Next Ord: 1517-05
Next Res: 723-05

MISSION STATEMENT

The mission of the Sedro-Woolley City government is to provide selected services that are not traditionally offered by the private sector. This will be achieved through providing the highest quality services we can within the resources with which we're provided; involving residents in all aspects of planning and operations; serving as a clearinghouse for public information; and operating facilities which meet the legitimate, identified concerns of the residents of and visitors to our community.

We believe in being community-centered, consistently contributing to the quality of life in our area and as fully deserving of the public's trust through the consistent expression of positive values and acceptance of accountability for producing meaningful results.

CITY COUNCIL AGENDA

November 9, 2005
7:00 PM
Sedro-Woolley Community Center
703 Pacific Street

1. Call to Order
2. Pledge of Allegiance
3. Consent Calendar

NOTE: Agenda items on the Consent Calendar are considered routine in nature and may be adopted by the Council by a single motion, unless any Councilmember or a member of the audience wishes an item to be removed. The Council on the regular agenda will consider any item so removed after the Consent Calendar.

a. Minutes from Previous Meeting
b. Finance
   - Claim Vouchers #55769 to #55885 for $766,773.51 (Voided Warrant #55771)
   - Payroll Warrants #36710 to #36801 for $180,644.52
c. Comp Plan Update Grant
d. Setting Public Hearing - 2006 Budget Ordinance
e. Setting Public Hearing - 2006 Property Tax
f. Street Closure Request - Christmas Parade - December 3, 2005
g. Interlocal Agreement - City of Wapato
h. Contract - Flow Monitoring with Geotivity
i. Community Center Rent Refund - Hunger

4. Public Comment (Please limit your comments to 3-5 minutes)

PUBLIC HEARINGS

5. 2005 Comprehensive Plan and Development Regulation Update
   a. Landscaping Ordinance, SWMC Ch. 15.70 *(Public Hearing)*
   b. Design Standards Ordinance, SWMC Ch. 15.44 *(Public Hearing)*
   c. Zoning Map Ordinance *(Public Hearing)*
   d. Hanson Amendment – Short Plat with Sewer Variance Ordinance *(Public Hearing)*
   e. Stormwater Management and Maintenance Ordinances *(Public Hearing)*
   f. Title 17 Zoning Code Amendments *(Public Hearing)*
   g. Critical Areas Ordinance*(Public Hearing)*
   h. Comprehensive Plan Ordinance *(Public Hearing)*
6. Transportation Element – 2005 Transportation Plan Interim Ordinance *(Public Hearing)*
7. Impact Fee Ordinance *(Public Hearing)*
8. Municipal Facilities Plan: City Hall and Cemetery – Interim Ordinance *(Public Hearing)*
9. Sewer Moratorium – Extension – Interim Ordinance *(Public Hearing)*

10. Capital Facilities Plan Amendments – Police and Fire *(Public Hearing)*

OLD BUSINESS

NEW BUSINESS

EXECUTIVE SESSION/YES

CITY COUNCIL AGENDA
REGULAR MEETING

NOV 0 9 2005

7:00 P.M. COUNCIL CHAMBERS
AGENDA NO. 1-3

DATE: November 9, 2005

TO: Mayor Dillon and City Council

FROM: Patsy Nelson, Clerk-Treasurer

SUBJECT: 1) CALL TO ORDER; 2) PLEDGE OF ALLEGIANCE; 3) CONSENT CALENDAR

1. CALL TO ORDER - The Mayor will call the November 9, 2005 Regular Meeting to Order. The Clerk-Treasurer will note those in attendance and those absent.

   ____ Ward 1 Councilmember Ted Meamber

   ____ Ward 2 Councilmember Tony Splane

   ____ Ward 3 Councilmember Tom Storrs

   ____ Ward 4 Councilmember Pat Colgan

   ____ Ward 5 Councilmember Hugh Galbraith

   ____ Ward 6 Councilmember Rick Lemley

   ____ At-Large Councilmember Mike Anderson

2. PLEDGE OF ALLEGIANCE - The Mayor will lead the City Council and citizens in the Pledge of Allegiance to the United States of America.

3. CONSENT CALENDAR - Mayor will ask for Council approval of Consent Calendar items.

CITY COUNCIL AGENDA
REGULAR MEETING

NOV 0 9 2005

7:00 P.M. COUNCIL CHAMBERS
AGENDA NO. 3a

CITY OF SEDRO-WOOLLEY

Regular Meeting of the City Council
October 26, 2005 – 7:00 P.M. – Community Center

The Meeting was called to order at 7:00 P.M.

Pledge of Allegiance

ROLL CALL: Present: Mayor Sharon Dillon, Councilmembers: Ted Meamber, Tony Splane, Tom Storrs, Pat Colgan, Hugh Galbraith, Rick Lemley and Mike Anderson. Staff: Clerk/Treasurer Nelson, Planner Rozema, Attorney Hayden, Engineer Blair and Fire Chief Klinger.

Consent Calendar

- Minutes from Previous Meeting
- Finance
  - Claim Vouchers #55644 to #55768 for $311,477.37
  - Payroll Warrants #36618 to #36709 for $136,206.45

Councilmember Storrs moved to approve the consent calendar Items A and B. Seconded by Councilmember Meamber. Motion carried.

Public Comment

Les Williams – 1085 Wedmore Pl., stated he was practicing.

PUBLIC HEARINGS

None

OLD BUSINESS

Transportation Capital Facilities Plan and Impact Fee (*Discussion Only*)

Attorney Hayden opened the discussion for the Transportation Capital Facilities Plan and Impact Fee. Hayden noted that the discussion will help staff in preparation of the appropriate ordinances. Hayden reviewed the three funding mechanisms for road projects and stated "there's no such thing as a free road".
He also reviewed the requirements and laws governing impact fees and credits.

Hayden discussed the Transpo report and the proposed project list and traffic impact fees as well as the importance and role of the list.

Engineer Blair reviewed the importance of the projects listed. He noted that traffic will be here and discussed the modeling of the traffic and the importance of an arterial loop to alleviate traffic from Highway 20.

Some discussion was held regarding the lack of funds for grant matches which then makes it hard for the City to compete in grant pools.

Planner Rozema reviewed the administrative side of projects. He also noted that implementation of the proposed impact fees may cause the growth to slow.

Council discussion ensued to include representation of present and future residents, slowing of growth, purpose of impact fees so that existing residents do not pay for growth, concern of having the highest impact fees, room to play with figures on Transpo study, stepping up fees over a period of time, need to follow the comprehensive plan set forth and the role of the WSDOT for Highway 20 improvements.

Mayor Dillon noted this topic will be brought back to Council at a future Council meeting to include several options and recommendations. A public hearing will also be scheduled.

NEW BUSINESS

Potential Annexation – Notice of Intent (*Initial Decision*)

The Notice of Intent was tabled due to lack of attendance from the applicant, as well as to give staff time to clarify the applicant's intent.

REPORTS FROM OFFICERS AND COMMITTEES

Councilmember Meamber – questioned the status of the golf course. He also commented on the nice progress of the road resurfacing projects.

Planner Rozema – noted that there have been numerous inquires to reflect a possible sale of the golf course but nothing has been finalized.

Councilmember Galbraith – noted he has received several phone calls of concern regarding obnoxious smells coming from the Janiciki Industry site. He noted he has also received numerous calls regarding the recycling fee statements recently received which were a concern to the people in the newly annexed area. Some of their concern was if it was a mandatory fee and why they have to pay for it if they are not utilizing the service.

Mayor Dillon – noted that Councilmember Anderson's appointment to the EMS Council is due to expire. Councilmember Anderson noted he has been having difficulty attending. Councilmember Colgan agreed to be the representative but noted he may not be able to make every meeting.

Councilmember Storrs – noted brush overgrown in the area of Rita Street by the mill. Area residents have expressed concern of questionable activities going on within the brush and requested the brush be cut down.

Engineer Blair – reviewed the remaining paving schedule for Ferry Street.

Fire Chief Klinger – announced the upcoming Boots to Burn dance and auction and the last chance for tickets for anyone wishing to purchase one. The proceeds will be donated to the Northwest Burn Foundation and Burn Children's Recovery Foundation. Chief Klinger also noted a complaint received regarding the smell at Janicki's. He has been in contact with Janicki representatives and they were looking into the situation. Chief Klinger introduced firefighter Mike Ellis. Ellis is the newest member of the department and had joined the department earlier this year.

EXECUTIVE SESSION

The meeting adjourned to executive session at 8:19 P.M. for the purpose of discussion of litigation and land acquisition with a possible decision made for a period of approximately 30 minutes.

The meeting reconveyned at 8:40 P.M.

Councilmember Meamber requested Council entertain an increase of their monthly stipend from $300 to $500 per month.

Mayor Dillon noted that only the persons who are up for re-election would be affected.

Discussion ensued regarding the potential increase. Councilmember Anderson stated he was satisfied with the current pay but would be interested in exploring insurance coverage through the City. Councilmember Galbraith supported the increase with Councilmembers Colgan, Splane and Storrs supporting an increase from $300 to $400.

Mayor Dillon briefly reviewed a proposal to be brought before the Council during the Budget process for increases for the exempt staff, which would also include increases for the Police Lt., Police Chief and Asst. Fire Chief. The latter three positions would be to bring the position pay in line with recent contract negotiations. The Councilmember proposal will also be brought back at the next meeting.

Councilmember Colgan moved to adjourn. Seconded by Councilmember Splane. Motion carried.

The meeting adjourned at 8:50 P.M.

CITY OF SEDRO-WOOLLEY
GATEWAY TO THE NORTH CASCADES

CITY COUNCIL AGENDA
REGULAR MEETING

NOV 0 9 2005

7:00 P.M. COUNCIL CHAMBERS
AGENDA NO. 3b

DATE: November 9, 2005

TO: Mayor Dillon and City Council

FROM: Patsy Nelson, Clerk-Treasurer

SUBJECT: FINANCE - VOUCHERS

Attached you will find the Claim Vouchers and Payroll Warrants proposed for payment for the period ending November 9, 2005.

Motion to approve Claim Vouchers #55769 to #55885 in the amount of $766,773.51. (Voided Warrant #55771)

Motion to approve Payroll Warrants #36710 to #36801 in the amount of $180,644.52.

If you have any comments, questions or concerns, please contact me for information during the working day at 855-1661. This will allow me to look up the invoices that are stored in our office.

CITY OF SEDRO-WOOLLEY
SORTED TRANSACTION WARRANT REGISTER
11/09/2005 (Printed 11/04/2005 08:58)

WARRANT	VENDOR NAME	DESCRIPTION		AMOUNT
55769	SKAGIT CO. DISTRICT COURT	PROFESSIONAL SERVICES	SWR	7.00
		COLLECTION SERVICES	SAN	7.00
		WARRANT TOTAL		14.00
55770	SKAGIT COUNTY AUDITOR	MISC-FILING FEES/LIEN EXP	SWR	148.50
		MISC-FILING FEES/LIEN EXP	SAN	148.50
		WARRANT TOTAL		297.00
55772	SEDRO-WOOLLEY POSTMASTER	POSTAGE	SWR	275.92
		POSTAGE	SAN	275.91
		WARRANT TOTAL		551.83
55773	ALL-PHASE ELECTRIC	BUILDINGS & STRUCTURES	SWR	373.28
		WARRANT TOTAL		373.28
55774	ALLIANCE OFFICE PRODUCTS	SUPPLIES	FIN	4.18
		SUPPLIES	FIN	8.59
		OPERATING SUPPLIES	PK	23.68
		WARRANT TOTAL		36.45
55775	AMERICAN FORESTS	BOOKS SKAGIT COUNTY	LIB	25.00
		WARRANT TOTAL		25.00
55776	APEX TOWING	PROFESSIONAL SERVICES	PD	182.08
		PROFESSIONAL SERVICES	PD	156.46
		PROFESSIONAL SERVICES	PD	156.46
		PROFESSIONAL SERVICES	PD	156.46
		WARRANT TOTAL		651.46
55777	ASSOCIATION OF WA CITIES	RETIRED MEDICAL	PD	6,207.20
		WARRANT TOTAL		6,207.20
55778	ASSOC PETROLEUM PRODUCTS	AUTO FUEL	PD	1,375.33
		AUTO FUEL/DIESEL	FD	415.26
		AUTO FUEL/DIESEL	CEM	275.74
		AUTO FUEL/DIESEL	ST	281.00
		AUTO FUEL/DIESEL	SWR	299.14
		AUTO FUEL/DIESEL	SAN	1,301.72
		WARRANT TOTAL		3,948.19
55779	CINGULAR	TELEPHONE	PD	656.49
		WARRANT TOTAL		656.49
55780	BANK OF AMERICA	OFFICE/OPERATING SUPPLIES	PD	21.57
		OPERATING SUPPLIES	SWR	62.92
		OPERATING SUPPLIES	SWR	135.86
		AUTO FUEL/DIESEL	SWR	31.75
		MEALS/TRAVEL	SWR	19.50
		MEALS/TRAVEL	SWR	16.76
		WARRANT TOTAL		288.36
55781	BARNETT IMPLEMENT CO. INC	REPAIRS/MAINTENANCE	PK	.55

WARRANT	VENDOR NAME	DESCRIPTION		AMOUNT
		REPAIRS/MAINTENANCE	PK	53.63
		WARRANT TOTAL		54.18
55782	BAY CITY SUPPLY	OFFICE/OPERATING SUPPLIES	PD	90.41
		OFFICE/OPERATING SUPPLIES	PD	63.09
		OPERATING SUPPLIES	FD	90.42
		OPERATING SUPPLIES	FD	63.08
		WARRANT TOTAL		307.00
55783	BANK OF THE PACIFIC	IMPROVEMENT-METCALF LINE	SWR	4,712.51
		WARRANT TOTAL		4,712.51
55784	BEAUGARD, PATRICIA	MISC-TUITION/REGISTRATION	SWR	630.00
		WARRANT TOTAL		630.00
55785	BLUEPRINT COMPANY	PROFESSIONAL SERVICES	INSP	9.17
		WARRANT TOTAL		9.17
55786	BLUMENTHAL UNIFORM & EQUP	UNIFORMS/ACCESSORIES	PD	103.14
		UNIFORMS/ACCESSORIES	PD	631.70
		UNIFORMS/ACCESSORIES	PD	162.06
		UNIFORMS/ACCESSORIES	PD	546.50
		WARRANT TOTAL		1,443.40
55787	BLAKE'S PIONEER ROOFING INC	BUILDINGS & STRUCTURES	CS	2,393.84
		BUILDINGS & STRUCTURES	ENG	2,393.84
		OTHER IMPROVEMENTS	PK	2,393.84
		BUILDINGS & STRUCTURES	CEM	2,393.84
		BUILDINGS & STRUCTURES	ST	2,393.84
		BUILDINGS & STRUCTURES	SWR	2,393.83
		OTHER IMPROVEMENTS	SAN	2,393.83
		WARRANT TOTAL		16,756.86
55788	BROWN & COLE STORES	REPAIR/MAINT-GARAGE	FD	35.59
		REPAIR/MAINT-GARAGE	FD	20.49
		WARRANT TOTAL		56.08
55789	CANDELA CORPORATION	MAINT OF GENERAL EQUIP	SWR	306.23
		WARRANT TOTAL		306.23
55790	CINTAS CORPORATION #460	UNIFORMS	FD	59.93
		UNIFORMS	FD	59.93
		UNIFORMS	FD	59.93
		WARRANT TOTAL		179.79
55791	COLLINS OFFICE SUPPLY,INC	SUPPLIES/BOOKS	PLN	81.17
		SUPPLIES/BOOKS	PLN	27.32
		SUPPLIES/BOOKS	PLN	64.71
		SUPPLIES	ENG	80.31
		SUPPLIES	ENG	27.32
		SUPPLIES	ENG	29.97
		OFFICE EQUIPMENT	ENG	9.99

