involving Skagit County, local cities, tribal governments, state and federal agencies that is supportive of diverse business operations and investments throughout Skagit County.

Provide the public services and public facilities necessary to support a high quality of life and attract business investment.

Develop a long-term program that effectively builds local capacity for sustained economic development.

Provide planning flexibility that will be responsive to unforeseen or changing economic conditions and community expectations.

Review land-use and permitting procedures to assure that regulatory processes are understandable, predictable and can be accomplished within reasonable time periods in a manner that meets or exceeds state statutory requirements.

Encourage business investment as a means to provide job opportunities for Skagit County residents.

Maintain a balanced tax system that is competitive for business and residential investment.

Encourage economic development that creates a net positive fiscal impact for Skagit County and local communities.
 6. Make a continuous commitment to maintaining the character and quality of a thriving community, encouraging well designed parking, pedestrian improvements and transit access, in the Community Business area.
 - A. Create streetscape continuity through facade treatments (solids to voids), window and door openings, building edges, property edge treatment, streetscape elements and landscaping.
-

- B. Streets are Hamilton's most important public places.
 - a. Streets shall incorporate a pedestrian realm on the edges by applying appropriate proportions.
 - b. Street front landscaping and wider sidewalks, benches for pedestrians, transit stops, pocket parks are important elements of the streetscape.
 - c. Streets provide order for the placement of buildings and open spaces and a "build-to" line is required along commercial and business frontages to keep visual interest and prevent the image of streets lined with parking lots.
 - d. Reasonable exceptions consistent with the importance of the public way as a part of the urban setting are permitted.
 - C. Streetscape and public viewshed maintenance includes litter and solid waste pickup, street maintenance, street furniture upkeep, street landscaping and landscape maintenance.
 - D. Street trees shall be encouraged as part of new development and changes in existing development. Trees shall be carefully selected, to enhance rather than detract from businesses. Detailed standards for species selection, planting and maintenance shall ensure that there are no problems with roots under streets and sidewalks and that the trees are of an appropriate height and shape for the location.
7. Encourage development of and provide facilities to support existing and future industrial district needs.
- Provide well defined access routes that do not conflict with access to business and residential areas.
- Develop policies for developers for manufacturing areas which will provide Hamilton and the developers with consistent expectations with regard to performance standards and contract obligations.

Chapter 4. HOUSING ELEMENT

A. Introduction

The Housing Element was developed in accordance with Section 36.70A.070 of the Growth Management Act to address the housing needs for the town of Hamilton. This element is consistent with the countywide planning policies and is integrated with other planning elements to insure consistency throughout the document. It represents the community's policy plan for housing over the next 20 years.

The Growth Management Act recognizes the need for good quality and affordable housing. One of the goals of the GMA requires the city to "Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing." As the population in Skagit County continues to increase, the upriver communities will experience greater development pressures and a higher demand for housing. As Hamilton continues to grow there will be an increased demand for good quality, affordable housing for its residents.

Based on the 2000 Census, Hamilton contains a total of 135 housing units, primarily single-family. The quality of housing is diverse, but is generally in poor physical condition. Because the majority of the residentially zoned land is located in the floodway, there is little potential for infill within the existing corporate limits.

Future development is planned to take place outside of the 100-year flood plain, and where there is minimum impact on existing critical areas, habitat and wildlife. The primary option for relocation is a transfer of residential development rights program with a receiving area of 202 acres north of Highway 20, the proposed relocation UGA. The relocation Town site is planned to include a variety of housing types that will be constructed within a framework of design guidelines.

Detail is available in **Appendix F**.

B. Goals, Objectives, and Policies

1. Existing single-family neighborhoods shall be preserved and improved.
 - Minimize truck traffic on residential streets in mixed use neighborhoods through Load Limits, designated truck routes established by evaluating pedestrian routes, street widths, business access needs and other appropriate means.
 - Design development standards to protect neighborhoods in transitional areas; close monitoring for additional protection that may be necessary is a key to minimizing future problems.
 - Control nuisances, including junk, old cars, litter through active code enforcement to keep neighborhoods livable.
 - Provide for transitions between low and high density residential and more intense commercial and industrial uses through zoning patterns and special requirements on the edges of zones. Monitor effectiveness of performance standards and provide additional protection if warranted with increased buffer areas, screening requirements, height and setback limitations or other mechanisms.
 - Maintain the character of Hamilton through such mechanisms as plan review for construction projects, street standards including width requirements, tree plantings and sidewalk designs.
2. Provide public open space opportunities scattered around Hamilton, including well-maintained pocket parks and mini parks that are within walking distance.
3. Development regulations designed to encourage quality housing meeting community needs and expectations need to be revisited regularly to ensure that any problems are quickly corrected.
 - A. Maintain existing housing stock in good condition.
 - B. Provide opportunities for infill development of market rate housing in a variety of housing types to meet the needs of different economic levels, different age groups and life styles.
 - C. Compliance with master site plan review guidelines is required for all new construction to ensure that development is compatible with the character of the residential community and provides a quality living environment. Site elements shall be arranged to maximize opportunities to create a neighborhood with a sense of place and community with each new development.
 - D. Establish standards for quality open space, such as central court areas, or individual open space for each unit and common open spaces depending on housing type.
 - E. Accessory Dwelling Units shall be permitted as an additional means of providing opportunities for affordable housing in an existing owner occupied residence. The following criteria for approval must be met in order to establish an accessory dwelling unit.
 - a. Maintain single-family appearance and character.
 - b. New entrances only on side or rear.