WARRANT	VENDOR NAME	DESCRIPTION		AMOUNT
		OFF/OPER SUPPS & BOOKS	INSP	81.16
		OFF/OPER SUPPS & BOOKS	INSP	27.32
		OFF/OPER SUPPS & BOOKS	INSP	64.72
		OFF/OPER SUPPS & BOOKS	INSP	462.57
		WARRANT TOTAL		956.56
55792	COUNTRYSIDE CHEVROLET	REPAIR & MAINT - AUTO	PD	95.41
		REPAIR & MAINT - AUTO	PD	94.88
		REPAIR & MAINT - AUTO	PD	92.08
		WARRANT TOTAL		282.37
55793	CREIGHTON ENGINEERING INC	PROFESSIONAL SERVICES	INSP	302.50
		PROFESSIONAL SERVICES	INSP	275.00
		WARRANT TOTAL		577.50
55794	DALCO, INC	REPAIRS/MAINT-EQUIP	SAN	435.96
		WARRANT TOTAL		435.96
55795	DAY WIRELESS SYSTEMS INC	REPAIR/MAINTENANCE	PD	351.19
		WARRANT TOTAL		351.19
55796	DESTINATION WIRELESS	OFFICE/OPERATING SUPPLIES	PD	49.62
		WARRANT TOTAL		49.62
55797	E & E LUMBER	BUILDINGS & STRUCTURES	FD	18.99
		OPERATING SUPPLIES	PK	4.19
		OPERATING SUPPLIES	SWR	53.93
		OPERATING SUPPLIES	SWR	72.07
		OPERATING SUPPLIES	SWR	291.33
		WARRANT TOTAL		440.51
55798	ELLIS, MIKE	OFFICE SUPPLIES	FD	14.02
		WARRANT TOTAL		14.02
55799	EXPERT SECURITY, LLC	OFFICE/OPERATING SUPPLIES	PD	16.29
		WARRANT TOTAL		16.29
55800	FEI #3023	MAINTENANCE OF LINES	SWR	54.97
		WARRANT TOTAL		54.97
55801	GREAT AMERICA LEASING COR	EQUIPMENT LEASES	CS	269.64
		EQUIPMENT LEASES	CS	308.70
		WARRANT TOTAL		578.34
55802	GUARDIAN SECURITY	MACHINERY & EQUIPMENT	PD	642.01
		FIRE/THEFT PROTECTION	FD	125.00
		WARRANT TOTAL		767.01
55803	HARRIS	PROFESSIONAL SERVICES	FIN	229.02
		WARRANT TOTAL		229.02
55804	INGRAM LIBRARY SERVICES	BOOKS SKAGIT COUNTY	LIB	17.69

WARRANT	VENDOR NAME	DESCRIPTION		AMOUNT
		BOOKS SKAGIT COUNTY	LIB	25.30
		BOOKS SKAGIT COUNTY	LIB	15.23
		BOOKS SKAGIT COUNTY	LIB	10.55
		BOOKS SKAGIT COUNTY	LIB	16.24
		BOOKS SKAGIT COUNTY	LIB	56.72
		BOOKS SKAGIT COUNTY	LIB	4.71
		BOOKS SKAGIT COUNTY	LIB	3.48
		BOOKS SKAGIT COUNTY	LIB	66.88
		BOOKS SKAGIT COUNTY	LIB	58.72
		BOOKS SKAGIT COUNTY	LIB	17.46
		BOOKS SKAGIT COUNTY	LIB	22.26
		BOOKS SKAGIT COUNTY	LIB	21.54
		BOOKS SKAGIT COUNTY	LIB	8.85
		WARRANT TOTAL		345.63
55805	RONALD JOHN	RETIRED MEDICAL	PD	610.96
		WARRANT TOTAL		610.96
55806	KENNEDY, RALPH	MISC-DUES/SUBSCRIPTIONS	SWR	30.00
		WARRANT TOTAL		30.00
55807	KESSELRING'S	AMMUNITION	PD	47.48
		WARRANT TOTAL		47.48
55808	KING-ANDERSON, PEGGY	MISC-SUMMER READ PROGRAM	LIB	151.00
		WARRANT TOTAL		151.00
55809	KING CO. DEPT OF FINANCE	MAINT - SOLIDS HANDLING	SWR	3,096.41
		WARRANT TOTAL		3,096.41
55810	L N CURTIS & SONS	OPERATING SUPPLIES	FD	5,580.90
		OPERATING SUPPLIES	FD	54.53
		SMALL TOOLS & MINOR EQUIP	FD	1,331.71
		WARRANT TOTAL		6,967.14
55811	LAB SAFETY SUPPLY	OPERATING SUPPLIES	FD	211.53
		WARRANT TOTAL		211.53
55812	LEE JOHNSON & SONS	OTHER IMPROVEMENTS	SWR	56,044.70
		WARRANT TOTAL		56,044.70
55813	LOGGERS AND CONTRACTORS	MAINTENANCE OF LINES	SWR	64.70
		REPAIRS/MAINT-EQUIP	SAN	5.05
		WARRANT TOTAL		69.75
55814	MCCANN, WILLIAM R.	INDIGENT DEFEND CONTR	JUD	2,500.00
		WARRANT TOTAL		2,500.00
55815	MT. HOOD CHEMICAL	MAINT - SOLIDS HANDLING	SWR	5,640.15
		WARRANT TOTAL		5,640.15
55816	MUTUAL MATERIALS CO.	MAINTENANCE OF LINES	SWR	1,259.03

WARRANT	VENDOR NAME	DESCRIPTION		AMOUNT
		WARRANT TOTAL		1,259.03
55817	NELSON, PATSY	MEALS/TRAVEL	FIN	169.11
		MISC-TUITION/REGISTRATION	FIN	115.00
		WARRANT TOTAL		284.11
55818	OFFICE DEPOT	SUPPLIES	FIN	175.87
		SUPPLIES	FIN	294.97
		OFFICE/OPERATING SUPPLIES	PD	211.84
		OFFICE SUPPLIES	FD	51.50
		OFFICE SUPPLIES	SWR	131.16
		OFFICE SUPPLIES	SWR	88.13
		OFFICE SUPPLIES	SWR	22.35
		PORTABLE EQUIPMENT	SWR	272.62
		PORTABLE EQUIPMENT	SWR	209.85
		WARRANT TOTAL		1,458.29
55819	OFFICE SYSTEMS	MAINTENANCE CONTRACTS	SWR	362.01
		WARRANT TOTAL		362.01
55820	OLIVER-HAMMER CLOTHES	CLOTHING	SWR	199.26
		CLOTHING	SWR	167.22
		WARRANT TOTAL		366.48
55821	OPS SYSTEMS	MAINTENANCE CONTRACTS	SWR	900.00
		WARRANT TOTAL		900.00
55822	OVERALL LAUNDRY SERV INC	LAUNDRY	CS	25.02
		MISC-LAUNDRY	PK	29.89
		MISC-LAUNDRY	ST	17.44
		LAUNDRY	SWR	19.50
		LAUNDRY	SWR	19.50
		WARRANT TOTAL		111.35
55823	PAT RIMMER TIRE CTR, INC	REPAIRS/MAINT-EQUIP	SAN	32.37
		WARRANT TOTAL		32.37
55824	PERSONNEL CONCEPTS LTD	SUPPLIES	FIN	37.62
		OFFICE/OPERATING SUPPLIES	PD	37.62
		OFFICE SUPPLIES	FD	37.62
		SAFETY EQUIPMENT	PK	37.62
		SAFETY EQUIPMENT	CEM	37.62
		SAFETY EQUIPMENT	ST	37.63
		SUPPLIES	LIB	37.62
		OPERATING SUPPLIES	SWR	37.63
		OPERATING SUPPLIES	SAN	37.63
		WARRANT TOTAL		338.61
55825	PETTY CASH-DEBRA PETERSON	SUPPLIES	LIB	96.78
		WARRANT TOTAL		96.78
55826	PUBLIC SAFETY TESTING	PROFESSIONAL SERVICES	CIV	165.00

WARRANT	VENDOR NAME	DESCRIPTION		AMOUNT
		PROFESSIONAL SERVICES	FD	41.25
		WARRANT TOTAL		206.25
55827	PUGET SOUND ENERGY	PUBLIC UTILITIES	CS	739.71
		PUB UTILITIES-MALL	CS	6.84
		PUBLIC UTILITIES	RV	514.81
		PUBLIC UTILITIES-COMM CTR	PK	99.43
		PUBLIC UTILITIES-SR CTR	PK	307.03
		PUBLIC UTILITIES-TRAIN	PK	84.67
		PUBLIC UTILITIES	PK	282.93
		PUBLIC UTILITIES	CEM	58.86
		PUBLIC UTILITIES	ST	9.10
		PUBLIC UTILITIES	ST	81.12
		PUBLIC UTILITIES	ST	62.78
		PUBLIC UTILITIES	LIB	178.88
		ADVERTISING	HOT	39.01
		PUBLIC UTILITIES	SWR	110.05
		PUBLIC UTILITIES	SWR	6,462.61
		PUBLIC UTILITIES	SAN	88.74
		WARRANT TOTAL		9,126.57
55828	PURCHASE POWER	OFFICE SUPPLIES	CIV	15.51
		POSTAGE	PD	346.38
		POSTAGE	FD	118.91
		WARRANT TOTAL		480.80
55829	R & D SUPPLY, INC.	MAINTENANCE OF LINES	SWR	946.56
		WARRANT TOTAL		946.56
55830	RINKER MATERIALS	ROADWAY - ARTERIAL MAINT	AST	193,385.90
		ROADWAY - ARTERIAL MAINT	AST	89,830.67
		MISCELLANEOUS	S-C	26,089.53
		OTHER IMPROVEMENTS	SWR	635.39
		WARRANT TOTAL		309,941.49
55831	RONK BROTHERS, INC.	REPAIR/MAINT-SENIOR CTR	PK	180.63
		REPAIRS/MAINTENANCE BLDG.	LIB	100.82
		WARRANT TOTAL		281.45
55832	RODDA PAINT CO.	OPERATING SUPPLIES	SWR	95.79
		WARRANT TOTAL		95.79
55833	SCIENTIFIC SUPPLY	OPERATING SUPPLIES	SWR	71.40
		OPERATING SUPPLIES	SWR	26.14
		OPERATING SUPPLIES	SWR	86.44
		WARRANT TOTAL		183.98
55834	SEDRO-WOOLLEY AUTO PARTS	OPERATING SUPPLIES	ST	7.68
		OPERATING SUPPLIES	ST	12.11
		REPAIR/MAINTENANCE-EQUIP	ST	25.23
		MAINTENANCE OF VEHICLES	SWR	70.65
		MAINTENANCE OF VEHICLES	SWR	23.39

WARRANT	VENDOR NAME	DESCRIPTION		AMOUNT
		REPAIRS/MAINT-EQUIP	SAN	42.43-
		REPAIRS/MAINT-EQUIP	SAN	7.76
		REPAIRS/MAINT-EQUIP	SAN	62.07
		REPAIRS/MAINT-EQUIP	SAN	16.39
		REPAIRS/MAINT-EQUIP	SAN	99.27
		WARRANT TOTAL		282.12
55835	SEDRO-WOOLLEY VOLUNTEER	SALARIES-VOLUNTEERS	FD	9,513.00
		WARRANT TOTAL		9,513.00
55836	SEVEN SISTERS, INC.	MACHINERY/EQUIPMENT	SWR	1,355.60
		WARRANT TOTAL		1,355.60
55837	SEVENTEEN	BOOKS SKAGIT COUNTY	LIB	24.97
		WARRANT TOTAL		24.97
55838	SKAGIT COUNTY EMS	SUPPLIES & BOOKS	FD	165.00
		WARRANT TOTAL		165.00
55839	SKAGIT CO HEALTH DEPT	PROF SERVICE-MEDICAL EXAMS	FD	57.00
		WARRANT TOTAL		57.00
55840	SKAGIT CO. PUBLIC WORKS	SKAGIT CO SOLID WASTE	SWR	466.05
		WARRANT TOTAL		466.05
55841	SKAGIT COUNTY SHERIFF	PRISONERS	PD	5,266.52
		WARRANT TOTAL		5,266.52
55842	SKAGIT CO. TRAINING	TUITION/REGISTRATION	FD	1,000.00
		WARRANT TOTAL		1,000.00
55843	SKAGIT FARMERS SUPPLY	MAINTENANCE OF LINES	SWR	64.63
		WARRANT TOTAL		64.63
55844	SKAGIT HYDRAULICS, INC.	REPAIRS/MAINT-EQUIP	SAN	244.06
		WARRANT TOTAL		244.06
55845	SKAGIT READY MIX, INC.	MAINTENANCE OF LINES	SWR	979.46
		MAINTENANCE OF LINES	SWR	841.08
		MAINTENANCE OF LINES	SWR	841.08
		WARRANT TOTAL		2,661.62
55846	SKAGIT VALLEY PUBLISHING	PROFESSIONAL SERVICES	LIB	210.08
		WARRANT TOTAL		210.08
55847	SOTO & SONS CONSTRUCTION	IMPROVEMENT-METCALF LINE	SWR	96,983.46
		WARRANT TOTAL		96,983.46
55848	STILES & STILES	MUNICIPAL COURT JUDGE	JUD	2,666.67
		WARRANT TOTAL		2,666.67
55849	SUMMIT LAW GROUP	PROFESSIONAL SERVICES	PD	73.50

WARRANT	VENDOR NAME	DESCRIPTION		AMOUNT
		WARRANT TOTAL		73.50
55850	SUMMIT GIS	SPECIAL INVESTIGATIONS	PD	700.00
		WARRANT TOTAL		700.00
55851	THUNDERBIRD LUBRICATIONS	AUTO FUEL/DIESEL	ST	216.48
		WARRANT TOTAL		216.48
55852	TRUE VALUE	REPAIR & MAINTENANCE	CS	3.77
		SMALL TOOLS & MINOR EQUIP	FD	23.69
		OPERATING SUPPLIES	CEM	6.46
		OPERATING SUPPLIES	SWR	40.99
		OPERATING SUPPLIES	SWR	2.47
		OPERATING SUPPLIES	SWR	8.62
		OPERATING SUPPLIES	SWR	16.16
		OPERATING SUPPLIES	SWR	9.03
		OPERATING SUPPLIES	SWR	7.33
		OPERATING SUPPLIES	SWR	37.72
		WARRANT TOTAL		156.24
55853	PACIFIC POWER PRODUCTS	MAINTENANCE CONTRACTS	SWR	1,348.75
		WARRANT TOTAL		1,348.75
55854	VALLEY AUTO SUPPLY	REPAIRS/MAINT-EQUIP	FD	74.24
		MAINTENANCE OF VEHICLES	SWR	66.41
		REPAIRS/MAINT-EQUIP	SAN	38.30
		SMALL TOOLS & MINOR EQUIP	SAN	71.27
		SMALL TOOLS & MINOR EQUIP	SAN	25.63
		SMALL TOOLS & MINOR EQUIP	SAN	55.33
		SMALL TOOLS & MINOR EQUIP	SAN	19.48-
		WARRANT TOTAL		311.70
55855	VALVE & FILTER CORP.	MAINT OF GENERAL EQUIP	SWR	105.16
		WARRANT TOTAL		105.16
55856	VERIZON WIRELESS	CELL PHONES	PK	34.79
		WARRANT TOTAL		34.79
55857	VERIZON NORTHWEST	TELEPHONE	JUD	62.03
		TELEPHONE	FIN	63.54
		TELEPHONE	PD	80.93
		TELEPHONE	PD	945.50
		PUBLIC UTILITIES-COMM CTR	PK	85.52
		TELEPHONE	PK	104.87
		TELEPHONE	CEM	61.74
		TELEPHONE	ST	58.54
		TELEPHONE	LIB	146.82
		TELEPHONE	SWR	478.25
		TELEPHONE	SAN	183.50
		WARRANT TOTAL		2,271.24
55858	VIKING OFFICE PRODUCTS	OFFICE/OPERATING SUPPLIES	PD	66.23

WARRANT	VENDOR NAME	DESCRIPTION		AMOUNT
		WARRANT TOTAL		66.23
55859	VISTEN, LESLIE	RETIRED MEDICAL	PD	124.00
		WARRANT TOTAL		124.00
55860	WAKEMAN, SCOTT	PROF SERVICES-HANDY MAN	CS	202.50
		WARRANT TOTAL		202.50
55861	WA STATE DEPT OF ECOLOGY	MISC-DUES/SUBSCRIPTIONS	SWR	30.00
		MISC-DUES/SUBSCRIPTIONS	SWR	30.00
		MISC-DUES/SUBSCRIPTIONS	SWR	30.00
		MISC-DUES/SUBSCRIPTIONS	SWR	30.00
		MISC-DUES/SUBSCRIPTIONS	SWR	30.00
		MISC-DUES/SUBSCRIPTIONS	SWR	30.00
		WARRANT TOTAL		180.00
55862	WA STATE DEPT OF REVENUE	TAXES AND ASSESSMENTS	PK	32.06
		TAXES AND ASSESSMENTS	CEM	104.29
		OPERATING SUPPLIES	ST	61.04
		TAXES AND ASSESSMENTS	LIB	9.09
		BOOKS, PERIOD, RECORDS	LIB	10.81
		TAXES AND ASSESSMENTS	SWR	3,555.21
		TAXES & ASSESSMENTS	SAN	12,034.77
		WARRANT TOTAL		15,807.27
55863	WA ST DEPT OF TRANS	CONST-FRUITDALE/SR20 SIG	AST	178,845.94
		WARRANT TOTAL		178,845.94
55864	WA STATE UNIVERSITY	MISC-TUITION/REGISTRATION	SWR	330.00
		WARRANT TOTAL		330.00
55865	WOMAN'S DAY	BOOKS SKAGIT COUNTY	LIB	12.00
		WARRANT TOTAL		12.00
55866	COCCHI, DYANNA M.	JURY/WITNESS FEES	JUD	18.10
		WARRANT TOTAL		18.10
55867	COWAN, J. PETER	JURY/WITNESS FEES	JUD	10.81
		WARRANT TOTAL		10.81
55868	FITZGERALD, BETTY	JURY/WITNESS FEES	JUD	16.48
		WARRANT TOTAL		16.48
55869	GOODELL, PATRICIA JANE	JURY/WITNESS FEES	JUD	14.05
		WARRANT TOTAL		14.05
55870	GRAHAM, D. CALLIS	JURY/WITNESS FEES	JUD	13.24
		WARRANT TOTAL		13.24
55871	HAVENICHT, NELSON A.	JURY/WITNESS FEES	JUD	26.20
		WARRANT TOTAL		26.20

WARRANT	VENDOR NAME	DESCRIPTION		AMOUNT
55872	HOYT, GLENN V.	JURY/WITNESS FEES	JUD	10.00
		WARRANT TOTAL		10.00
55873	KAEHR, AARON S.	JURY/WITNESS FEES	JUD	11.62
		WARRANT TOTAL		11.62
55874	KETTERER, VERA M.	JURY/WITNESS FEES	JUD	11.22
		WARRANT TOTAL		11.22
55875	LEMIEUX, LORETTA JEAN	JURY/WITNESS FEES	JUD	14.86
		WARRANT TOTAL		14.86
55876	RANDALL, JUANITA M.	JURY/WITNESS FEES	JUD	10.81
		WARRANT TOTAL		10.81
55877	SCOTT, NANCY L.	JURY/WITNESS FEES	JUD	22.15
		WARRANT TOTAL		22.15
55878	STEVENS, JAY H.	JURY/WITNESS FEES	JUD	16.08
		WARRANT TOTAL		16.08
55879	STRATTON, GUY W.	JURY/WITNESS FEES	JUD	11.22
		WARRANT TOTAL		11.22
55880	TAYLOR, BLAKE	JURY/WITNESS FEES	JUD	30.25
		WARRANT TOTAL		30.25
55881	DONNELL, KELLI	JURY/WITNESS FEES	JUD	18.10
		WARRANT TOTAL		18.10
55882	NORTON, STEPHANIE	JURY/WITNESS FEES	JUD	12.03
		WARRANT TOTAL		12.03
55883	BREWER, RALPH M.	JURY/WITNESS FEES	JUD	13.65
		WARRANT TOTAL		13.65
55884	DYKSTRA, SANDRA	JURY/WITNESS FEES	JUD	14.05
		WARRANT TOTAL		14.05
55885	HUNGER, LINDA	COMMUNITY CENTER		287.50
		WARRANT TOTAL		287.50
		RUN TOTAL		766,773.51

FUND	TITLE	AMOUNT
001	CURRENT EXPENSE FUND	54,274.03
101	PARK FUND	4,557.64
102	CEMETERY FUND	2,938.55
103	STREET FUND	3,263.99
104	ARTERIAL STREET FUND	462,062.51
105	LIBRARY FUND	1,349.50
108	STADIUM FUND	39.01
331	SEWER TREATMENT CONST FUND	26,089.53
401	SEWER FUND	194,695.60
412	SOLID WASTE FUND	17,503.15
TOTAL		766,773.51

DEPARTMENT	AMOUNT
001 000 012	5,523.62
001 000 014	1,097.90
001 000 016	180.51
001 000 018	3,950.02
001 000 019	173.20
001 000 020	2,541.43
001 000 021	20,361.39
001 000 022	19,223.52
001 000 024	1,222.44
FUND CURRENT EXPENSE FUND	54,274.03
101 000 000	287.50
101 000 076	4,270.14
FUND PARK FUND	4,557.64
102 000 036	2,938.55
FUND CEMETERY FUND	2,938.55
103 000 042	3,263.99
FUND STREET FUND	3,263.99
104 000 042	462,062.51
FUND ARTERIAL STREET FUND	462,062.51
105 000 072	1,349.50
FUND LIBRARY FUND	1,349.50
108 000 019	39.01
FUND STADIUM FUND	39.01
331 000 082	26,089.53
FUND SEWER TREATMENT CONST FUND	26,089.53
401 000 035	194,695.60
FUND SEWER FUND	194,695.60
412 000 037	17,503.15
FUND SOLID WASTE FUND	17,503.15
TOTAL	766,773.51

Memorandum

CITY COUNCIL AGENDA
REGULAR MEETING

NOV 0 9 2005

7:00 P.M. COUNCIL CHAMBERS
AGENDA NO. 3C

To: Mayor Dillon and City Council

From: Patsy Nelson Patsy

Date: 10/27/2005

Re: Comp plan update grant

Background: The City of Sedro-Woolley has been awarded a $5,000 grant to update the City's comprehensive plan and development regulations.

Recommendation: Accept the grant and authorize the Mayor to sign the attached contract with the Washington State Department of Community, Trade and Economic Development in the amount of $5,000.

STATE OF WASHINGTON
DEPARTMENT OF COMMUNITY, TRADE AND ECONOMIC DEVELOPMENT
128 - 10th Avenue SW • PO Box 42525 • Olympia, Washington 98504-2525 • (360) 725-4000

October 20, 2005

Mr. Patrick M. Hayden
City Attorney
City of Sedro-Woolley
720 Murdock Street
Sedro-Woolley, Washington 98284

Dear Mr. Hayden:

I am pleased to inform you that the City of Sedro-Woolley has been selected by the Washington State Department of Community, Trade and Economic Development (CTED) to receive a grant award in the amount of $5,000. The grant is being awarded through Growth Management Services to update the comprehensive plan and development regulations.

Enclosed are two copies of the contract between the City of Sedro-Woolley and CTED for your Update Grant. The scope of work is based on the application that the city submitted. Please have both copies signed by the authorized signatory and return them to Growth Management Services, P.O. Box 42525, Olympia, WA 98504-2525, ATTN: GMS Grants.

Also enclosed is a payment voucher. Please sign and return this with the contracts so we can send your first payment promptly. This payment is an advance, and no work needs to be completed on your grant in order to collect it. Expenses are eligible to be billed against this grant from July 1, 2005.

It is understood that staff from Growth Management Services and your jurisdiction will work to bring this project under contract as quickly as possible. Please be aware that if funding to CTED is reduced before the completion of your contract, then the award may be reduced accordingly. If you have any questions about this or the contract process in general, please contact Diane Wiatr at (360) 725-3067, or email *dianew@cted.wa.gov*.

Sincerely,

Nancy K. Ousley, Assistant Director
Local Government Division

Enclosures

Washington State Department of Community, Trade and Economic Development
Local Government Division
Growth Management Services

1. Contractor City of Sedro-Woolley 720 Murdock Street Sedro-Woolley, Washington 98284	**2. Contractor Doing Business As (optional)**
3. Contractor Representative Name: Patrick Hayden Phone: Fax: e-mail: phayden@ci.sedro-woolley.wa.us	**4. CTED Representative** Name: Doug Peters Phone: (360) 725-3046 Fax: e-mail: douglasp@cted.wa.gov

5. Contract Amount	6. Funding Source	7. Start Date	8. End Date
$5,000	Federal: ☐ State: ☒ Other: ☐ N/A: ☐	07/01/2005	06/30/2006

9. Federal Funds (as applicable)	Federal Agency	CFDA Number:
	N/A	N/A

10. Tax ID #	11. SWV #	12. UBI #	13. DUNS #
91-6001276			

14. Contract Purpose

To update the comprehensive plan and development regulations.

The DEPARTMENT and CONTRACTOR acknowledge and accept the terms of this CONTRACT and attachments and have executed this CONTRACT on the date below to start as of the date and year referenced above. The rights and obligations of both parties to this CONTRACT are governed by this CONTRACT and following other documents incorporated by reference: CONTRACT Terms and Conditions including Attachment "A" Work Plan, and Attachment "B" Budget.

FOR THE CONTRACTOR	FOR THE DEPARTMENT
X_____	_____ Nancy K. Ousley Assistant Director
_____ Name (please print)	_____ Date
_____ Title	**APPROVED AS TO FORM ONLY**
_____ Date	Signature on file Melissa Burke-Cain Assistant Attorney General October 20, 2003 Date

CONTRACT TERMS & CONDITIONS

SECTION 1 - PREAMBLE

This CONTRACT, entered into by the City of Sedro-Woolley (hereinafter referred to as the GRANTEE), and the Department of Community, Trade and Economic Development (hereinafter referred to as the DEPARTMENT), WITNESSES THAT:

WHEREAS, the DEPARTMENT has the responsibility under RCW 43.330.050(5) to provide financial and technical assistance to the communities of the state, to assist in improving the delivery of federal, state, and local programs; and to provide communities with opportunities for productive and coordinated development beneficial to the well-being of communities and their residents; and

WHEREAS, the DEPARTMENT has the statutory authority under RCW 43.330.120 to offer technical and financial assistance to cities and counties planning under the Growth Management Act; and

WHEREAS, the DEPARTMENT has selected the GRANTEE to receive funds and the GRANTEE shall use the funds to undertake a project which furthers the goals and objectives of the DEPARTMENT's Growth Management Services Unit in accordance with its mission.

THEREFORE, the parties mutually agree to the following terms and conditions:

SECTION 2 - WORK PLAN

Over the course of the CONTRACT period, the GRANTEE shall accomplish the activities described in Attachment "A": Work Plan that is incorporated into the CONTRACT by reference.

SECTION 3 - FUNDING

The total funds to be reimbursed to the GRANTEE for costs incurred during the CONTRACT period shall be a sum not to exceed $5,000.

SECTION 4 - BUDGET

An approved budget by category of expenditure is included as Attachment "B" of this CONTRACT that is incorporated into the CONTRACT by reference. The total amount of transfers of funds between line item budget categories shall be as specified in Attachment "B." If the cumulative amount of these transfers exceeds or is expected to exceed the amount specified in Attachment "B," the total project budget shall be subject to justification and negotiation of a CONTRACT amendment by the GRANTEE and the DEPARTMENT.

SECTION 5 - CONTRACT PERIOD

A. The effective date of this CONTRACT shall be the date all parties sign and complete execution of the CONTRACT. This CONTRACT shall terminate on June 30, 2006, except for any remaining obligations of the GRANTEE as may exist under Section 7.

B. Costs to be reimbursed by the DEPARTMENT under this CONTRACT are those eligible costs incurred during the performance of the CONTRACT work program on or after July 1, 2005.

SECTION 6 - REIMBURSEMENT PROVISIONS

A. Funds will be disbursed per the schedule established in Attachment "B."

B. Only eligible project-related costs will be reimbursed. Ineligible costs include, but are not necessarily limited to: capital expenses, such as land acquisition or construction costs; purchase of machinery; hosting expenses, such as meals, lodging, or transportation incurred by persons other than staff and volunteers working directly on the project; lobbying or political influencing; and other costs which are not directly related to the project.

C. Within twenty (20) days after receiving and approving the voucher, the DEPARTMENT shall remit to the GRANTEE a warrant covering the DEPARTMENT's share of the costs incurred for work performed.

D. The final invoice voucher covering costs incurred for work performed on or before June 30, 2006, must be submitted by the GRANTEE prior to July 10, 2006, to allow the DEPARTMENT sufficient time to process it. Payment of the final voucher shall be contingent upon the DEPARTMENT's receipt and approval of any products or deliverables designated in Attachment "A."

SECTION 7 - REPORTS

A. The GRANTEE shall submit a brief progress report on a form approved by the DEPARTMENT which describes the progress made on the work program outlined in Attachment "A." Progress reports will be submitted on a Semiannual calendar cycle. The Semiannual progress report shall also provide detail on the dedicated matching funds.

B. The GRANTEE shall furnish, along with or prior to submitting the final invoice voucher, two copies of each final product designated in Attachment "A."

SECTION 8 - ACKNOWLEDGMENT OF STATE FUNDING

The GRANTEE shall provide all project-related press releases to the DEPARTMENT. Press releases shall identify the DEPARTMENT as a project financier.

Publications such as reports and pamphlets which are developed totally or in part with funds provided under this CONTRACT shall give credit to the funding source by including the following: "Funds made available through the Washington State Department of Community, Trade and Economic Development."

SECTION 9 - DOCUMENTATION, MONITORING, AND AUDIT

During the CONTRACT period and following its termination, the GRANTEE shall follow accounting procedures and shall maintain books, records, documents, and other evidence which sufficiently and properly reflect all project specific costs expended in the performance of this CONTRACT. The Office of the State Auditor or any persons duly authorized by the DEPARTMENT shall have full access to and the right to inspect, excerpt, audit, or examine any of these materials at all reasonable times for a period of six years after termination of the CONTRACT.

The DEPARTMENT may require a copy of the GRANTEE's most recent audit and management letter.

The DEPARTMENT may require the GRANTEE to obtain an audit for specific expenditures under this CONTRACT. Costs of a required audit are an allowable expense.

SECTION 10 - RECAPTURE PROVISIONS

In the event that the GRANTEE fails to expend funds under this CONTRACT in accordance with state laws and/or the provisions of this CONTRACT, the DEPARTMENT reserves the right to recapture state funds in an amount equivalent to the extent of the noncompliance.

Such right of recapture shall exist for a period not to exceed six years following CONTRACT termination. Repayment by the GRANTEE of funds under this recapture provision shall occur within 30 days of demand. In the event that the DEPARTMENT is required to institute legal proceedings to enforce the recapture provision, the DEPARTMENT shall be entitled to its costs thereof, including reasonable attorney's fees.

SECTION 11 - CONTRACT AMENDMENTS

A. The DEPARTMENT or the GRANTEE may request changes to the CONTRACT or its provisions. It is agreed and understood that no material or substantive alteration or variation of the terms of this CONTRACT shall be valid unless made in writing and signed by both parties. Any oral understanding or agreements shall not be binding unless made in writing and signed by both parties.

B. CONTRACT amendments shall not be made which result in an extension of the CONTRACT period beyond June 30, 2006.

SECTION 12 - NONDISCRIMINATION CLAUSE

During the performance of this CONTRACT, the GRANTEE shall comply with all federal and state nondiscrimination laws, including, but not limited to chapter 49.60 RCW. Washington's Law Against Discrimination, and 42, U.S.C. 12101 et seq., the Americans with Disabilities Act (ADA).

In the event of the GRANTEE's noncompliance or refusal to comply with any nondiscrimination law, regulation, or policy, this CONTRACT may be rescinded, canceled, or terminated in whole or in part, and the GRANTEE may be declared ineligible for further CONTRACTS with the DEPARTMENT. The GRANTEE shall, however, be given a reasonable time in which to cure this noncompliance. Any dispute may be resolved in accordance with Section 20.

SECTION 13 - TERMINATION OF CONTRACT

A. If, through any cause, the GRANTEE shall fail to fulfill its obligations under this CONTRACT in a timely and proper manner; or if the GRANTEE shall violate any of its covenants, agreements, or stipulations; the DEPARTMENT shall have the right to terminate this CONTRACT. The DEPARTMENT may withhold the balance of state funding if such default or violation is not corrected within twenty (20) days after the DEPARTMENT submits written notice to the GRANTEE describing such default or violation.

B. Notwithstanding any provisions of this CONTRACT, either party may terminate this CONTRACT by providing written notice of such termination, specifying the effective date thereof, at least thirty (30) days prior to such date.

C. Reimbursement for GRANTEE work performed, and not otherwise paid for by the DEPARTMENT prior to the effective date of such terminations, shall be as the DEPARTMENT reasonably determines.

D. In the event funding from the state, federal, or other sources is withdrawn, reduced, or limited in any way after the effective date of this CONTRACT and prior to normal completion, the DEPARTMENT may unilaterally reduce the scope of work and budget or terminate this CONTRACT.

SECTION 14 - GRANTEE NOT EMPLOYEE OF DEPARTMENT

The GRANTEE, its employees, or agents performing under this CONTRACT are not deemed to be employees neither of the DEPARTMENT nor as agents of the DEPARTMENT in any manner whatsoever. The GRANTEE will not hold itself out as or claim to be an officer or employee of the DEPARTMENT or of the State of Washington and will not make any claim, demand, or application to or for any right or privilege applicable to an officer or employee of the DEPARTMENT or of the State of Washington.

SECTION 15 - USE OF SUBCONTRACTS

The GRANTEE may enter into subcontracts for any of the work contemplated under this CONTRACT without obtaining prior written approval of the DEPARTMENT. The GRANTEE shall follow local policies regarding procurement, or in absence of local policies, shall use a competitive procurement process.

Each CONTRACT that the GRANTEE enters into with subcontractors, creditors and others shall contain a clause providing notice that the state and the DEPARTMENT are not responsible for any legal obligation, financial or otherwise, incurred by the GRANTEE.

The DEPARTMENT reserves the right to monitor the subcontractor selection process and contractual documents either during or following the selection process.

The GRANTEE is responsible for the performance of any subcontractors. The GRANTEE shall require all subcontractors to follow the same rules and regulations as described in this document. All subcontractors must be monitored by the GRANTEE to ensure fiscal accountability.

SECTION 16 - OWNERSHIP OF PROJECT MATERIALS

All finished or unfinished documents, data, studies, surveys, drawings, models, photographs, films, duplicating plates, computer disks and reports prepared by the GRANTEE under this CONTRACT shall be works for hire under U.S. copyright law. The DEPARTMENT may duplicate, use, and disclose in any manner and for any purpose whatsoever, all materials prepared under this CONTRACT.