- c. Provide three off street parking spaces. If any are located in front of the structure, screening by fence and landscaping is required.
 - d. Location within or attached to residence; not in detached accessory structure such as guest house or garage unless lot is in excess of 12,000 square feet in area; primary dwelling or accessory dwelling shall be occupied by the owner; residence must have been owner occupied for at least three years since construction date; covenants to be filed with county.
 - e. A recreational vehicle or trailer may be used as an accessory dwelling unit for a period not to exceed 6 months in a 12-month consecutive period.
 - f. An additional water service is required.
 - g. Immediate neighbors shall be notified and a public hearing shall be held before the Town Council.
 - h. The Town Council shall have the authority to grant, grant with additional conditions, or deny the request.
4. Duplex units may be scattered around the residential zoning districts based on clear criteria.
- A duplex is permitted by special use permit on a corner lot in any residential zone, provided that a duplex shall be located no closer to another duplex than 300 feet measured along the right of way; except that when the blocks are more than 300 feet long, duplexes shall not be limited to the corner as long as they are located no closer than 300 feet to another duplex.
5. Developer accountability must be ensured through standards to ensure performance and compliance with required conditions.
- A. Mechanisms include requiring bonds or cash deposits for long term maintenance of landscaping and other amenities; binding agreements to perform at a later date; covenants and/or easements filed with the County; conditional building permit with compliance requirements linked to called inspections and similar mechanisms.
 - B. When master site plan review is required, consider the use of artist's renderings of the site and buildings to help see how the buildings will look in a more three dimensional view. It is recommended that a perspective, isometric view from the streetscape and one or both side views be used.
6. Street classifications and design standards shall be applied consistent with zoning patterns and neighborhood characteristics, to be identified in the transportation plan.
- A. Maintain existing residential access streets (versus arterials) as they are today, with the standard being to maintain the character of narrow pavement, sidewalks set back, and homes with a varied setback pattern oriented to the street.
 - B. Vary the elements of right of way width, planting strip width, asphalt width.
 - C. Small lots may need tree plantings behind the sidewalk to enhance the streetscape while accommodating on street parking.

7. Access to public open space, parks and recreation opportunities shall be carefully integrated into the plan. A liberal sprinkling of parks and open space shall be encouraged throughout the community.
 - A. Pedestrian and transit links shall be encouraged to provide good public access to open space, parks and recreational areas.
8. Develop housing for all economic segments of the population, especially targeting low and moderate-income households.
 - A. Encourage local participation in state programs for assistance in the purchase and construction of homes.
 - B. Develop affordable housing for those residents with special needs. This would include, but not be limited to: physically disabled, homeless, and elderly.
 - C. Develop affordable housing for non-traditional households that may include: seasonal workers, single parents, and group homes.
9. Promote new innovative designs that are energy efficient and use less expensive building materials.
10. Encourage all new development to be outside of the floodplain. Encourage existing properties which have suffered from repetitive loss due to flooding, to locate outside of the floodplain.
11. Promote a variety of residential densities and housing types in the relocated Town site north of SR 20 following extensive study to design the residential area, with a focus on ownership opportunities and designs in character with the historic community.

Encourage the development of a wide range of housing choices.

Encourage various lot sizes, densities, clustering and other subdivision design configurations that provide for open space and recreational areas, and protect critical and sensitive areas.

Encourage higher density housing adjacent to the central business district to provide greater pedestrian accessibility to the commercial and retail areas of the town.

Promote the use of large, single family lot sizes in appropriate areas of town, consistent with the rural character of the area.

Examine the needs of the current residents in order to direct new housing development, rehabilitate old housing, relocation, elevation, and assist in the location of housing where it is most needed.
12. Preserve and conserve existing housing stock in Hamilton.

Initiate incentive programs towards the renovation, rebuilding, elevating in areas of special flood hazard and upgrading of existing housing stock. Encourage the relocation of existing housing outside of the floodplain through a Transfer of Development Rights Program.

Measures should be taken to economically and effectively protect existing housing stock from flood damage through various techniques including relocating and elevating buildings.

Chapter 5. TRANSPORTATION ELEMENT

A. Introduction

Hamilton currently experiences no adverse traffic congestion problems, extensive delays at intersections and streets are generally in good surface condition. The streets and intersections maintain a high level of service and are sufficient meeting current demand and traffic loads. However, a great percentage of the local access and collector streets are narrow, unstriped, and lack adequate shoulders, proper drainage, curbs, sidewalks, and on-street parking. Most of the streets lack sidewalks and other non-motorized trails and facilities. Future development will need to provide for better facilities and streets constructed to an urban standard providing proper street width, on-street parking, sidewalks, curbs, drainage, landscaping and non-motorized facilities.

The planned level of service for the community is Level of Service A for streets and intersections except SR 20 which is a route of statewide significance and the Town is not required to ensure that the Washington State Department of Transportation maintains an adequate level of service in a six year time frame, as is required for new development in the Town.

The Growth Management Act has very specific requirements for comprehensive plan transportation elements. To meet these Transportation Element requirements, Skagit County has developed the Transportation Systems Plan (TSP) which includes a transportation inventory land use assumptions, travel forecasts, LOS standards, current and future transportation needs, and a transportation financial plan among others pursuant to RCW 36.70A.070(6).

The Countywide Air, Rail, Water and Port Transportation System Study were completed in February of 1996 and the Skagit/Island Regional Transportation Plan was completed in April of 1996. The Skagit Non-Motorized Transportation Plan is in process.

Transit service is available in the area, and it has the potential to expand to provide commuter service as employment grows over the years to come.

Street lighting is designed and installed by Puget Sound Energy, as part of their review of new projects, both street projects and development projects.

Detail is available in **Appendix F**.

B. Goals, Objectives and Policies

1. The transportation plan is designed to ensure the continued ability of the transportation system to function at a reasonable level of service throughout the urban service area and coordinate the links to the regional transportation system along SR 20.
2. The planned Level of Service is not to exceed Level of Service A “no wait” on streets and at intersections. The concurrency requirements do not apply to transportation facilities and services of state-wide significance. State Route 20 is a Highway of Statewide Significance (HSS).
3. Proposed projects that decrease the level of service below the planned level, because of their traffic contribution, shall be denied unless concurrent improvements are made to prevent a decrease in level of service below the planned level for that location. Improvements shall be in place before the use is occupied, except as follows:
 - A. Sites located where regional improvements are the only means to improve or maintain the level of service existing prior to the development, may be developed if the proponents make a fair share contribution to the regional improvement, when the improvement is planned for construction within five years, or sign an Agreement to Perform at a future date when the Town sees needed improvements that are not possible under the Washington State Department of Transportation Warrant System.
 - B. Essential public facilities may be constructed subject to a commitment to contribute to the regional improvement at a future date, as funding becomes available from the public entity, including police, fire stations, transfer stations, and the like.
4. Optimize the potential for increased use of public transportation and access to the state and interstate routes in land use and site planning. Transit serves Hamilton.
5. Implement detailed standards for upgrading residential streets so that the changes will enhance, rather than adversely affect the character of the area, whether initiated by the Town or required to mitigate the impacts of developing a site.
6. The Six Year Road Plan and the transportation element of the annually updated Hamilton Capital Improvement Plan shall be coordinated with the Land Use, Utilities and other relevant plan elements to ensure a balanced program that is adequately funded and responsive to community interests.