The GRANTEE must have prior approval of the DEPARMENT to produce patents, copyrights, patent rights, inventions, original books, manuals, films, or other patentable or copyrightable materials, in whole or in part with funds received under this CONTRACT. The DEPARTMENT reserves the right to determine whether protection of inventions of discovery shall be disposed of and administered in order to protect the public interest. Before the GRANTEE copyrights any materials produced with funds under this CONTRACT, the DEPARTMENT reserves the right to negotiate a reasonable royalty fee and agreement.

SECTION 17 - TRAVEL AND SUBSISTENCE REIMBURSEMENT

Travel and subsistence reimbursement shall be made in accordance with the guidelines followed by the GRANTEE in the course of normal operations. In the absence of local provisions, per diem rates and travel allowances shall be paid in accordance with rates set for state employees pursuant to RCW 43.03.050 and RCW 43.03.060 as now existing or hereafter amended.

SECTION 18 - SPECIAL PROVISION

The DEPARTMENT's failure to insist upon the strict performance of any provision of this CONTRACT or to exercise any right based upon a breach thereof or the acceptance of any performance during such breach shall not constitute a waiver of any right under this CONTRACT.

SECTION 19 - HOLD HARMLESS

The GRANTEE agrees to defend, hold harmless, and indemnify the State of Washington and the DEPARTMENT, their officers, agents, employees, and assigns against any and all damages of claims from damages resulting or allegedly resulting from the GRANTEE's performance of activities under the terms of this CONTRACT.

SECTION 20 - DISPUTE RESOLUTION

Except as otherwise provided in this CONTRACT, when a bona fide dispute arises between the parties and it cannot be resolved through discussion and negotiation, either party may request a dispute hearing. The parties shall select a dispute resolution team to resolve the dispute. The team shall consist of a representative appointed by the DEPARTMENT, a representative appointed by the GRANTEE, and a third party mutually agreed upon by both parties. The team shall attempt, by majority vote, to resolve the dispute. The parties agree that this dispute process shall precede any action in a judicial or quasi-judicial tribunal.

SECTION 21 - GOVERNING LAW AND VENUE

The CONTRACT shall be construed and enforced in accordance with, and the laws of the State of Washington hereof shall govern the validity and performance. Venue of any suit between the parties arising out of this CONTRACT shall be the Superior Court of Thurston County, Washington.

SECTION 22 - APPLICABLE LAWS AND REGULATIONS

The GRANTEE shall comply with all existing applicable laws, ordinances, codes, regulations and policies of local, state, and federal governments, as now or hereafter amended.

SECTION 23 - SEVERABILITY

In the event any term or condition of this CONTRACT or application thereof to any person or circumstances is held invalid, such invalidity shall not affect other terms, conditions, or applications of this CONTRACT which can be given effect without the invalid term, condition, or application. To this end, the terms and conditions of this CONTRACT are declared severable.

SECTION 24 - ENTIRE AGREEMENT

This contract, including referenced exhibits, represents all the terms and conditions agreed upon by the parties. No other understandings or representations, oral or otherwise, regarding the subject matter of this contract shall be deemed to exist or to bind any of the parties hereto.

The attachments to this agreement are as follows:

ATTACHMENT A: "Work Plan," consisting of _1_ page(s); and
ATTACHMENT B: "Budget," consisting of _1_ page(s).

ATTACHMENT A: WORK PLAN

Grantee: City of Sedro-Woolley

Summary: To update comprehensive plan and development regulations.

Estimated Completion Dates & Activities:

Goals/ Actions/ Deliverables	Description	Start Date	End Date
Goal 1.0	2005 GMA Comp Plan and Dev Regs update		
Action 1.1	Traffic Zone Analysis	7/1/2005	11/23/2005
Action 1.2	Land Use Capacity Analysis	7/1/2005	11/23/2005
Deliverable 1.3	2005 Transportation Capital Facilities plan update	7/1/2005	11/23/2005
Deliverable 1.4	2005 Police Capital Facilities Plan	7/1/2005	11/23/2005
Goal 2.0	2005 Rezone Amendments		
Action 2.1	Wetlands Reconnaissance and Critical Areas	7/1/2005	11/23/2005
Deliverable 2.2	2005 Critical Areas Ordinance	7/1/2005	11/23/2005
Deliverable 2.3	2005 Transportation Impact Fee Ordinance	7/1/2005	11/23/2005
Deliverable 2.4	2005 Design Manual	7/1/2005	11/23/2005

Status Reports Due By:

12/15/2005
6/30/2006

ATTACHMENT B: BUDGET

The budget shall consist of the following elements:

1. Category of Expenditure

	SFY 2006	SFY 2007	Total
Salaries and Benefits	$ 5,000	$ 0	$ 5,000
Goods and Supplies	$ 0	$ 0	$ 0
Professional Services	$ 0	$ 0	$ 0
Other Goods and Services	$ 0	$ 0	$ 0
Total	$ 5,000	$ 0	$ 5,000

2. Budget Summary

	SFY 2006	SFY 2007	Total
CTED Funds	$ 5,000	$ 0	$ 5,000
Other Funds	$ 0	$ 0	$ 0
Total	$ 5,000	$ 0	$ 5,000

3. Payment Disbursement Schedule

Upon final signing of contract and before June 30, 2006	$ 2,500
After submission of first status report and before June 30, 2006	$ 2,000
Upon completion of the contract and before June 30, 2006	$ 500

4. Special Budget Provisions

   A. For CONTRACTS over $30,000 the total amount of transfers of funds between line item budget categories shall not exceed ten (10) percent of the total budget. If the cumulative amount of these transfers exceeds or is expected to exceed ten percent, the total budget shall be subject to justification and negotiation of a CONTRACT amendment by the GRANTEE and the DEPARTMENT.

   B. For CONTRACTS under $30,000 the total amount of transfers of funds between line item budget categories shall not exceed twenty (20) percent of the total budget. If the cumulative amount of these transfers exceeds or is expected to exceed twenty percent, the total budget shall be subject to justification and negotiation of a CONTRACT amendment by the GRANTEE and the DEPARTMENT.

   C. A sum of ten (10) percent of funds shall be withheld until all tasks, activities, and final products defined in ATTACHMENT "A" have been successfully completed by the GRANTEE and accepted fully by the DEPARTMENT.

CITY COUNCIL AGENDA
REGULAR MEETING

NOV 0 9 2005

7:00 P.M. COUNCIL CHAMBERS
AGENDA NO. 3d

Memorandum

To: Mayor Dillon and City Council

From: Patsy Nelson, Clerk-Treasurer Patsy

Date: 10/27/2005

Re: 2006 Budget Ordinance Hearing

Recommended Action
Staff recommends the Council move to set a public hearing to consider adoption of the 2006 Budget Ordinance on Tuesday, November 22, 2005.

CITY COUNCIL AGENDA
REGULAR MEETING

NOV 0 9 2005

7:00 P.M. COUNCIL CHAMBERS
AGENDA NO. 3e

Memorandum

To: Mayor Dillon and City Council

From: Patsy Nelson, Clerk-Treasurer Patsy

Date: 10/27/2005

Re: 2006 Property Tax Public Hearing

Recommended Action
Staff recommends the Council move to set a public hearing on Tuesday, November 22, 2005 to consider public input on the proposed increase in property tax levy request for 2006.

CITY COUNCIL AGENDA
REGULAR MEETING

NOV 0 9 2005

7:00 P.M. COUNCIL CHAMBERS
AGENDA NO. 3f

November 1, 2005

Re: 2005 Chamber of Commerce Grand "City of Lights" Christmas Parade

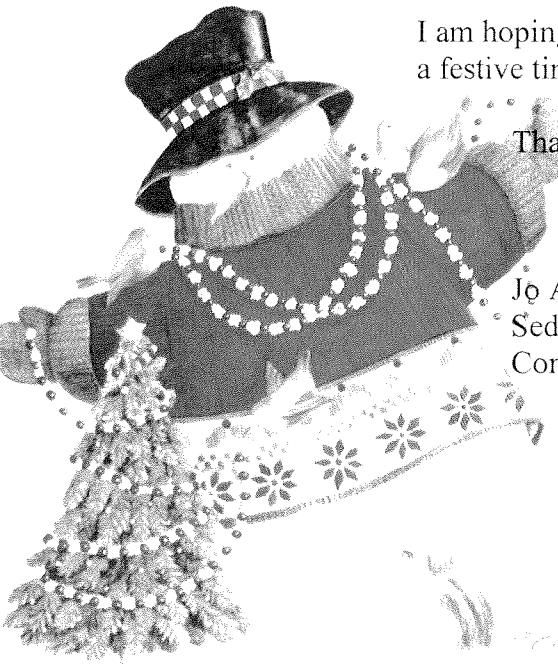
Dear Mayor Dillon and City Council,

The Sedro-Woolley's Christmas Parade is planned for Saturday, December 3rd, 2005.

There will be free train and pony rides sponsored by local businesses and other Christmas activities in the downtown area beginning at 3:00 p.m.
Therefore, the Christmas committee respectfully requests the closure of Metcalf Street between Ferry Street and State Street and Woodworth Street from both alleys on the west and east side of Woodworth Street beginning at 2:45 pm. The free pony and train rides are set up on both sides of Woodworth and the train goes up and down Metcalf Street until the parade starts.

The same as last year we are requesting that Metcalf Street from Warner Street to State Street be closed at 4:30 pm. so we can begin staging up the beginning of the parade. We are requesting as in the past the parking stalls on both sides of Ferry Street be blocked off with cones so the parade entries can go around the corner in a safe manner.

The parade will begin at promptly 5:00 p.m. and last around 45 minutes. At this time all streets will be opened up to traffic. We will be working closely with the Police Department on trying to make the closure of the streets in the downtown area easily as possible.



I am hoping to see our City council again this year in the parade for this is a festive time for all.

Thank you,

Jo Ann Lazaron
Sedro-Woolley Chamber of Commerce Christmas Parade Committee

CITY COUNCIL AGENDA
REGULAR MEETING
NOV 0 9 2005
7:00 P.M. COUNCIL CHAMBERS
AGENDA NO. 39

INTERLOCAL CORRECTION/DETENTION AGREEMENT

This Correction/Detention Agreement (hereinafter "Agreement") is made and entered into by and between the City of Sedro Woolley (hereinafter "Sedro Woolley"), and the City of Wapato (hereinafter "Wapato").

I. RECITALS

WHEREAS, it is the desire and intent of Sedro Woolley, through its police department, to utilize the detention facilities maintained by Wapato, and to compensate Wapato therefore, pursuant to the terms of this Agreement, for the care and custody of jail prisoners of Sedro Woolley arrested and/or detained for a violation of the Sedro Woolley Municipal Code and adopted portions of the Revised Code of Washington.

WHEREAS, in accordance with the terms and conditions herein, and where it is not an undue burden, Wapato desires to make its jail facilities available for Sedro Woolley through the Sedro Woolley Police Department, to provide for the care and custody of prisoners who were arrested and/ or detained for a violation of the Sedro Woolley Municipal Code and adopted portions of the Revised Code of Washington.

WHEREAS, this Agreement is entered into by and between the parties pursuant to Chapters 39.34 and 70.48 of the Revised Code of Washington, which provide for interlocal agreements for hiring and sharing of correction/detention facilities between local governments.

II. AGREEMENT

Therefore, in consideration of the mutual covenants, conditions and promises herein, the parties mutually agree as follows:

1. **Term.** The term of this Agreement shall commence on January 1, 2006, and terminate on December 31, 2006, unless sooner terminated by either party in accordance with Section 13 of this Agreement.

2. **Incarceration.** Provided that there is available jail/detention facility space, Wapato shall accept and incarcerate Sedro Woolley prisoners that are eighteen (18) years and older, and who were arrested and/or detained by Sedro Woolley police officers for a violation of the Sedro Woolley Municipal Code and adopted portions of the Revised Code of Washington. Wapato shall feed and otherwise generally care for such prisoners in the same manner as its own prisoners and in the same manner consistent with rules governing its jail. All prisoners incarcerated for Sedro Woolley by Wapato shall be subject to all rules and regulations of Wapato governing its jail facility, including Wapato's visitation rules and regulations. Wapato retains the right to refuse to incarcerate and/or provide any other services to Sedro Woolley prisoners, who, as determined by Wapato,

constitute a security risk or who are arrested, held or detained by Sedro Woolley for any violent crime. Female prisoners of Sedro Woolley will be accepted for incarceration by Wapato.

3. **Compensation.** Sedro Woolley agrees to pay Wapato each month the sum of forty dollars ($40.00) per day for each Sedro Woolley prisoner incarcerated in Wapato jail facilities pursuant to the terms of this Agreement. Any part of the day, beyond six (6) hours, shall be considered a full day. Payment shall be made for the first day of incarceration, but not for the last day of incarceration. The charges in this section shall apply without regard to whether the prisoner has been charged, tried, or sentenced and shall continue until Sedro Woolley notifies Wapato that the prisoner is to be released or until the sentence has been served by the prisoner.

4. **Clothing and Bedding.** Wapato agrees to provide each Sedro Woolley prisoner with necessary or appropriate clothing and to provide each such prisoner with a booking kit.

5. **Booking Procedure.** Sedro Woolley prisoners shall be booked according to the procedures and policies of Wapato. Prisoners' personal property shall be held by Wapato and be transported with each prisoner to the Wapato jail facility.

6. **Prisoner Delivery and Notification.** Sedro Woolley shall be responsible for delivering its prisoners to Wapato jail facilities and for notifying Wapato of all prisoners to be released. No person who appears to be sick or injured shall be accepted for incarceration in Wapato jail facilities until he has received proper medical attention. Wapato shall provide Sedro Woolley with a monthly list of Sedro Woolley prisoners housed during the billing month.

7. **Court Appearances.** Sedro Woolley shall be responsible for arranging court appearances for its prisoners and shall, whenever necessary for court appearances, arrange to take custody of such prisoners at the facility where incarcerated and redeliver such prisoners to the appropriate facility.

8. **Medical Treatment.** Wapato shall provide and furnish minor medical care, attention, and treatment to prisoners in custody pursuant to this agreement to the same degree provided within the jail facility to its own prisoners. All medical and dental expenses, including emergency and non-emergency medical and dental expenses to the extent such expenses are not paid by another governmental agency or other source, shall be paid by Sedro Woolley; provided, however, that Wapato shall pay for any medical expenses that are directly caused by the negligence of its officers and/or agents.

Wapato shall notify the Sedro Woolley Police Department by whatever communication system available (telephone, radio, etc.) if a Sedro Woolley prisoner requires emergency medical or dental treatment. Wapato shall immediately transport the prisoner to an appropriate health care facility for emergency medical or dental treatment. Sedro Woolley shall reimburse Wapato for such transportation costs.

Wapato shall immediately notify the Sedro Woolley Police Department in writing if a Sedro Woolley prisoner requires non-emergency medical or dental treatment at a medical, dental, or other health care facility. Non-emergency medical or dental care will be provided only by or with the consent of Sedro Woolley. Sedro Woolley shall transport the prisoner to an appropriate health care facility for non-emergency medical or dental treatment. "Immediate notification" shall mean notification as soon as reasonably possible.

9. Indemnification and Hold Harmless.

a. Wapato agrees to hold harmless, indemnify, and defend Sedro Woolley, its elected officials, officers, employees, and agents from and against any and all suits, actions, claims, liability, damages, judgments, costs and expenses (including reasonable attorney's fees) (also including but not limited to claims related to alleged mistreatment, injury, or death to any prisoner, or loss or damage to prisoner property while in Wapato Custody) which result from or arise out of the sole negligence of Wapato, its elected officials, officers, employees, and agents in connection with or incidental to the performance or non-performance of this Agreement.

b. Sedro Woolley agrees to hold harmless, indemnify, and defend Wapato, its elected officials, officers, employees, and agents from and against any and all suits, actions, claims, liability, damages, judgments, costs and expenses (including reasonable attorney's fees) (also including but not limited to a claim of false arrest or detention) which result from or arise out of the sole negligence of Sedro Woolley, its elected officials, officers, employees, and agents in connection with or incidental to the performance or non-performance of this Agreement.

c. In the event that the officials, officers, agents, and/or employees of both Wapato and Sedro Woolley are negligent, each party shall be liable for its contributory share of negligence for any resulting suits, actions, claims, liability, damages, judgments, costs and expenses (including reasonable attorney's fees).

d. Nothing contained in this Section or this Agreement shall be construed to create a right of indemnification in any third party.

10. No Insurance. It is understood Sedro Woolley does not maintain liability insurance for Wapato and/ or its employees.

11. Uniform Alcoholism Treatment. Neither party shall be responsible to the other for those individuals taken into protective custody by a party in accordance with RCW Chapter 70.96 A, Uniform Alcoholism and Intoxication Treatment.

12. Implementation. The chief officer of the Sedro Woolley Police Department and of the Wapato Police Department shall be jointly responsible for implementation and proper administration of this Agreement, and shall refer problems of implementation to the governing body of Sedro Woolley and Wapato for resolution as necessary.

13. Termination. Either party may terminate this Agreement, with or without cause, by providing the other party with thirty (30) days written notice of termination.

14. Property. It is not anticipated that any real or personal property would be acquired or purchased by the parties solely because of this Agreement.