Chapter 6. CAPITAL FACILITIES PLAN ELEMENT

A. Introduction

Capital facilities include all capital facilities owned by public entities, which is further defined to include water systems, sanitary sewer systems, storm-water facilities, schools, parks and recreation facilities, police and fire protection facilities (**Appendix D**).

With the planning process underway to develop a new Town site north of SR 20, substantial additional capital facilities are required. The detailed capital improvement program will be developed with available grant funds and completed when the site has been acquired by the Hamilton Public Development Authority.

The Town has recently constructed a new Fire Station and Shop complex and transferred water rights to a new well site. These are preliminary steps needed to relocate public facilities outside the floodway.

The Sedro-Woolley School District Comprehensive Plan is hereby adopted by reference, as may be further amended.

The Town of Hamilton 2002 Water System Plan Update is hereby adopted by reference, as may be further amended.

The area is currently served by the Hamilton Volunteer Fire Department. There is a station in the Town limits. Service is currently made up of volunteers.

There is one fulltime employee that runs the Water System and handles other public works activities.

CAPITAL FACILITIES COST WORKSHEET

Capital facilities include water systems, sanitary sewer systems, storm-water facilities, schools, parks and recreation facilities, police and fire protection facilities.

The proposed Urban Growth Area expansion requires substantial additional capital facilities. Once the town expansion area is acquired by the Hamilton Public Development Authority detailed capital improvements plans will be developed. For sub area planning purposes, only preliminary estimates for infrastructure are being used, based on forecast residential development needs. Existing fire protection facilities are anticipated to meet the needs of the urban growth area expansion for the coming 15 years. School, recreation, and police facilities are not projected for development during this time, and so cost estimates are not included. This is a worst-case scenario in terms of acreage, without considering critical areas.

Urban Growth Area Expansion

<i>Town Expansion Area</i>	202.84 acres
Residential Districts	50.00 acres
Business District	13.00 acres

Residential districts may accommodate, on average, 420 dwelling units, assuming average of four dwelling units per acre across the site. Some residential areas will

have higher density, and some will have lower density to provide a variety of housing opportunities. Low-impact development standards for sanitary sewer systems, storm-water facilities, streets, and sidewalks will be applied.

The business district is assumed to cover a 9-block area that spans approximately three quarters of one linear mile. Urban-level development standards will be applied.

Infrastructure Cost Estimate (in 2006 dollars)

Water Lines (15,000 linear feet)	\$ 1,050,000
Water Storage & Improvements	400,000
Wastewater Collection	2,100,000
Wastewater Piping	510,000
Wastewater Treatment Plant	1,700,000
<u>Roads, sidewalks, lighting</u>	<u>5,540,000</u>
Total	11,300,000

Industrial Expansion Area 60.00 acres

Water is available to the industrial expansion area using a 12 inch main line and appropriate psi. Requisite fire flow will be provided using an on-site storage tank, provided by site owners.

B. Goals, Objectives and Policies

1. Provide adequate public facilities to serve the Town of Hamilton.

Development of capital facilities within the Town of Hamilton shall conform to urban development standards, as identified in the Water System Plan. Construction of private roads shall include granting easements for all utilities.

Providers of public facilities are responsible for paying for their facilities. Providers may use sources of revenue that require users of facilities to pay for a portion of the cost of the facilities. As provided by law, some providers may require new development to pay impact fees and/or mitigation payments for a portion of the cost of public facilities.

2. Encourage the involvement of citizens in the capital facilities planning process.
3. Each Comprehensive and Capital Facilities Plan for a specific facility type shall include an inventory of existing capital facilities owned by public entities, showing the locations and capacities of the capital facilities.
4. The forecast of the future needs shall be included based on the levels of service or planning assumptions selected and consistent with the growth, densities and distribution of growth anticipated in the land use element.
5. The schedule and priority for each Capital Facility shall be based on the demand for service, identified problem areas for each type of facility, opportunities for incorporating long range facility improvements with proposed development projects, and required sequence of improvements for the facility in question, as applicable.

Chapter 7. UTILITIES ELEMENT

A. Introduction

The Growth Management Act requires counties and cities to include a "utilities element" in their comprehensive plans. A requirement of the utility element is to include the general location, proposed location, and capacity of all existing and proposed utilities. For the Town of Hamilton, the element includes telecommunications, electricity, solid waste, public water, drainage, flooding, storm water runoff, and development of a Comprehensive Wastewater Plan for the new Town site.

The current utilities serving Hamilton include electricity and telecommunications.

Puget Sound Energy is the provider of electrical services and Verizon Northwest provides telecommunication services. There is no natural gas service in Hamilton.

Puget Sound Energy plans to upgrade an existing line that passes through Hamilton and move the current distribution substation a mile north.

Verizon Northwest has no plans for future expansion in the area other than to new residences or businesses. Verizon Northwest is the only telecommunications company serving Hamilton and the surrounding area. For long distance calls there are a variety of services, including but not limited to, AT&T, US West, MCI or Sprint. Verizon Wireless largely provides cellular phone coverage in Hamilton. Currently the towers on Mount Josephine are adequate for the relay of cellular phone radio waves within the Hamilton area. There are currently no proposed telecommunication lines or expansions. Expansion of telecommunication service will be dependent upon future growth.

All residential, commercial, public, and industrial buildings and uses in both the Town of Hamilton and the Urban Growth Area receive electricity from Puget Sound Energy. There are currently two 115 kilovolt (kv) lines running through the Urban Growth Area and a small portion of the Town. The Hamilton Substation is a distribution facility that drops the voltage load from 55kv to 13.2kv and is located just outside the town limits, on Cabin Creek Road,. This substation serves Hamilton and the surrounding areas. The Concrete 55kv line currently serving Hamilton and connected to the Hamilton Substation is proposed to be upgraded to a 115kv line. The Ensley Substation is proposed to replace the existing Hamilton Substation. It can be used as a collection substation (115kv-35kv) for some of the proposed small hydro generation plants located south of Hamilton. The Ensley substation is located approximately 1 mile northeast of the existing Hamilton Substation near the northwest corporate limits of Hamilton, directly underneath the Baker/Sedro-Woolley 115kv transmission lines. Once the Ensley Substation is built the Hamilton Substation will be removed.