15. Equal Opportunity. Sedro Woolley and Wapato are equal opportunity employers.

16. **Nondiscrimination Provision.** During the performance of this Agreement, Sedro Woolley and Wapato shall not discriminate on the basis of race, age, color, sex, religion, national origin, creed, marital status, political affiliation, or the presence of any sensory, mental or physical handicap. This provision shall include but not be limited to the following: employment, upgrading, demotion, transfer, recruitment, advertising, layoff or termination, rates of pay or other forms of compensation, and selection for training.

17. **Assignment.** This Agreement, or any interest herein, or claim hereunder, shall not be assigned or transferred in whole or in part by Wapato to any other person or entity without the prior written consent of Sedro Woolley. In the event that such prior written consent to an assignment is granted, then the assignee shall assume all duties, obligations, and liabilities of Wapato as stated herein.

18. **Severability.** If any portion of this Agreement is changed per mutual agreement or any portion is held invalid, the remainder of the Agreement shall remain in full force and effect.

19. **Waiver of Breach.** A waiver by either party hereto of a breach of the other party hereto of any covenant or condition of this Agreement shall not impair the right of the party not in default to avail itself of any subsequent breach thereof. Leniency, delay or failure of either party to insist upon strict performance of any agreement, covenant or condition of this Agreement, or to exercise any right herein given in anyone or more instances, shall not be construed as a waiver or relinquishment of any such agreement, covenant, condition or right.

20. **Integration and Supersession.** This Agreement sets forth all of the terms, conditions and agreements of the parties relative to the subject matter hereof and supersedes any and all such former agreements which are hereby declared terminated and of no further force and effect upon the execution and delivery hereof. There are no terms, conditions, or agreements with respect thereto, except as herein provided and no amendment or modification of this agreement shall be effective unless reduced to writing and executed by the parties.

21. **Notices.** Unless stated otherwise herein, all notices and demands shall be in writing and sent to the parties to their addresses as follows:

TO CITY: POLICE CHIEF

SEDRO WOOLLEY POLICE DEPARTMENT

220 MUNRO STREET

P.O. BOX 659

SEDRO WOOLLEY, WA 98284

TO WAPATO: POLICE CHIEF

WAPTO POLICE DEPARTMENT

205 SOUTH SIMCOE AVE

WAPATO, WA 98951

or to such other addresses as the parties may hereafter designate in writing. Notices and/or demands shall be sent by registered or certified mail, postage prepaid, or hand delivered. Such notices shall be deemed effective when mailed or hand delivered at the addresses specified above.

22. **Governing Law.** This Agreement shall be governed by and construed in accordance with the laws of the State of Washington.

23. **Venue.** The venue for any action to enforce or interpret this Agreement shall lie in the Superior Court of Washington for Yakima County, Washington.

24. **Resolution.** The City Council of each party shall adopt a resolution authorizing execution of this agreement.

25. **Filing with County Auditor.** A copy of this Agreement shall be filed with the Yakima County Auditor's Office Pursuant to RCW 39.34.040.

CITY OF SEDRO WOOLLEY	**CITY OF WAPATO**
_____	_____
Sharon Dillon, Mayor	Jesse Farias, Mayor
ATTEST	ATTEST
_____	_____
City Clerk	City Clerk

City Contract No. _____

Resolution No. _____

CITY OF SEDRO-WOOLLEY

Wastewater Treatment Plant
720 Murdock Street
Sedro-Woolley, WA 98284
Phone (360) 856-1100
Fax (360) 856-5269

Memorandum

CITY COUNCIL AGENDA
REGULAR MEETING

NOV 0 9 2005

7:00 P.M. COUNCIL CHAMBERS
AGENDA NO. 3b

Date: November 2, 2005

To: Mayor Dillon and City Council

From: Debbie Allen, Wastewater Treatment Foreman

Subject: Flow Monitoring with Geotivity

Background Information:

During heavy rainfall, the Sedro-Woolley sanitary sewer collection system becomes burdened with stormwater, also known as inflow and infiltration (I&I). Treating this excess water robs valuable capacity from both the sewer collection system and the Wastewater Treatment Plant. As part of our ongoing sewer maintenance program, our goal is to identify and reduce I&I which will allow the City to reclaim capacity and delay, or possibly avoid, costly upgrades.

The first step in removing I&I is to identify problem areas. The City has been working with Geotivity, a company specializing in flow monitoring for I&I reduction, to identify problem areas on the Northern State campus. Our next step will be to isolate specific problems and provide the State with this information so they can begin their capitol improvement projects. They are currently paying an additional fee on their monthly bill and will continue to do so until their I&I problems have been significantly reduced.

In addition to the Northern State site, the City would like to begin flow monitoring throughout town to determine I&I "hot spots". Geotivity has developed a monitoring plan that will systematically analyze all of the sewer basins, over a period of several years, and provide the City with the necessary information to prioritize I&I reduction projects.

Recommended Action:

Authorize Mayor Dillon to renew the Professional Service Agreement with Geotivity for an Inflow and Infiltration Study, Year 2, with a not to exceed amount of $20,000.

PROFESSIONAL SERVICES AGREEMENT No. 05 - ____.
(To be used for engineering, professional, and consultant services)

This Agreement made and entered into this 9th day of November, 20 05, by and between the City of Sedro-Woolley, a municipal corporation under the laws of the State of Washington, hereinafter referred to as "City" and Geotivity whose address is 801 Dalton Road, Kelowna, BC, V1X 7X3, Canada, hereinafter referred to as the "Contractor".

WHEREAS, the City desires to engage the Contractor to perform certain duties relating to professional services, and

WHEREAS, the Contractor has agreed to offer its professional services to perform said work, and

WHEREAS, the Contractor has represented and by entering into this Agreement now represents that it is fully qualified to perform the work to which it will be assigned in a competent and professional manner, to the standards required by City,

NOW, THEREFORE, IT IS MUTUALLY AGREED BETWEEN THE PARTIES:

The City hereby agrees to engage the Contractor and the Contractor hereby agrees to perform, in a satisfactory and proper manner, as determined by City, the services hereafter set forth in connection with this Agreement:

1. Scope of Services.

The Contractor agrees to perform in a satisfactory and proper manner, as determined by the City, services as I&I Study Consultant that are requested by the City of Sedro-Woolley

[ ] from time to time ("on-call").

These services shall include:

[x] see Attachment A, "Methodology and Project Management"; as well as QA/QC and other items listed in the full proposal for 2005/2006, and subsequent annual proposals for up to 4 years. The City may terminate this agreement at annual program stages .

2. Relationship of Parties.

The Contractor, its subcontractors, agents and employees are independent Contractors performing professional services for City and are not employees of City. The Contractor, its subcontractors, agents and employees, shall not, as a result of this Agreement, accrue leave, retirement, insurance, bonding or any other benefits afforded to City employees. The contractor, subcontractors, agents, and employees shall not have the authority to bind City any way except as may be specifically provided herein.

The Contractor represents that it is customarily engaged in an independently established trade, occupation, profession or business of the same nature as that involved in the contract of services, and that it maintains a principal place of business other than City's office that is eligible for a business deduction under IRS regulations, and that on the effective date of this agreement it assumes responsibility for filing, at the next applicable filing period, a schedule of expenses with the IRS for the services subject to this agreement, it has established all required tax accounts with state government agencies, has a Washington State Uniform Business Identifier number, and is maintaining a separate set of books and records reflecting all expenses and income items of its business.

3. Time of Performance.

The service of the Contractor is to commence

[ ] on or before _____

[x] as soon as practicable after the execution of this Agreement shall be undertaken so as to ensure its expeditious completion in light of the purpose of this Agreement.

[ ] completed not later than _____

[ ] pursuant to the schedule set forth on Attachment B, Schedule of Work.

4. Delays and Extensions of Time.

If either party is delayed at any time in the progress of providing services covered by this Agreement, by any causes beyond the party's control, the time for performance may be extended by such time as shall be mutually agreed upon by Contractor and City and shall be incorporated in a written amendment to this Agreement. Any request for an extension of time shall be made in writing to the other party.

5. Compensation and Schedule of Payments.

City shall pay the Contractor

[x] $ 20,000 per Year, plus an additional sum for costs as normally billed by professionals in the business, including mylars, extra-ordinary postage, copying and transportation, together with applicable sales tax, if any.

[x] pursuant to the schedule set forth on Attachment [x] B [ ] C, "Pricing".

[x] $ 80,000 is the maximum amount to be paid under this Agreement, and it shall not be exceeded without City's prior written agreement in the form of a negotiated and executed supplemental agreement.

The Contractor shall be paid monthly on the basis of invoices for compensation earned by the Contractor during the billing period, as agreed by the parties. Payment shall be made within ten (10) days after approval of the voucher by the City council.

6. Ownership of Records and Documents.

The written, graphic, mapped, photographic, or visual documents prepared by the Contractor under the scope of work of this Agreement are instruments of the Contractor's services for use by the City with respect to this project and, unless otherwise provided, shall be deemed the property of the City. The City shall be permitted to retain these documents, including reproducible camera-ready originals of reports, reproduction quality mylars of maps, duplicates of 35 mm slides, and copies in the form of computer files, for the City's use. The City shall have unrestricted authority to publish, disclose, distribute and otherwise use, in whole or in part, any reports, data, drawings, images or other material prepared under this Agreement, provided that the Contractor shall have no liability for the use of the Contractor's work product outside of the scope of its intended purpose.

7. Termination.

The term of this agreement shall be from the date signed through the date indicated in (3) above or December 31, 2009, whichever is later.

A. This agreement may be terminated by either party for reasonable cause, upon written notice to the other party. Reasonable cause shall include:

a) Material violation of this agreement.

b) Failure to maintain professional standards in the performance of services related to this agreement.

B. This agreement may be terminated without cause upon thirty (30) days notice by either party.

C. Termination of this agreement shall not relieve either party of their obligations under this agreement which accrue prior to the date of termination, or which, by their nature, are intended to survive completed performance of the scope of work, including the obligation of the City to pay for competent services performed prior to the date of termination.

8. Evaluation and Compliance with the Law.

The Contractor agrees to comply with all relevant, federal, state and municipal laws, rules and regulations, including laws governing equal employment opportunity, and prevailing or area standard wage laws, if applicable.

9. City Business and Occupation License.

Prior to performing work under this Agreement, Contractor shall secure a City of Sedro-Woolley Business and Occupation License.

10. Liability and Hold Harmless.

Each party shall indemnify, save, and hold harmless the other party of any claim, damages, losses, liability or expense cause by or resulting from their negligence related to the performance of this contract.

[x] The Contractor shall provide proof to the City that it is insured under a professional liability insurance policy covering the work within the scope of this agreement, in such form and amounts as are acceptable to the City.

[ ] The Contractor shall provide proof to the City that it is insured under a general liability insurance policy covering the work within the scope of this agreement, in such form and amounts as are acceptable to the City.

For purposes of this agreement the Contractor waives immunity under RCW Title 51, the State Industrial Insurance Act for any claim brought by the City.

11. Employment Security. The Contractor shall comply with all employment security laws of the State of Washington, and shall timely make all required payments in connection therewith.

12. Amendments.

This Agreement shall not be altered, changed, or amended except by an instrument in writing executed by the parties hereto. Any changes in the scope of work or compensation shall be mutually agreed upon between the City and the Contractor and shall be incorporated in written amendments to this Agreement.

13. Scope of Agreement.

This Agreement incorporates all the agreements, covenants, and understanding between the parties hereto which are merged into this written agreement. No prior agreement or prior understanding, verbal or otherwise, of the parties or their agents shall be valid or enforceable unless set forth in this Agreement or written amendment hereto.

14. Ratification.
Acts taken pursuant to this Agreement but prior to its effective date are hereby ratified and confirmed.

15. Assignability. This agreement is not assignable by either party, without written consent of the other party.

16. Notices. Any notice given in connection with this agreement shall be given in writing and shall be delivered either by hand to the party or by certified mail, return receipt requested, to the party at the party's address stated herein. Any party may change its address stated herein by giving notice of the change in accordance with this paragraph.

17. Choice of Law/Venue. Any dispute under this agreement or related to this agreement shall be decided in accordance with the laws of the State of Washington. Venue for any court proceeding arising under or related to this agreement shall be in Skagit County Superior Court.

18. Non-exclusive Agreement. This agreement shall not prevent the City of Sedro-Woolley from entering into a contract with another person or firm for similar services.

DATED this _____ day of_____, 20___.

CITY OF SEDRO-WOOLLEY
A Washington municipal corporation

By: _____
Mayor

Attest:

_____
City Clerk

CONTRACTOR:

_____

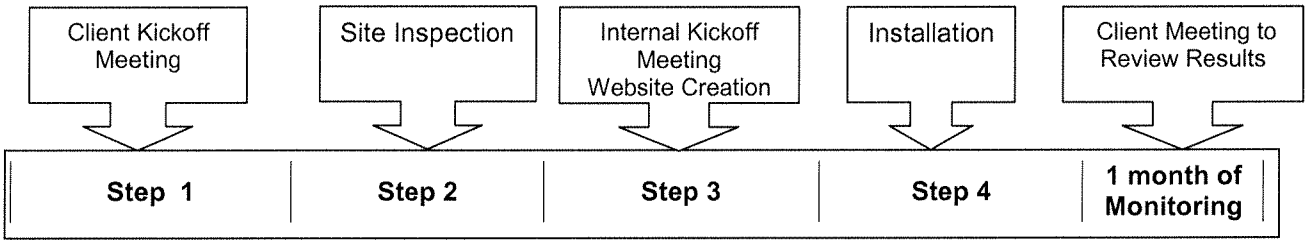
By: _____

SCHEDULE "A"

Methodology and Project Management

Following the notice to proceed, GEOtivity will schedule an internal kick off meeting as well as a meeting with the City to review project deliverables and criteria for success.

Timeline



Client Kickoff

1. Review scope of work and project objectives.
2. Select sites.
3. Confirm performance criteria and expected outcomes.
4. Confirm if permits are required.
5. Schedule site inspections.
6. Review schedule and milestones, including report format and deadlines, Website parameters, alarm logic and usernames and Website passwords.

Site Inspections

1. Meet with client representative.
2. Visit proposed sites to confirm hydraulic suitability for reliable data collection.
3. Document addresses of each site.

Internal Kickoff

1. Confirm contract commitments and invoicing procedure
2. Schedule human and equipment resources.
3. Confirm Website setup.

Installation

1. Set up safety and/or traffic control.
2. Complete confined space entry permit and follow OSHA procedures.
3. Installation.
4. Complete site verification and call QA/QC department to confirm accuracy.
5. Complete site profile documentation.

Pricing

Below is pricing for equipment, installation, removal, field services and data processing. This price is all-inclusive and GEOtivity guarantees there will be no cost overruns once site inspections have been complete.

Total Price for Wet Weather Study for 5 sites for a period of 4 months

Sedro - Wooley Scope of Pricing					
Item	**Quantity**	**Price**	**Number of Months**	**Total**	
Site Profile (per day)	1	$ 600.00		$	600.00
Qtrek Rental *Includes:* * Velocity Sensor * Two Depth Sensors * One Float Switch * Wireless Modem	4	$ 400.00	2	$	3,200.00
Qtrek Installation	4	$ 900.00		$	3,600.00
Qtrek Rain Gauge	1	$ 275.00	2	$	550.00
Rain Gauge Installation	1	$ 375.00		$	375.00
Field Services (per site) *Includes:* * Site Verifications * Site Maintenance					
Qtreks	4	$ 300.00	2	$	2,400.00
Rain Gauges	1	$ 200.00	2	$	400.00
Communications & Data Processing (per site) *Includes:* * Wireless Communications * Website Creation * Website Hosting * Data Processing * Online Graphing					
Qtreks	4	$ 250.00	2	$	2,000.00
Rain Gauges	1	$ 150.00	2	$	300.00
Qtrek Removal	4	$ 400.00		$	1,600.00
Rain Gauge Removal	1	$ 275.00		$	275.00
Re-locations (2)	2	$1,000.00		$	2,000.00
Shipping	5	$ 40.00		$	200.00
Final Report	1	$2,500.00			2,500.00
			Total	**$**	**20,000.00**

Payment will be due as follows:

- $4,775.00 following installations
- $4,425.00 monthly for equipment and services after end of reporting period.
- $1,875.00 after equipment removal
- $1,000.00 after each re-location
- $2,500.00 after delivery of the final report
-

Invoices are due upon receipt.

Please see details of GEOtivity's warranty, rental/lease program and equipment trade-in program in the attached appendices.

CITY COUNCIL AGENDA
REGULAR MEETING

NOV 0 9 2005

7:00 P.M. COUNCIL CHAMBERS
AGENDA NO. 3i

Memorandum

To: Mayor Dillon and City Council

From: Patsy Nelson

Date: 11/2/2005

Re: Refund of Community Center Rent

Background: Attached is documentation of Linda Hunger's request for 50% of the Community Center rental fee in the amount of $287.50.

Recommendation: Authorize a refund of $287.50 to Linda Hunger.