Millenium Digital provides cable television to Hamilton and the Urban Growth Area.

There are currently no natural gas lines in Hamilton or the Urban Growth Area. The availability of natural gas in the future will depend on the projected demand for such a utility

The Town of Hamilton Water Utility has a separate Hamilton Water System Plan dated 2002 and a new water issues report has just been released to provide a framework for

improving the capacity and function of the new well and existing distribution system, study the need for additional water rights and to set the framework in place to update the Hamilton Water System plan to accommodate development of the new Town site.

A new Comprehensive Wastewater Plan is in development for the new Town site to set the framework for development of a public sanitary sewer system.

B. Goals, Objectives, and Policies

1. Utilities are a key component of the infrastructure that provides the critical system of Hamilton's quality of life. Land use and transportation planning must be supported with adequate utility infrastructure.
2. Development shall be allowed only if pre-established minimum utility levels are provided to serve the project at the time of construction.
3. Public facilities and services needed to support development shall be available concurrent with the impacts of development.
4. Public water supply for new development shall conform to or exceed the Water System Plan minimum design guidelines and standards for public water systems.
5. New developments and subdivisions in the Hamilton Urban Growth Area shall have underground distribution lines when possible.
6. Each utility shall have a response plan for emergency management that is coordinated with the Skagit County Emergency Response Plan.
7. Puget Power, Verizon and all other overhead line users shall work with the Hamilton community as a long range street tree plan is developed and implemented to ensure that the plan is compatible with overhead lines where present.
8. An early notification system shall be established for any proposed public or private project so that opportunities to retain existing trees are adequately planned for relative to the need to move power lines.
9. A Comprehensive Wastewater Plan shall be adopted including design of a sewer treatment plant and distribution system and a program for permitting the facility.
 - A. The treatment method will be designed using the latest membrane technology so that effluent from the treatment facility will comply with Class A reclaimed water standards and the water will be useable for mitigation of impacts on fish or irrigation of recreational facilities.
 - B. The treatment facility will be designed to include a biosolids facility that will result in Class A biosolids, suitable for any application.
 - C. Early development of the plan is a high priority because of the long timeline for permitting the facility.
 - D. The Skagit River will likely be the primary outfall with provision for other diverting the Class A reclaimed water to other locations as feasible.
10. A surface water management plan addressing both water quantity and quality shall be designed for the new Town site and based on the current Department of Ecology Manual.

Chapter 8. PARKS, RECREATION AND OPEN SPACE ELEMENT

A. Introduction

Hamilton has one public boat launch that accesses the Skagit River and has restroom facilities. The Centennial Park a small, neighborhood park, offers a gazebo, picnic tables and barbecue grills. There are plans to improve a vacant public lot adjacent to Centennial Park and install play ground equipment, volleyball net, and horseshoe pits.

The County Rails-to-Trails facility crosses Hamilton along the old railroad right-of-way. Skagit County offers an abundance of recreational opportunities such as fishing, hunting, bicycling, boating, hiking, and horse-back riding.

New park area is planned for the new Town site north of SR 20, to provide ball fields, community gather place with picnic shelters, children's play area and other recreational opportunities. Public park space in the form of a Downtown plaza will be included in the new Town site design.

An important element of the detailed planning will also include designing community connected open space in the existing and new Town.

A new plan for critical area restoration, habitat enhancement and other ideas will be created for the existing community that is now in the floodway, so that land will be gradually transitioned as residents relocate outside the floodway.

B. Goals, Objectives, and Policies

1. Provide (and facilitate the provision of) a range of park and recreation services to effectively meet the needs and interests of residents.
2. Provide parks, recreational open space, trails, and other recreation facilities that will meet the Town's interests and needs in a cost-effective manner.
3. Operate and maintain facilities in a manner that will ensure their longevity, provide for user access and safety, and foster user respect and care for recreation resources and facilities.
4. Develop a community beautification program in cooperation with the business and residential communities, including elements such as a street tree plan, and a plan for enhancing the commercial business and industrial areas.
5. Require new development to incorporate appropriate measures into each site plan. For example, development in the Community Business Zoning District might have a specific light standard style, wider public sidewalk, benches or other features.
6. Use a variety of innovative land use techniques to maintain the character and quality of parks and open space, including but not limited to conservation and open space easements, public trust, public lands, transfer and purchase of development rights and other means.
 7. Set standards for parks to ensure that as land development occurs, adequate land is set aside within new development for parks and open space and that the impacts on Neighborhood and Community parks are assessed and mitigated appropriately.

Establish standards that are reasonable and in keeping with minimum standards in other small communities.

Establish requirements for new development to construct and maintain mini-parks within their development that will serve the residents of the development.

Establish requirements for new residential and commercial development to contribute to the overall town parks system, to mitigate the impacts of development on the parks system.
8. Provide better public access to the Skagit River through the use of, but not limited to, picnic areas, overnight campgrounds, RV parks, and boat launches.
 - A. Develop a public boat launch and marina along Skagit River for fishing and touring boats.

Chapter 9. FLOODWAY MITIGATION ELEMENT

A. *Introduction*

Approximately 50% of the Town (310 acres) is located in the Skagit River floodway, and more than 90% of the residential area is designated as Special Flood Hazard Area with regulatory floodway. This area is planned to gradually convert to primarily open space and recreational use.

Repetitive flooding continues to accrue million of dollars annually in public and flood insurance program costs for flood response, recovery, and reconstruction. Barriers to residents relocating from this Special Flood Hazard Area include a lack of understanding of the extreme flood risk or having inaccurate information about the risk, and the second is having insufficient affordable housing available elsewhere, and financial barriers, either as excessive debt or as insufficient income and insufficient affordable housing opportunities.