Fred C. "Cork" and Linda Hunger
6408 Country Road
Sedro-Woolley, WA 98284
360-854-9407

June 13, 2005

City of Sedro-Woolley
720 Murdock Street
Sedro-Woolley, WA 98284

Re: City of Sedro-Woolley Community Center

Attention: Patsy Nelson

We rented the Sedro-Woolley Community Center and Memorial Park for an event held on Saturday June 11, 2005. The purpose of this letter is to request off-set from our rental fees. We are requesting a partial refund based on the condition of the building and the amount of cleaning we performed prior to using the facility.

Please see the attached letter which outlines our observations.

We are requesting to be refunded a minimum of $287.50. This is 50% of the rental fees.

Since the building is in better condition following our event than upon taking possession, we are expecting a full refund of our damage deposit ($2,000).

Sincerely,

Linda Hunger

Linda Hunger

Fred C. "Cork" and Linda Hunger
6408 Country Road
Sedro-Woolley, WA 98284
360-854-9407

June 13, 2005

City of Sedro-Woolley
720 Murdock Street
Sedro-Woolley, WA 98284

Re: City of Sedro-Woolley Community Center

The purpose of this letter is two-fold. First is to share that our special event, which was held at the Sedro-Woolley Community Center on Saturday June 11th, was a success. We celebrated two significant events: my parents' golden wedding anniversary and our silver wedding anniversary. Our party was everything we had hoped for: good friends, good food, good music, and a good time.

Twenty-five years ago on June 14th 1980, we rented the Community Center for my parents' then 25th wedding anniversary and our wedding reception. It was because of this history that we selected the Sedro-Woolley Community Center for our recent event. In fact, we arranged to rent the center one year in advance to confirm our location.

This leads to my second point for writing. Although our event was a success, we feel obligated to share our concerns about the Community Center in hopes it will improve both the quality of the renter's event and the marketability of the center for the City of Sedro-Woolley.

The Sedro-Woolley Community Center is long over-due for maintenance and repairs. It lacks basic cleanliness, functioning equipment, adequate instructions for the renters, and may put users at risk for injury.

Please allow us to share our observations:

- The windows are scratched and/or broken. Those which open are lacking screens. The trim around several windows is cracked and/or missing. This results in exposure to staples and wood splinters. The window coverings appear to be the originals. They are old and dusty. In preparing for our event, we knocked down cobwebs and evicted spiders from around the windows.
- The carpet is not only worn, but embedded with food, gum and debris. We took a hand scrub brush and attempted to remove foreign material. We sprinkled carpet powder onto the carpet to mask the odor. This task would have been less labor-intensive had a functioning vacuum cleaner been available. The metal strip which connects the vinyl to the carpet has screws pulling up, is dirty, and in areas is secured with duct tape.

- The walls, which are sheet-rocked, are in desperate need of new paint or at a minimum a thorough washing. Prior to our event, we scrubbed walls to remove shoe marking, food, spilled beverages and what appeared to be vomit. Thank goodness for rubber gloves.
- The center is lacking basic cleanliness. The areas around the light switches and electrical outlets appear that they have not been cleaned in years. The kitchen is an area of significant concern. The cupboards need to be cleaned out. Old, obsolete, and perishable items need to be discarded. The inside and outside of the cupboards, stove, freezer and refrigerator need to be washed.
- Some of the tables have sharp edges and / or disfigured tops. The chairs, although in acceptable condition, need to be cleaned.
- There are no instructions posted for operating the gas cook stove. We located the installation manual in the cupboard and lit the pilot light; however, when the oven was off, the room smelled of gas. This led us to conclude there could be a gas leak.
- Doors to the bathroom stalls do not lock. The toilets were not clean at the time that we took possession of the center.
- Even the provided trash cans are damaged.
- Renters should be instructed how to reach appropriate city employees should assistance be needed after normal business hours. When the door would not lock after we set up on Friday night, I was forced to call 911.

Our concerns extend to the exterior of the building. Our agreement included the rental of Memorial Park and the barbeque pit. Upon arrival, I was not met with a good first impression. There were leaves, cigarette butts and litter surrounding the building. The BBQ pit contained grass clippings, broken glass, garbage bags and trash. The BBQ racks are in poor condition and the supply was limited to four which was inadequate for our event. We used racks supplied through friends.

We are thankful the center was not rented on Friday which allowed us access the day prior to our event. Because of this extra time, we were able to scrub walls, mop floors, knock down cobwebs, wipe off surfaces, and vacuum the carpet (we were limited to the use of a shop-vac). We invested several hours into this preparation, which in our opinion should not have been required of us.

I would like to express appreciation to Nathan Salseina who assisted us on Friday. He purchased rubber gloves and cleaning supplies for us to use. Additionally, he picked up around the exterior of the building and cleaned out the BBQ pit.

The Community Center has the potential to generate income for the city. Through proper maintenance and updating, I believe the city will appreciate an increase in requests to rent the center. Thank you for allowing us to express our concerns. Should you desire to speak with us concerning our experience, please feel free to contact us.

Respectfully submitted,

Linda Hunger

Linda and F.C. (Cork) Hunger

✓Cc: Sharon Dillon, Mayor of City of Sedro-Woolley

Memorandum

To: Mayor Dillon and Council Parks Committee

From: Patsy Nelson

Date: 6/15/2005

Re: Citizen request for refund

Background: Attached is a letter from Linda Hunger requesting a refund on rent paid for the Community Center.

I believe most would agree that the Community Center needs updating; however there are differences of opinion on the issue of cleanliness. Suffice it to say that different people have different standards and expectations of cleanliness.

The damage deposit has been refunded in full.

Recommendation: The Mayor has requested that the Parks Committee review this issue and bring their recommendation to the full Council for action at the June 22 meeting.

Fred C. "Cork" and Linda Hunger
6408 Country Road
Sedro-Woolley, WA 98284
360-854-9407

September 29, 2005

City of Sedro-Woolley
Attention: Patsy Nelson
720 Murdock Street
Sedro-Woolley, WA 98284

Re: City of Sedro-Woolley Community Center

Dear Ms. Nelson

As you recall, we rented the Sedro-Woolley Community Center and Memorial Park for an event held on Saturday June 11, 2005. The purpose of this letter is to follow up on the request for off-set from our rental fees. We requested a 50% refund based on the condition of the building and the amount of cleaning we performed prior to using the facility.

Per your instructions, the original request was submitted in writing on June 13, 2005. I received a memorandum from you dated June 24th which indicated the request was referred to the Parks Committee. I followed up via telephone with you on July 29th and was advised the chairman of the Parks department had been unavailable due to health reasons. During our July 29th conversation you stated you would discuss our request with Mayor Sharon Dillon. I have not heard from you since.

I would greatly appreciate being advised of the outcome of our request.

Sincerely,

Linda Hunger

Linda Hunger

Cc: Sharon Dillon, Mayor of City of Sedro-Woolley

Fred C. "Cork" and Linda Hunger
6408 Country Road
Sedro-Woolley, WA 98284
360-854-9407

October 31, 2005

City of Sedro-Woolley
Attention: Patsy Nelson
720 Murdock Street
Sedro-Woolley, WA 98284

Re: City of Sedro-Woolley Community Center

Dear Ms. Nelson

As you recall, we rented the Sedro-Woolley Community Center and Memorial Park for an event held on Saturday June 11, 2005. The purpose of this letter is to again follow up on the request for off-set from our rental fees. We requested a 50% refund based on the condition of the building and the amount of cleaning we performed prior to using the facility.

Per your instructions, the original request was submitted in writing on June 13, 2005. I received a memorandum from you dated June 24th which indicated the request was referred to the Parks Committee. I followed up via telephone with you on July 29th and was advised the chairman of the Parks department had been unavailable due to health reasons. During our July 29th conversation you stated you would discuss our request with Mayor Sharon Dillon. I sent a follow up letter on September 29th and have not heard back from you.

I would greatly appreciate being advised of the outcome of our request.

Sincerely,

Linda Hunger

Linda Hunger

✓Cc: Sharon Dillon, Mayor of City of Sedro-Woolley

CITY OF SEDRO-WOOLLEY
GATEWAY TO THE NORTH CASCADES

CITY COUNCIL AGENDA
REGULAR MEETING

NOV 0 9 2005

7:00 P.M. COUNCIL CHAMBERS
AGENDA NO. 4

SUBJECT: PUBLIC COMMENT

Name:
Address:
Narrative:

Name:
Address
Narrative:

Name:
Address:
Narrative:

Name:
Address:
Narrative:

Name:
Address:
Narrative:

PUBLIC HEARING(S)

CITY OF SEDRO-WOOLLEY

720 Murdock Street, Sedro-Woolley, WA 98284 (360) 855-1661

Memorandum

CITY COUNCIL AGENDA
REGULAR MEETING

NOV 0 9 2005

7:00 P.M. COUNCIL CHAMBERS
AGENDA NO. 5-10

To: Mayor and Council

From: Staff / PMH

Date: 11/3/2005

Re: Adoption of 2005 GMA Update Ordinances

Two months ago the City Council gave direction to staff to transmit specific Development Regulation (DR) and Comprehensive Plan (CP) ordinances to CTED for 60 day review, and bring them back to the City Council for adoption following review. Most of these ordinances are not controversial. The Accessory Dwelling Unit ordinance was not supported, was not sent to CTED for review, and is not before you for action. The Park Impact Fee was debated, and at least one City Councilperson wants to discuss this fee again.

These are not interim ordinances, but are permanent – until amended or repealed by the City Council. Many are housekeeping matters, to correct inconsistencies in the 2004 rewrite of your code, or to adopt permanent ordinances to replace interim ordinances.

Complete Copies. In the interests of paper conservation and at the direction of Mayor Dillon, you are not being provided with copies of the ordinances which you previously approved, which were not controversial, and which were not changed from the copies previously provided to you at the last hearing. Only the first page(s) of most of these ordinances are attached to the individual staff memos. However, if you cannot find your old copy, a complete copy of the ordinances are available at City Hall, and will be delivered to your residence or will be provided by e-mail, if you are unable to find your original copy. Please call City Hall if you would like another copy of any ordinance.

Procedure. In the event the City Council would like to debate or make changes to any ordinance, a public hearing notice was published. Mayor Dillon would like to open a separate public hearing for each ordinance, so comments can be directed to the vote at hand, rather than received all at once.

Ordinances. The ordinances under consideration are as follows:

1. **Landscaping Ordinance.**

AN ORDINANCE REPEALING SWMC CH. 17.50, LANDSCAPING, IN ITS ENTIRETY, AND ADOPTING A COMPLETE NEW CHAPTER RELATING TO

LANDSCAPING, PROVIDING FOR MORE DETAILED REGULATION OF LANDSCAPING REQUIREMENTS FOR DEVELOPMENTS, EXCLUDING THOSE IN THE CENTRAL BUSINESS DISTRICT AND SOLITARY SINGLE FAMILY RESIDENCES.

2. Design Standards and Manual.

AN ORDINANCE OF THE CITY OF SEDRO-WOOLLEY, WASHINGTON, AMENDING SWMC 15.44.025 AND ADOPTING DESIGN STANDARDS AND GUIDELINES FOR USE WITH SWMC 15.44 DESIGN REVIEW

3. Zoning Map Ordinance

AN ORDINANCE AMENDING THE COMPREHENSIVE LAND USE PLAN AND ZONING PAP OF THE CITY OF SEDRO-WOOLLEY FOR THE 2005 GMA COMPREHENSIVE PLAN AND DEVELOPMENT REGULATIONS UPDATE.

4. Allowing Short Plats for Clustered Developments Without Sewer

AN ORDINANCE AMENDING SWMC SECTION 16.04.080 AND SWMC SECTION 16.12.060, TO PROVIDE FOR VARIANCES FROM THE SANITARY SEWER REQUIREMENT FOR SHORT PLATS OF PRE-EXISTING CLUSTERED DEVELOPMENTS, CONSISTING OF TWO OR MORE EXISTING, DETACHED RESIDENCES ON ONE LOT, PROVIDED THAT THE PLATS MEET THE PROVISIONS OF THE SKAGIT COUNTY CODE GOVERNING SEPTIC, AND CORRECTING SWMC 16.28.050(9) TO PROVIDE FOR COMPLIANCE WITH THE MINIMUM LOT SIZE IN ANY DISTRICT.

5. Stormwater Management and Maintenance Ordinance Update

AN ORDINANCE AMENDING SWMC CHAPTER 13.36 AND SWMC CHAPTER 13.40, PROVIDING FOR THE ADOPTION OF THE 2001 EDITION OF THE DEPARTMENT OF ECOLOGY'S STORMWATER MANAGEMENT MANUAL FOR WESTERN WASHINGTON (SWMMWW), WITH THE EXCEPTION OF THRESHOLD REQUIREMENTS, WHICH SHALL CONTINUE TO BE REGULATED BY THE 1992 EDITION OF THE SWMM.

6. Title 17 Zoning Code Amendments

AN ORDINANCE AMENDING PROVISIONS OF SWMC 17.20.010 REGARDING PERMITTED AND CONDITIONAL USES IN THE MC ZONE, SWMC 17.20.020 REGARDING BUILDING SETBACK DISTANCES IN THE MC ZONE, SWMC 17.28.020 REGARDING BUILDING SETBACKS IN THE INDUSTRIAL ZONE, AND SWMC 17.40.020 REGARDING ILLUMINATED SIGNS.

7. Critical Areas Ordinance

AN ORDINANCE OF THE CITY OF SEDRO-WOOLLEY REPEALING SWMC CH. 17.65, THE EXISTING CRITICAL AREAS ORDINANCE, IN ITS ENTIRETY AND ADOPTING AN UPDATED ORDINANCE PROVIDING FOR REGULATION OF WETLANDS, WILDLIFE HABITAT, GEOLOGICALLY HAZARDOUS AREAS, AND PROVIDING FOR A BRICKYARD CREEK SUB-AREA PLAN ADDRESSING WETLANDS, HABITAT AND STORMWATER FOR THIS BASIN.

8. Comprehensive Plan Ordinance

AN ORDINANCE OF THE CITY OF SEDRO-WOOLLEY, WASHINGTON ADOPTING AMENDMENTS TO THE COMPREHENSIVE PLAN AND MAP AND URBAN GROWTH AREA MAP FOR THE CITY OF SEDRO-WOOLLEY TO REVISE AND INCORPORATE UPDATED LAND USE DATA, UPDATING INFORMATION THROUGHOUT THE COMPREHENSIVE PLAN, AND AMENDING THE GOALS AND POLICIES.

These ordinances are intended to be passed as part of the 2005 GMA Update of our Development Regulations and Comprehensive Plan. They are not interim ordinances. However, the comprehensive plan ordinance (#8 above) does not include the *Economic Development Element* update, which will need additional work prior to adoption. Also, the *Housing Element* update does not really have a plan to provide low income housing in any practical way. It is strongly suggested that the Planning Commission focus on these issues in the 2006 update.

Parks Impact Fee. The *Parks and Recreation Element* of the Comp Plan ordinance (#8 above) adopts a park impact fee of $500 per residential unit, per City Council direction from the last meeting at which it was discussed. The Impact Fee ordinance (interim) proposes the same fee. If you wish to increase the park impact fee, both the Parks element of the Comprehensive Plan and the Impact fee ordinance need to be changed. Councilman Anderson asked that this issue be put on the agenda for discussion, prior to passage of these ordinances.

Recommended Action: Passage of the foregoing eight (8) ordinances following a public hearing.

CITY OF SEDRO-WOOLLEY

720 Murdock Street, Sedro-Woolley, WA 98284 (360) 855-1661

Memorandum

To: Mayor and City Council

From: Staff / PMH

Date: 11/3/2005

Re: Landscaping Ordinance

I. Issue: Should the City Council amend the existing landscaping ordinance, SWMC Ch. 17.50, for new development?

II. Background: While we have a landscaping ordinance, it does not provide "teeth" for the planning commission, city council or city planner to require specific landscaping for new developments. This ordinance is more specific, has a higher standard of landscaping, and dovetails with the design standards manual. It does not apply to the CBD.

The general purpose of this ordinance is to permit the planning department to hold developers to a higher standard for both perimeter screening and interior landscaping.

III. Recommendation: Passage of Ordinance No. _____, titled:

AN ORDINANCE REPEALING SWMC CH. 17.50, LANDSCAPING, IN ITS ENTIRETY, AND ADOPTING A COMPLETE NEW CHAPTER RELATING TO LANDSCAPING, PROVIDING FOR MORE DETAILED REGULATION OF LANDSCAPING REQUIREMENTS FOR DEVELOPMENTS, EXCLUDING THOSE IN THE CENTRAL BUSINESS DISTRICT AND SOLITARY SINGLE FAMILY RESIDENCES.