The Hamilton Public Development Authority program is a permanent flood mitigation solution able to restore the Town of Hamilton as a viable and desirable municipality in and around which to live and work, reduce repetitive losses from flood-prone areas of Skagit County, and enhance riparian natural resources. The program is designed to purchase 200 acres of land outside of the floodplain to develop up to 400 residential units. The land will be developed with local, state and federal money into a new town center and residential lots. Residential development at this new site is directly linked with the removal of up to 400 residential units from the Skagit River floodway. It is anticipated that 300 units will come from unincorporated Skagit County, and 100 from Hamilton. Some residential lots will be reserved for permanent low-income housing, some for entry level low-income housing (e.g. under land trust management), and some will go immediately to market rate.

All income from the sale of lots at the new development will be applied to the mitigation program, such as to purchase floodway residences and/or development rights. Extending the mitigation program beyond town limits to include unincorporated Skagit County creates the economy of scale needed for public investment to remain cost effective.

No other organization or local, state, or federal jurisdiction offers the comprehensive and cost effective approach put forth by this program. Non-action will lead to the eventual disincorporation of this historic community and forfeiture of the opportunity to leverage the urban density development potential available to Hamilton to address regional issues of repetitive flood loss, poverty, and environmental degradation.

The Town of Hamilton Repetitive Loss Mitigation Strategy Report dated June 2005 and the April 2007 Update (**Appendix E**) propose identify issues of concern, and propose a comprehensive approach to the address of direct and indirect issues associated with repetitive flooding experienced in Hamilton and surrounding areas of the Skagit River floodway.

B. Goals and Policies

Introduction

The Growth Management Act states that critical areas include wetlands and riparian corridors; fish and wildlife habitat conservation areas; aquifer recharge areas, frequently flooded areas and geologically hazardous areas. See Appendix B Maps for Critical Areas.

The Growth Management Act has identified the following planning goal relative to the environment: Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.

Floodway mitigation goals and policies are in compliance with Federal National Flood Insurance Program regulations, State Floodplain Management Code (WAC Chapter 173-158), Skagit County Flood Damage Prevention (Chapter 14.34 of Skagit County Code), and Town of Hamilton Flood Damage Prevention Ordinance #188.

General Goals and Policies

It is the exclusive purpose of the Hamilton Public Development Authority to undertake, assist with and otherwise facilitate the following activities, all as authorized by RCW 35.21.730 through 35.21.757, for the purpose of improving the general living, economic and environmental conditions within the Town of Hamilton and unincorporated areas of Skagit County in the vicinity of Hamilton:

- (a) Enter into contracts and partnerships with public and private entities for relocating the Town of Hamilton out of the flood prone portions of the Town to a relocated Town site;
- (b) Administer a transfer of development rights program for relocating residential development from flood-prone portions of eastern Skagit County to a receiving zone in the new Town site;
- (c) Apply for and administering federal, state and county and private grant programs, and receiving and administering federal, state, county and other public funds relating to these purposes;
- (d) Provide low-income housing assistance to facilitate the relocation of residents from flood-prone portions of Hamilton and eastern Skagit County to the new Town site or other location;
- (e) Coordinate community services related to flood mitigation in the Town and elsewhere in eastern Skagit County, including short and mid-range flood mitigation, relief and assistance;
- (f) Provide a vehicle for economic development and redevelopment in the Town and eastern Skagit County to mitigate flood damage;
- (g) Construct and manage a service center for public and non-profit social and governmental services;
- (h) Provide for assistance in creating commercial and/or industrial properties in the relocated Town site;
- (i) Provide and implement such other municipal services and functions as the Town may direct relating to the relocation of the Town.
- (j) Coordinate with natural resource interests to acquire and restore developed and undeveloped flood-prone areas in eastern Skagit County for flood storage, long-term natural habitat conservation, and conservation-minded recreation purposes;

- (k) Coordinate with natural resource interests on restoring and protecting riverine ecosystems for fish and wildlife;
- (l) Coordinate with natural resource interests on the long-term management of acquired flood prone areas.
- (m) Provide for opportunities to coordinate with tribal governments for the restoration, management, and protection of natural resources.

In addition to the aforementioned floodway mitigation goals and policies, the plan is consistent with requirements for protection of the environment.

Earth

Provide adequate erosion and sedimentation control during construction and additional construction practices, methods and requirements, including but not limited to best management practices and limitations on construction equipment permitted on the site, to protect critical areas on the site, on adjacent sites and within the drainage basin.

All grading in critical areas shall be stabilized by October 31st unless demonstrated to the satisfaction of the Town based on approved technical analysis that no environmental harm or safety issues would result from grading between November 1st and March 31st.

Provide protection of steep slopes according to standards in the Critical Areas Ordinance.

Air

1. Maintain compliance with ambient Air Quality standards in the Town.
2. Require adequate emission controls on point source emissions.
3. Encourage the use of public transit, ride sharing and demand management strategies to lower non-point source emissions from automobiles and parking lots.

Water

Manage storm water runoff to improve drainage, control storm water quantity, prevent localized flooding of streets and private property during high water table and rainy conditions, and protect and enhance water quality.

Plan the storm water management system to be consistent with policies regarding flooding, wetlands, land use and water quality.

Develop an integrated program for quantity and quality control that recognizes the unique situation with much of the town in the floodway and needs for flood control in larger storm events, while at the same time needing to control the effects of smaller storms in terms of both quantity and quality of runoff.

Apply best management practices to reduce pollutant loading and minimize the effects of contaminated sediments on the Skagit River.

Provide for ongoing public education aimed at residents, businesses, and industries in the area. The education programs are to inform citizens about stormwater and

its effects on water quality, flooding, and fish/wildlife habitat, and to discourage dumping of waste material or pollutants into storm drains.

Implement the goal of the Puget Sound Water Quality Management Plan which is to protect shellfish beds, fish habitat, and other resources, to prevent the contamination of sediments from urban runoff, and to achieve standards for water and sediment quality by reducing, and eventually eliminating harm from pollution discharges from storm water throughout Puget Sound.

Require new development and re-development to comply with the standards of the Department of Ecology's Storm water Management Manual.

Develop a program for operation and maintenance of storm drains, detention systems, ditches, and culverts.

The Floodway shall be regulated to protect human life, property and the public health and safety of the citizens of Hamilton; minimize the expenditure of public money; and maintain the town's flood insurance eligibility while avoiding regulations which are unnecessarily restrictive or difficult to administer.

There shall be a buffer that is based on the classification in the Critical Areas Ordinance of wetlands and riparian corridors. A wetlands reconnaissance or delineation may be required by the Town to verify the ordinary high water mark and whether unique site features warrant any additional setbacks. No removal of native vegetation or wildlife shall be permitted within the protected wetlands and riparian corridors and their buffers, except as part of an approved restoration or parks open space enhancement program or other approved plan.

Wetland determinations shall be based on the Washington State Wetlands Identification and Delineation Manual (Department of Ecology, 1997).

When development is proposed on sites with wetlands, and/or riparian corridors, the Town may restrict developmental coverage and construction activity areas to the most environmentally suitable portion of the site. Grading activities shall be strictly limited to areas as determined by the Town.

Plants

1. Require effective landscaping for all new development and redevelopment of land.
2. Preserve existing healthy trees and integrate them into new development projects whenever possible.

Animals

Protect and enhance wildlife habitat in open space and wetland areas.

Provide habitat for migrating birds as part of the open space plan for the town.

Combine open space preservation with water quality enhancement and passive recreational opportunities when preserving wildlife habitat areas, for activities such as walking, bird watching, picnicking and similar functions.

Energy and Natural Resources

1. Support recycling and energy conservation.

2. Support preservation of Agricultural Resource lands and reasonable standards for conversion of such lands to other uses including a balanced approach to conserving land elsewhere, preserving open space and wetlands, and providing amenities consistent with urban living.
3. Support preservation of Forest Resource lands and encourage public use of such lands as a tradeoff when conversion occurs.

Environmental Health

1. Encourage the location of environmentally clean industries and businesses in the town.
2. Require the proper disposal of contaminated and hazardous materials and waste.
3. Require full disclosure of all hazardous materials used in any business or industrial process and require full compliance with building and fire code requirements and standards.
4. Control noise impacts through zoning code and nuisance code standards, and through mitigation of impacts of new development projects.
5. All new development and substantial improvements to existing development shall comply with the Critical Areas Ordinance and Comprehensive Plan with respect to the environment.
6. The Hamilton community includes substantial open space and greenbelt areas.

APPENDICES

Appendix A
Citizen Involvement Process

**See Appendix L
of the
Draft Environmental Impact Statement
Issued April 18, 2007**

Appendix B
Comprehensive Plan Maps

**See Appendix B
of the
Draft Environmental Impact Statement
Issued April 18, 2007**

Appendix C

Purchase and Transfer of Development Rights Program

**See Appendix I
of the
Draft Environmental Impact Statement
Issued April 18, 2007**

Appendix D

Capital Facilities Plan

DRAFT

Report on WATER AND WASTEWATER INFRASTRUCTURE COST for TOWN OF HAMILTON RELOCATION PROJECT

December, 2005

INTRODUCTION: The Town of Hamilton in Skagit County contains just under 110 residences and small businesses, which are located within the Floodway of the Skagit River. Efforts have been underway to evaluate the cost and economic feasibility of relocating the Town to higher ground, out of the Skagit River's Floodway and the 100-year Flood Plain (refer to **Exhibit 1** for the existing Town and the Potential Relocation Sites).

The goal of the first phase of the relocation project is to provide a small commercial center and up to 400 fully-serviced building sites for low to moderate income residents, thus providing an attractive, affordable option for the existing Hamilton residents to relocate out of the floodway, while still remaining in the historic Hamilton Community.

To assist in evaluating the economic feasibility of such a project, it is necessary to develop "planning level" estimates for needed infrastructure. This report summarizes the findings and conclusions associated with providing water and wastewater (sanitary sewer) systems for the initial phase of the relocation project area (an area of approximately 110 acres immediately north of SR 20).

INITIAL RELOCATION SITE, DEVELOPMENT ASSUMPTIONS AND REQUIRED AMOUNT OF "ON-SITE" WATER AND WASTEWATER PIPELINES: The initial relocation site is approximately 110 acres of flat to gently sloping land, just north of SR 20 and east of the Hamilton Cemetery Road. A year-round, salmon bearing stream (Little Carey's Creek) flows across the property which is anticipated to require an undeveloped buffer zone on either side of the stream. Further, it is estimated that 18 to 20% of the remaining property would be required for streets and utilities.

Assuming that the stream setback requirements would be 200 feet wide (100 ft from either side of the stream), and using a meandering stream length estimated at 2000 feet, this would require an undeveloped stream buffer zone of up to 10 acres, leaving 100 acres for possible development. Based on the assumption that 18 to 20% of the remaining 100 acres would be required for roads and utilities, this means that 80 to 82 acres would be available to accommodate 400 homes, resulting in an average density of about 5 lots per acre (average lot size of 8,700 to 8,900 square feet).

Potential development patterns and street layouts have not been prepared, hence an precise estimate of the total amount of water and wastewater piping is not available at this time, however two methods can be used to develop planning-level estimates for these quantities; 1) if 18% to 20% of the land is developed into streets, and water/wastewater pipes are required in the full length of each street, that gives a potential estimate of quantities (assuming a 60-foot right of way and 18 to 20 acres for streets, this results in between 13,100 and 14,500 feet of streets, thus giving between

13,100 and 14,500 feet of water and wastewater pipelines), alternatively 2) if an average lot is 75 feet wide and similar sized lots are placed on both sides of a roadway, then the average amount of water and wastewater pipes per lot would be $75\text{feet}/2 = 37.5$ feet per lot. 37.5 feet x 400 lots = 15,000 feet of water and wastewater pipelines.

For this analysis, the more conservative (larger) number of 15,000 feet will be used for the estimated quantity of water and wastewater pipelines that will be required to serve within the initial relocation area. *These quantities would be revised and refined when a specific development and roadway pattern is prepared for the site.*

WATER DISTRIBUTION SYSTEM: The initial relocation site would be served by a water distribution system composed of 6 and 8-inch mains, connected to the Town's existing 8 and 12-inch pipelines which are adjacent to the site. The distribution system would be designed to provide fire flow of up to 1,000 gpm for residential areas and potentially higher flows for commercial areas, depending on the proposed development and requirements of the Fire Marshall's Office. It is anticipated that sufficient fire hydrants would be provided so that no residence would be more than 300 feet from a hydrant.

ESTIMATED COST OF WATER DISTRIBUTION SYSTEM: A variety of costs go into a water distribution system, including engineering planning and design, approvals, bidding, construction and inspection. Further the components of the distribution system include pipe, valves/fittings, hydrants and service connections. In order to simplify this analysis, a "total cost per foot" will be used, which is intended to include all of the identified costs. For this analysis, the total cost per foot of a water distribution system is estimated at \$70/foot.

$\$70/\text{foot} \times 15,000 \text{ feet} = \$1,050,000$ for the water distribution system. This amount, divided by 400 lots = \$2,625 per lot.

ADDITIONAL WATER SYSTEM IMPROVEMENTS: In addition to a water distribution system, the added population would require more water rights and additional pumping, treatment and storage capacity. The Town's existing well has sufficient capacity to serve the anticipated 400 homes, however the Town needs to obtain additional water rights to achieve this goal (refer to *Report on Water System Issues and Recommendations*, June 2005). Further, it appears from a review of the Town's 2002 Water System Plan Update, that the existing system is capable of serving approximately one half to the planned 400 homes, so an improvement plan would be required to provide a phased approach for increasing the existing water system's source pumping, treatment and storage capacity.

The additional source pumping, treatment and storage capacity (assume a doubling of the well's pumping and treatment capacity to 220 gpm {peak demand of 800 gallons per connection per day}, and an additional 230,000 storage reservoir) is estimated to cost $\$400,000/400 \text{ lots} = \$1,000/\text{lot}$

SANITARY SEWAGE COLLECTION, TREATMENT AND DISPOSAL: The anticipated density of development will require a centralized wastewater collection, treatment and disposal system. Since residences in Hamilton are currently served by individual septic tanks and drain fields, the Town does not have a comprehensive wastewater plan. If the relocation project is to proceed, a wastewater plan will be required in order to achieve the most desirable and efficient means of providing sanitary sewage collection, treatment and disposal.

In the absence of a comprehensive wastewater plan, a “very preliminary” evaluation of wastewater issues was conducted as part of this study, including; 1) options for a wastewater collection system, 2) possible locations for a wastewater treatment plant (WWTP), 3) piping needed to convey sanitary sewage from the relocation area to the WWTP and from the WWTP to the disposal area, 4) the type and cost of a WWTP and 5) possible alternatives for disposal and/or reuse of the treated wastewater.

WASTEWATER COLLECTION SYSTEM: Two alternatives were evaluated (as shown on Exhibits 2 and 3). The alternatives include a gravity collection system for collecting sanitary sewage, and pressurized system for collecting septic tank effluent.

A gravity collection system includes pipelines laid on grade with manholes at bends, joints and at set intervals to provide for maintenance. A very preliminary evaluation of the relocation site indicates that the initial relocation site can be served by a gravity collection system, (however, a detailed elevation study and survey of the site in comparison to a treatment plant location would be required to make a final determination).

The advantage of a gravity collection system is its low maintenance and generally trouble-free operation (particularly if it can be designed to flow by gravity to a treatment plant without the need for pump stations). The disadvantage of a gravity system is that it is relatively expensive to construct, particularly if pipelines must be constructed in excess of 10 feet in depth to maintain gravity flow, and/or if pump stations must be installed to “lift” the sewage if total gravity flow is not feasible.

For purposes of this report, a total construction cost of \$140/foot for a gravity collection system has been used ($\$140/\text{ft} \times 15,000 \text{ feet} = \$2,100,000$ for 400 lots, or \$5,250/lot).

A pressurized wastewater system for collecting septic tank effluent is called a “STEP” System (Septic Tank Effluent Pumping). A STEP System uses small diameter pressurized pipelines to collect septic tank effluent from each residence. A STEP system is much less expensive to install since it can be installed at normal depths and can go over, around or under obstacles. Since it is pressurized, it behaves much like a reverse water system, except that the STEP pipelines are smaller in diameter (since the STEP System does not have to provide fire flow!).

There are some disadvantages to a STEP System; each user must install septic tank and an effluent pump (the STEP System replaces the drainfield and reserve area), consequently there is some added cost to the homeowner, and the septic tank must be periodically pumped to remove solids, and the effluent pump must be routinely maintained and will have to be replaced on a periodic basis. Further, the effluent pumps require a reliable source of power. Finally, since septic tank effluent is “anaerobic”, odor control features are particularly important for STEP Systems.

The cost of installing a STEP collection system is estimated at $\$50/\text{ft} \times 15,000 \text{ feet} = \$750,000$ or \$1,875 per lot.

LOCATION OF WASTEWATER TREATMENT PLANT: Since a WWTP is generally incompatible with a high-density developed area, pipelines are required to convey the sewage from the developed area to the WWTP site. A number of factors must be considered when choosing a site for a WWTP. A partial list includes; proximity to the service area and nearby homes, adequate space for future expansion, availability and cost of land, difference in elevation (if gravity flow is to be achieved), buffer areas, prevailing wind direction, access, availability of power, floodplain

boundaries and the WWTP's location relative to the proposed point of discharge. These factors and more would be evaluated as part of a comprehensive sewer plan.

Since a comprehensive sewer plan is not available, it was necessary to make some assumptions regarding future placement of a WWTP. For purposes of this study, two alternative sites (Crown Pacific {CP} and Fire Station {FS}) have been identified (refer to **Exhibit 4**). These sites were selected for their relative elevation (lower than the relocation site), ability to be screened and buffered from nearby development, sufficient land, ease of access, existing nearby land uses, and proximity to possible points of discharge (Skagit River and Ox Bow Lake through which Little Carey's Creek flows).

PIPING NEEDED TO CONVEY WASTEWATER TO WWTP, AND TREATED

EFFLUENT TO DISCHARGE LOCATION: The Fire Station site is approximately 1,000 feet from the relocation area, and it is adjacent to the Ox Bow Lake. If a discharge to the Ox Bow Lake is not feasible (which is likely because of dilution and water quality considerations), a discharge pipeline would be required to reach the Skagit River (which is approximately 3,500 feet from the site (total length of pipe of about 4,500 feet). The CP site is approximately 3,000 feet away from the relocation area, and approximately 1,800 feet from the River (total length of pipe of about 4,800 feet).

If a gravity sewer system were used, the cost of reaching the WWTP site would be \$140/ft, and if a STEP System is used, the cost would be \$50/ft. The discharge pipeline from the WWTP to the River would be approximately \$50/ft.

While the CP site is more distant and more costly to reach, this location is farther removed from residential areas, and it would provide good sewer access to the industrial zoned property in the Town.

The two "extremes" in cost are; 1) (*Low Cost*) 1,000 ft of STEP System to WWTP at the FS site, with 3,500 feet of discharge pipe to the Skagit River; $4,500 \text{ ft} \times \$50/\text{ft} = \$225,000$, 2) (*High Cost*) 3,000 feet of gravity sewer to CP Site plus 1,800 ft of pipe to the River ($3,000 \times \$140 + (1,800 \text{ ft} \times \$50) = \$420,000 + \$90,000 = \$510,000$). A middle-cost option would be a STEP system to a WWTP at the CP site, which would be $4,800 \text{ ft} \times \$50/\text{ft} = \$240,000$.

TYPE AND COST OF WWTP: A Comprehensive Wastewater Plan would evaluate various options for wastewater treatment, including a conventional "site-built" secondary treatment plant, "packaged" activated sludge treatment plants and the possible use of emerging treatment systems involving Membrane Biological Reactor (MBR) technology.

The scope of this study did not allow a comparative analysis of various types of treatment systems, however following a discussion with a representative of the Washington Department of Ecology, it was determined to focus this study on the possible use of a package treatment system (approximately 100,000 gallons per day) using MBR technology.

Several manufactures are developing treatment systems using MBR technology, and the effluent that is produced is of exceptionally high quality, which could be directly used for many non-potable applications such as landscape irrigation, certain industrial process applications, truck washing, or gravel washing.

Treated wastewater of such high quality would provide several options to the Town (using the treated wastewater for industrial process water, dedicated fire protection systems or landscape irrigation), which would have the effect of reducing the amount of additional water rights that may be needed. Further, since a new discharge of treated effluent will be subject to careful scrutiny by review agencies, tribes and environmental groups, the use of the best available technology (which MBR represents) will be a “plus” in the review and approval process.

A package WWTP using MBR technology, sized for 100,000 gallons per day is estimated to cost between \$1.5 and \$1.7 million.

DISPOSAL SITES, ARTIFICIAL WETLANDS AND REUSE OPTIONS: The constraints of this study did not allow an analysis of alternatives to effluent disposal to the Skagit River. However if very high quality effluent is produced, several disposal options should be studied; including disposal to the Ox Bow Lake (via an artificially created wetland), which would save a considerable quantity of pipeline cost. Another option is very aggressive re-use and recycling options for the treated wastewater, which would have a secondary benefit of reducing the amount that must be spent to upgrade the Town’s water system. Finally, in lieu of a year-round surface discharge which will receive considerable review scrutiny, consideration could be given to a “plowed-in” drip irrigation system on nearby fields.

SUMMARY OF ANTICIPATED COSTS FOR WATER AND WASTEWATER

INFRASTRUCTURE: The following is a summary of the information presented in this report. Please note that this report is based on very preliminary information, and costs are subject to change, based information developed as part of a standard engineering design process.

- Water Distribution System within the Initial Relocation Area
15,000 feet of distribution system @ \$70/ft (complete) \$1,050,000
- Other Required Water System Improvements (pump, storage, tmt) \$ 400,000
- Wastewater Collection System within the Initial Relocation Area
Option 1: Gravity Collection 15,000 ft @ \$140/ft (complete) \$2,100,000
Option 2: STEP System 15,000 ft @ \$50/ft (complete) \$ 750,000
- Wastewater Piping to, and Effluent Piping from WWTP
Option 1: STEP piping to FS Site, dispose to Skagit River \$ 225,000
Option 2: Gravity sewer to CP Site, disp to Skagit River \$ 510,000
- WWTP (assume MBR technology at 100,000 gallons per day) \$1,700,000

Range of costs

- High Cost (Water Dist Syst, Other Req Water Imp’s, Gravity Collection, Gravity Sewer to CP Site)
Cost per lot \$5,760,000
\$ 14,400
- Lower Cost (Water Dist Syst, Other Req Water Imp’s, STEP Collection and piping to FS Site)
Cost per lot \$4,125,000
\$ 10,300

CAPITAL FACILITIES COST WORKSHEET

Capital facilities include water systems, sanitary sewer systems, storm-water facilities, schools, parks and recreation facilities, police and fire protection facilities.

The proposed Urban Growth Area expansion requires substantial additional capital facilities. Once the town expansion area is acquired by the Hamilton Public Development Authority detailed capital improvements plans will be developed. For sub area planning purposes, only preliminary estimates for infrastructure are being used, based on forecast residential development needs. Existing fire protection facilities are anticipated to meet the needs of the urban growth area expansion for the coming 15 years. School, recreation, and police facilities are not projected for development during this time, and so cost estimates are not included.

Urban Growth Area Expansion

<i>Town Expansion Area</i>	202.84 acres
Residential Districts	105.00 acres
Business District	22.00 acres

Residential districts may accommodate, on average, 420 dwelling units, assuming average of four dwelling units per acre across the site. Some residential areas will have higher density, and some will have lower density to provide a variety of housing opportunities. Low-impact development standards for sanitary sewer systems, storm-water facilities, streets, and sidewalks will be applied.

The business district is assumed to cover a 9-block area that spans approximately three quarters of one linear mile. Urban-level development standards will be applied.

Infrastructure Cost Estimate (in 2006 dollars)

Water Lines (15,000 linear feet)	\$ 1,050,000
Water Storage & Improvements	400,000
Wastewater Collection	2,100,000
Wastewater Piping	510,000
Wastewater Treatment Plant	1,700,000
<u>Roads, sidewalks, lighting</u>	<u>5,540,000</u>
Total	11,300,000

Industrial Expansion Area 60.00 acres

Water is available to the industrial expansion area using a _____ main line and _____ psi. Requisite fire flow will be provided using an on-site storage tank, provided by site owners.