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WHEREAS, the City of Sedro-Woolley has, in compliance with RCW Ch. 35.63, and in compliance with the Growth Management Act, has commenced an annual review of its land use plan and development regulations, and

WHEREAS, the City of Sedro-Woolley has engaged in a public process to review and evaluate amendments to its comprehensive plan and development regulations, and

WHEREAS, the City of Sedro-Woolley has complied with the State Environmental Policy Act, has held public hearings before the City Council and the Planning Commission, and

WHEREAS, the City of Sedro-Woolley City Council finds that the foregoing amendments to SWMC Ch. 17.50, Landscaping, will enhance property values and appearance of development, provide buffers between types of uses, and reduce erosion and water runoff, now therefore

THE CITY COUNCIL OF THE CITY OF SEDRO-WOOLLEY DO HEREBY ORDAIN AS FOLLOWS:

Section 1. SWMC Chapter 17.50 is repealed in its entirety, and a new SWMC Chapter 17.50 is hereby adopted as follows:

Chapter 17.50
LANDSCAPING

Sections:

17.50.010 Purpose.
17.50.020 Applicability.
17.50.030 Site landscaping required review.
17.50.040 Minimum site requirements.
17.50.050 Prohibited uses.
17.50.060 Landscaping plan submittal requirements.
17.50.070 Minimum landscape material specifications.
17.50.080 Low impact development option.
17.50.090 Maintenance of plant materials.
17.50.100 Stormwater ponds.
17.50.110 Existing site vegetation.

PUBLIC HEARING(S)

CITY OF SEDRO-WOOLLEY

720 Murdock Street, Sedro-Woolley, WA 98284 (360) 855-1661

Memorandum

CITY COUNCIL AGENDA
REGULAR MEETING

NOV 0 9 2005

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Recommended Action: Passage of the foregoing eight (8) ordinances following a public hearing.

CITY OF SEDRO-WOOLLEY

720 Murdock Street, Sedro-Woolley, WA 98284 (360) 855-1661

Memorandum

To: Mayor and City Council

From: Staff / PMH

Date: 11/3/2005

Re: Landscaping Ordinance

I. Issue: Should the City Council amend the existing landscaping ordinance, SWMC Ch. 17.50, for new development?

II. Background: While we have a landscaping ordinance, it does not provide "teeth" for the planning commission, city council or city planner to require specific landscaping for new developments. This ordinance is more specific, has a higher standard of landscaping, and dovetails with the design standards manual. It does not apply to the CBD.

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WHEREAS, the City of Sedro-Woolley has engaged in a public process to review and evaluate amendments to its comprehensive plan and development regulations, and

WHEREAS, the City of Sedro-Woolley has complied with the State Environmental Policy Act, has held public hearings before the City Council and the Planning Commission, and

WHEREAS, the City of Sedro-Woolley City Council finds that the foregoing amendments to SWMC Ch. 17.50, Landscaping, will enhance property values and appearance of development, provide buffers between types of uses, and reduce erosion and water runoff, now therefore

THE CITY COUNCIL OF THE CITY OF SEDRO-WOOLLEY DO HEREBY ORDAIN AS FOLLOWS:

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17.50.080 Low impact development option.
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17.50.100 Stormwater ponds.
17.50.110 Existing site vegetation.

CITY OF SEDRO-WOOLLEY

720 Murdock Street, Sedro-Woolley, WA 98284 (360) 855-1661

Memorandum

To: Mayor and City Council

From: Staff / PMH

Date: 11/3/2005

Re: Design Standards / Design Manual Ordinance

I. Issue: Should the City Council amend the existing Design Standards ordinance, SWMC Ch. 15.44, for new development?

II. Background: In response to the City Council's decision that the City of Sedro-Woolley was forced to accept several poorly designed, small lot developments, the City has increased the minimum lot size and adopted stricter design standards for developments which are large enough to trigger SEPA review. These standards have incorporated the CBD design standards. They are administered by staff and the planning commission. The there decisions are appeal-able to the City Council.

This ordinance permanently adopts the interim design manual.

III. Recommendation: Passage of Ordinance No. _____, titled:

AN ORDINANCE OF THE CITY OF SEDRO-WOOLLEY, WASHINGTON, AMENDING SWMC 15.44.025 AND ADOPTING DESIGN STANDARDS AND GUIDELINES FOR USE WITH SWMC 15.44 DESIGN REVIEW

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF SEDRO-WOOLLEY, WASHINGTON, AMENDING SWMC 15.44.025 AND ADOPTING DESIGN STANDARDS AND GUIDELINES FOR USE WITH SWMC 15.44 DESIGN REVIEW

WHEREAS, the City Council of the City of Sedro-Woolley finds that it is necessary to provide for clear design standards for applicants for project specific land use actions; and

WHEREAS, the City Council of the City of Sedro-Woolley finds that new development and redevelopment should be designed to implement goals in the Sedro-Woolley Comprehensive Plan;

WHEREAS, the City Council of the City of Sedro-Woolley finds it necessary to adopt provisions for site designs and building designs, for protection of the public health, safety, and welfare; now, therefore,

THE CITY COUNCIL OF THE CITY OF SEDRO-WOOLLEY, WASHINGTON, DO HEREBY ORDAIN AS FOLLOWS:

Section 1. SWMC Section 15.44.025 is hereby amended to read as follows:

15.44.025 General requirements.

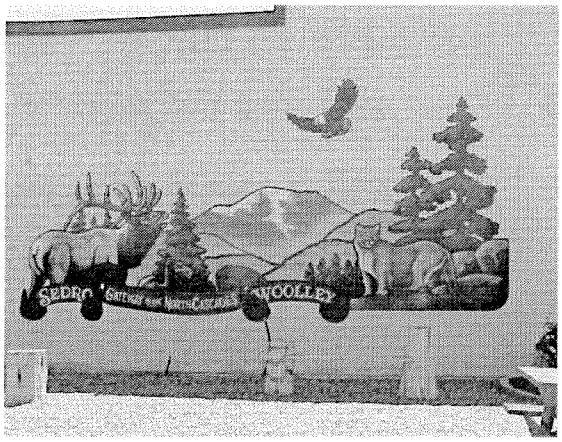
A. All applications for building permits or approvals required by this chapter shall be accompanied by ten (10) complete set of plans and blueprints clearly defining the construction, changes, alterations or remodeling and stating the proposed location, dimensions, and all colors accurately portrayed and type of construction and design. Said plans and blueprints shall be drawn to scale and shall clearly define the roofing materials and siding materials to be used together with the finish, paint or other procedure to be used or applied on all exterior walls and trims. <u>In the Central Business District, the applicant shall include plans showing the partial building elevations of the adjacent buildings showing modulations and materials of the building facades.</u>

C. The application and plans shall state a contemplated date of commencement and completion of such construction, change, alteration or remodeling. Such plans shall become the property of the city upon submission of the application.

D. Additional information may be required such as a vicinity map, legal description, topographic survey showing contours, existing structures and environmental conditions, photographs identifying existing characteristics of the site, grading plan, building plans, landscaping plans, parking and access plans, special studies, or SEPA checklist as required by the Director.

City of Sedro-Woolley
Design Standards and Guidelines

Adopted November, 2005



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CITY OF SEDRO-WOOLLEY

720 Murdock Street, Sedro-Woolley, WA 98284 (360) 855-1661

Memorandum

To: Mayor and City Council

From: Staff / PMH

Date: 11/3/2005

Re: Land Use Plan and Zoning Map Amendments

I. Issue: Should the City Council amend the Comprehensive Land Use Plan and Zoning Map?

II. Background: The following amendments to the Land Use Plan and Zoning Map have made it this far:

1. Rezone of City Hammer Heritage Square (park) from Commercial to Public (Metcalf and Ferry);
2. Rezone of City FEMA property (across from Riverfront Park) from Residential R-7to Public, for future park use;
3. Rezone of City Bingham Park from Residential R-7 to Public (to correct a mapping error);
4. Rezone of Skagit State Bank (at Carter and SR-20) from Residential R-7 to Mixed Commercial;
5. Rezone of Churchill Property (1422 Moore, SR-20 East of Carter) from Residential R-5 to Mixed Commercial;
6. Rezone of Koozer property from UR C/I to Mixed Commercial

Passage of this ordinance will make these rezones permanent.

III. Recommendation: Passage of Ordinance No. _____, titled:

AN ORDINANCE AMENDING THE COMPREHENSIVE LAND USE PLAN AND ZONING PAP OF THE CITY OF SEDRO-WOOLLEY FOR THE 2005 GMA COMPREHENSIVE PLAN AND DEVELOPMENT REGULATIONS UPDATE.

Ordinance No. _____

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WHEREAS, the City of Sedro-Woolley has, in compliance with RCW Ch. 35.63, and in compliance with the Growth Management Act, has commenced an annual review of its land use plan and development regulations, and

WHEREAS, the City of Sedro-Woolley has engaged in a public process to review and evaluate amendments to its comprehensive plan and development regulations, and

WHEREAS, the City of Sedro-Woolley has complied with the State Environmental Policy Act, has held public hearings before the City Council and the Planning Commission, and

WHEREAS, the City of Sedro-Woolley City Council finds that the foregoing amendments to SWMC Comprehensive Land Use Plan and Zoning Map are in the interests of public safety and welfare, now therefore

THE CITY COUNCIL OF THE CITY OF SEDRO-WOOLLEY DO HEREBY ORDAIN AS FOLLOWS:

Section 1. The Sedro-Woolley Comprehensive Land Use Plan and Zoning Map is hereby amended to incorporate the following changes:

1. Rezone of City Hammer Heritage Square (park) from Commercial to Public (Metcalf and Ferry);
2. Rezone of City FEMA property (across from Riverfront Park) from Residential R-7to Public, for future park use;
3. Rezone of City Bingham Park from Residential R-7 to Public (to correct a mapping error);
4. Rezone of Skagit State Bank (at Carter and SR-20) from Residential R-7 to Mixed Commercial;
5. Rezone of Churchill Property (1422 Moore, SR-20 East of Carter) from Residential R-5 to Mixed Commercial;
6. Rezone of Koozer property from UR C/I to Mixed Commercial

The amendments are illustrated in the maps attached hereto as Exhibits A-1 through A-3, which are hereby adopted by reference. The updated Compressive Plan and Zoning Map attached hereto as Exhibit B is hereby adopted by reference and incorporated herein by reference as the official Comprehensive Land Use Plan and Zoning Map of the City of Sedro-Woolley, which defines the boundaries of land use zones for purpose of application of the Sedro-Woolley Municipal Code.

Section 2. Severability. If any section, sentence, clause or phrase of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this ordinance.

Section 3. Effective Date. This ordinance shall be effective five (5) days after passage, approval and publication as provided by law.

PASSED AND APPROVED THIS _____ DAY OF NOVEMBER, 2005.

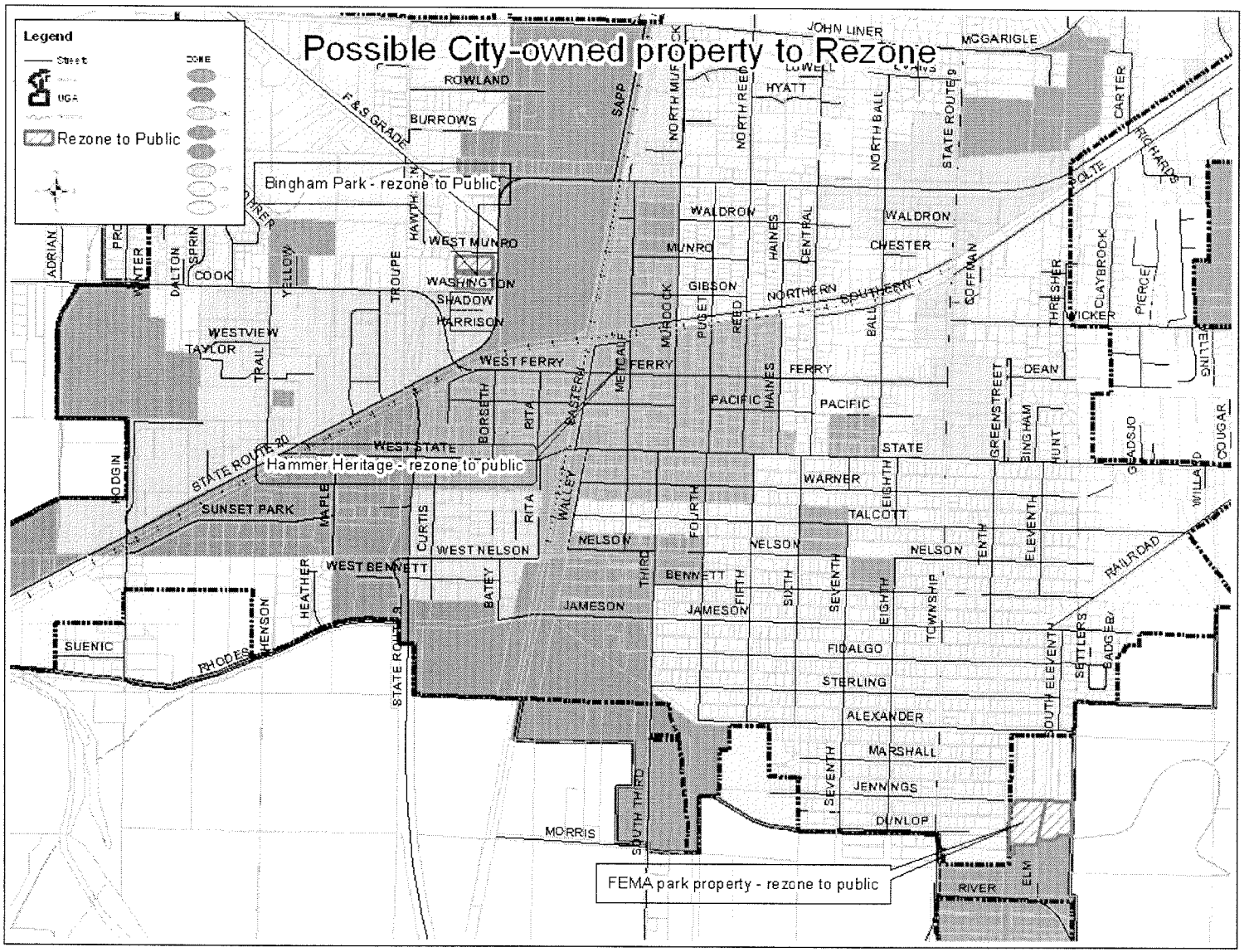
_____
MAYOR

Attest:

_____
City Clerk

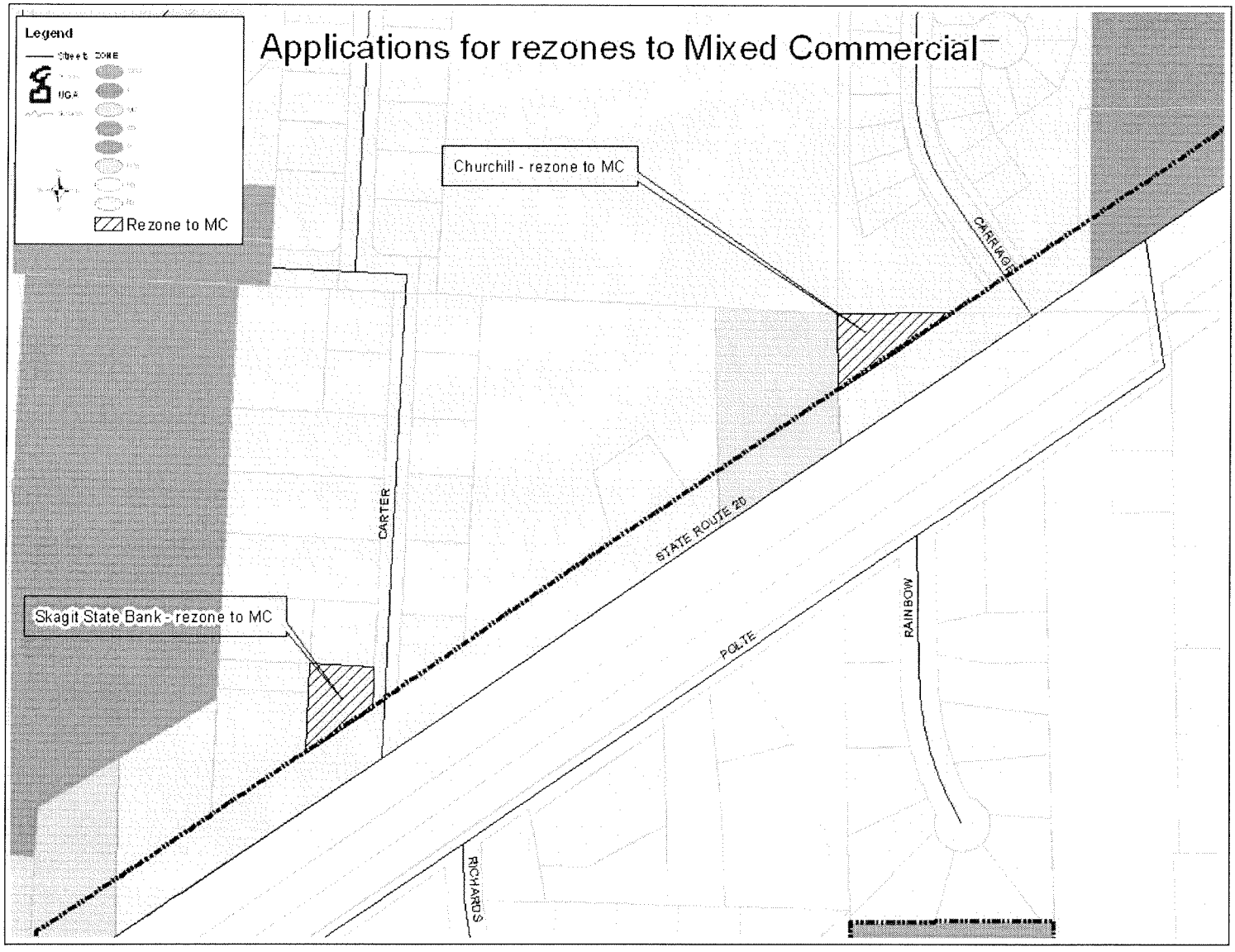
Approved as to form:

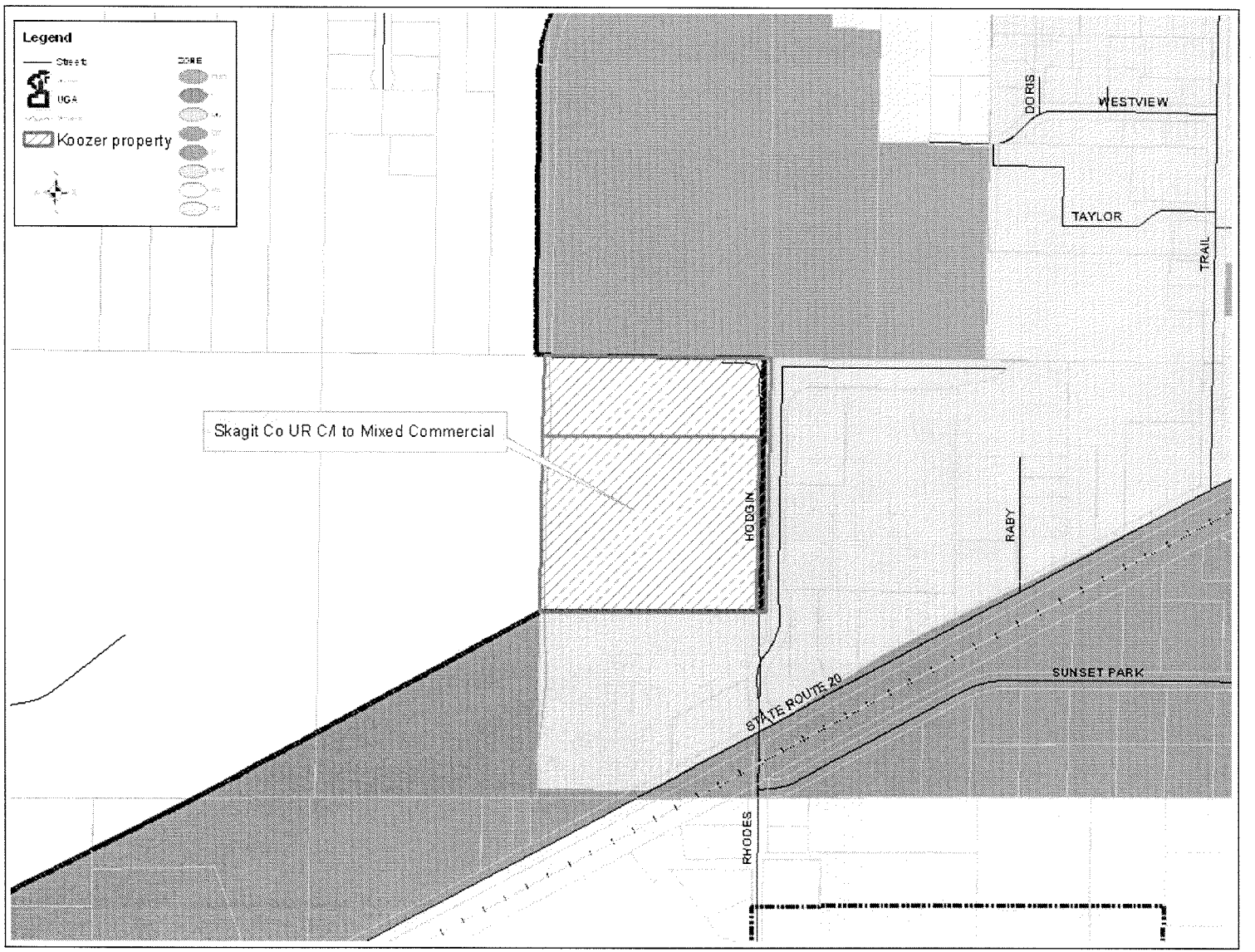
_____
City Attorney


Possible City-owned property to Rezone
Legend
Street
UGA
Rezone to Public
Bingham Park - rezone to Public
Hammer Heritage - rezone to public
FEMA park property - rezone to public
JOHN LINER
MCGARIGLE
ROWLAND
BURROWS
F & S GRADE
SAPP
NORTH MURDOCK
NORTH REED
HYATT
NORTH BALL
STATE ROUTE 9
CARTER
RICHARDS
WALDRON
MUNRO
CHESTER
HAINES
CENTRAL
WEST MUNRO
WASHINGTON
SHADOW
HARRISON
GIBSON
NORTHERN
SOUTHERN
COFFMAN
THRESHER
CLAYBROOK
PIERCE
WICKER
ADRIAN
DALTON
COOK
YELLOW
TROUPE
WESTVIEW
TAYLOR
TRAIL
WEST FERRY
FERRY
METCALF
MURDOCK
PUGET
REED
BALL
DEAN
PACIFIC
BORSETH
RITA
EASTERN
WEST STATE
STATE
GREENSTREET
BINGHAM
HUNT
GEADSJO
COUGAR
WILLARD
STATE ROUTE 20
HODGIN
SUNSET PARK
MAPLE
CURTIS
WALLEY
WARNER
EIGHTH
TALCOTT
FOURTH
NELSON
WEST NELSON
WEST BENNETT
HEATHER
BATEY
THIRD
BENNETT
FIFTH
SIXTH
SEVENTH
TENTH
ELEVENTH
RAILROAD
JAMESON
TOWNSHIP
SUENIC
RHODES
HENSON
STATE ROUTE 9
FIDALGO
STERLING
ALEXANDER
SOUTH ELEVENTH
SETTLERS
BADGER
MARSHALL
JENNINGS
DUNLOP
SOUTH THIRD
MORRIS
RIVER
ELM

A-1

A-2


Applications for rezones to Mixed Commercial
Legend
Rezone to MC
Churchill - rezone to MC
Skagit State Bank - rezone to MC
CARRIAGE
CARTER
STATE ROUTE 20
POLTE
RAINBOW
RICHARDS


Legend
Koozer property
Skagit Co UR C/I to Mixed Commercial
DORIS
WESTVIEW
TAYLOR
TRAIL
HODGIN
RABY
SUNSET PARK
STATE ROUTE 20
RHODES

A-3

CITY OF SEDRO-WOOLLEY

720 Murdock Street, Sedro-Woolley, WA 98284 (360) 855-1661

Memorandum

To: Mayor and City Council

From: Staff / PMH

Date: 11/3/2005

Re: Amendment to Allow Variance from Sewer Requirement for Short Plats of Clustered Developments (Hanson Property)

I. Issue: Should the City Council amend the subdivision requirements to allow clustered developments to be short platted with a variance form the sanitary sewer requirement?

II. Background: Brian Hanson requested that he be permitted to subdivide his F & S Grade Road property by short plat without installing sanitary sewer. (He has two residences on one lot, permitted at the time as a "clustered development". The City Council voted to allow this short plat application without sewer, but the process used to do so did not meet minimum legal requirements, and did not follow City ordinances. The proper way to grant the Hanson's request is to amend our development standards so that sewer is not required for this application.

At Council direction, staff has prepared the accompanying amendment that will allow the Hansons to apply for a variance form the sanitary sewer requirement for a short plat of their clustered development. The property will have to meet Skagit County standards for septic tanks, except that public road right of way may not be used for the septic drain field. This is a narrow exception to the sewer requirement for subdivisions and short plats.

This is a permanent amendment to our development code.

III. Recommendation: Passage of Ordinance No. _____, titled:

> AN ORDINANCE AMENDING SWMC SECTION 16.04.080 AND SWMC SECTION 16.12.060, TO PROVIDE FOR VARIANCES FROM THE SANITARY SEWER REQUIREMENT FOR SHORT PLATS OF PRE-EXISTING CLUSTERED DEVELOPMENTS, CONSISTING OF TWO OR MORE EXISTING, DETACHED RESIDENCES ON ONE LOT, PROVIDED THAT THE PLATS MEET THE PROVISIONS OF THE SKAGIT COUNTY CODE GOVERNING SEPTIC, AND CORRECTING SWMC 16.28.050(9) TO PROVIDE FOR COMPLIANCE WITH THE MINIMUM LOT SIZE IN ANY DISTRICT.

Ordinance No. _____

AN ORDINANCE AMENDING SWMC SECTION 16.04.080 AND SWMC SECTION 16.12.060, TO PROVIDE FOR VARIANCES FROM THE SANITARY SEWER REQUIREMENT FOR SHORT PLATS OF PRE-EXISTING CLUSTERED DEVELOPMENTS, CONSISTING OF TWO OR MORE EXISTING, DETACHED RESIDENCES ON ONE LOT, PROVIDED THAT THE PLATS MEET THE PROVISIONS OF THE SKAGIT COUNTY CODE GOVERNING SEPTIC, AND CORRECTING SWMC 16.28.050(9) TO PROVIDE FOR COMPLIANCE WITH THE MINIMUM LOT SIZE IN ANY DISTRICT .

WHEREAS, the City of Sedro-Woolley has, in compliance with RCW Ch. 35.63, and in compliance with the Growth Management Act, has commenced an annual review of its land use plan and development regulations, and

WHEREAS, the City of Sedro-Woolley has engaged in a public process to review and evaluate amendments to its comprehensive plan and development regulations, and

WHEREAS, the City of Sedro-Woolley has complied with the State Environmental Policy Act, has held public hearings before the City Council and the Planning Commission, and

WHEREAS, the City of Sedro-Woolley City Council finds that the following amendment to SWMC Title 16, will provide an equitable variance for persons owning two or more legally established residences on the same lot who desire to subdivide their property without connection to the sanitary sewer, without adding any additional private septic systems, now therefore,

THE CITY COUNCIL OF THE CITY OF SEDRO-WOOLLEY DO HEREBY ORDAIN AS FOLLOWS:

Section 1. SWMC Section 16.04.080 is hereby amended to read as follows:

16.04.080 Minimum infrastructure standards.

The creation of new lots or tracts under this title shall comply with the following minimum standards for infrastructure:

A. Each lot, parcel or tract created pursuant to this title, on which a residence, commercial or industrial structure or building may be located, shall be served by the city sanitary sewer, <u>except as provided in SWMC 16.12.060</u>. This requirement shall not apply to lots, parcels or tracts which are not intended for human occupancy, if a waiver is approved by the city engineer. Examples of such purposes include utility substations and parking lots. Approval of any exception shall be noted on the face of the plat or other document, and may be conditioned on appropriate restrictions on the use of the property.

Section 2. SWMC Section 16.12.060 is hereby amended to read as follows:

16.12.060 Variances.

<u>A</u>. Variances from the design standards and improvement requirements set forth in SWMC Section 16.12.030(C) may be authorized by the hearing body as part of plat approval: provided that no variance to the sanitary sewer connection shall be allowed <u>except as set forth in Subsection B of this Section</u>. All variances shall be expressly set

forth in writing as part of the approval and be supported by findings and conclusions. No variance shall be granted unless the applicant shall demonstrate the following:

1~~A~~. Strict compliance with the provisions of this chapter would cause unusual hardship for the applicant;

2~~B~~. The condition which justifies the variance is not created by, nor within the control of the applicant;

3~~C~~. The condition is unique to the applicant's property; and

4~~D~~. The variance will not shift the impact or burden of development to the city or other property owners.

B. No variance to the sanitary sewer connection requirement shall be allowed except as set forth in this Subsection B. Variances from the sanitary sewer requirement of SWMC Section 16.04.080(A) may be authorized by the hearing body as part of plat approval when sewer is not reasonably available to the property and the property subject to the plat is a clustered development previously approved under the applicable sections of Ordinance 1333-99, consisting of two or more existing, detached residences on one lot. The variance must meet the requirements of SWMC 16.12.101(A) and the following requirements:

1. The applicant shall provide an "on-site sewage system" that complies with the applicable requirements of Skagit County Code Chapter 12.05.
2. The number of lots shall not exceed the number of detached single-family residences constructed under the "clustered development" provisions. No new, vacant lots may be created without the connection to the city sanitary sewer system.
3. Further subdivision of the property shall require connection to sanitary sewer.
4. In addition to meeting minimum lot size for the applicable zone, lots must be of sufficient size to meet the requirements of the Skagit County Health Department for private, on-site septic systems as required by Skagit County Code Chapter 12.05; provided, that the area within public street right-of-way may not be included in determining minimum lot area.
5. A note shall be placed on the face of the plat requiring the owner of each lot to connect to the city sanitary sewer pursuant to SWMC 13.08.040 when it becomes reasonably available.
6. The design of the plat shall (a) facilitate future subdivision consistent with the density requirements of this code and (b) provide for sewer line easements or lot configurations which facilitate future connection of all lots to the city sanitary sewer system consistent with applicable city regulations.
7. Applications much comply with all other requirements of this title.

Section 3. SWMC 15.28.050 is hereby amended to read as follows:

16.28.050 Criteria/development standards.

A. Factors to be Considered in the Preliminary Binding Site Plan Review. The approving authority's decision may be to grant or deny an application or to require of the applicant such conditions, modifications and restrictions as are found necessary to insure that the development:

CITY OF SEDRO-WOOLLEY

720 Murdock Street, Sedro-Woolley, WA 98284 (360) 855-1661

Memorandum

To: Mayor and City Council

From: Staff / PMH

Date: 11/3/2005

Re: Stormwater Management and Maintenance Ordinance Amendments

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I. Issue: Should the City Council amend the Stormwater Management and Stormwater Maintenance Ordinances?

II. Background: This ordinance amends SWMC Ch. 13.36 and Ch. 13.40 to bring them into compliance with current DOE requirements, ept for threshold requirements, which will continue to be governed by the 1992 Stormwater Management Manual.

Passage of this ordinance will make these rezones permanent.

III. Recommendation: Passage of Ordinance No. _____, titled:

AN ORDINANCE AMENDING SWMC CHAPTER 13.36 AND SWMC CHAPTER 13.40, PROVIDING FOR THE ADOPTION OF THE 2001 EDITION OF THE DEPARTMENT OF ECOLOGY'S STORMWATER MANAGEMENT MANUAL FOR WESTERN WASHINGTON (SWMMWW), WITH THE EXCEPTION OF THRESHOLD REQUIREMENTS, WHICH SHALL CONTINUE TO BE REGULATED BY THE 1992 EDITION OF THE SWMM.

Ordinance No. _____

AN ORDINANCE AMENDING SWMC CHAPTER 13.36 AND SWMC CHAPTER 13.40, PROVIDING FOR THE ADOPTION OF THE 2001 EDITION OF THE DEPARTMENT OF ECOLOGY'S STORMWATER MANAGEMENT MANUAL FOR WESTERN WASHINGTON (SWMMWW), WITH THE EXCEPTION OF THRESHOLD REQUIREMENTS, WHICH SHALL CONTINUE TO BE REGULATED BY THE 1992 EDITION OF THE SWMM.

WHEREAS, the City of Sedro-Woolley has, in compliance with RCW Ch. 35.63, and in compliance with the Growth Management Act, has commenced an annual review of its land use plan and development regulations, and

WHEREAS, the City of Sedro-Woolley has engaged in a public process to review and evaluate amendments to its comprehensive plan and development regulations, and

WHEREAS, the City of Sedro-Woolley has complied with the State Environmental Policy Act, has held public hearings before the City Council and the Planning Commission, and

Whereas, the City of Sedro-Woolley City Council finds that the following amendments to SWMC Chapter 13.36 and SWMC Chapter 13.40 adopting the 2001 edition of the Department of Ecology's Stormwater Management Manual for Western Washington (SWMMWW), with the exception of threshold requirements, which shall continue to be regulated by the 1992 edition of the SWMM, are in the interests of the public safety and welfare, now therefore,

THE CITY COUNCIL OF THE CITY OF SEDRO-WOOLLEY DO HEREBY ORDAIN AS FOLLOWS:

Section 1. SWMC Section 13.36.020 is hereby amended to read as follows:

13.36.020 Definitions.

For the purposes of this chapter, the following definitions shall apply:

"American Public Works Association" or "APWA" means the adopted edition of the Washington State Chapter of the American Public Works Association.

"Approval" means the proposed work or completed work conforms to this chapter in the opinion of the administrator.

"As-graded" means the extent of surface conditions on completion of grading.

"Basin plan" means a plan and all implementing regulations and procedures including but not limited to land use management adopted by ordinance for managing surface and storm water management facilities and features within individual sub-basins.

"Bedrock" means the more or less solid rock in place either on or beneath the surface of the earth. It may be soft, medium or hard and have a smooth or irregular surface.

"Bench" means a relatively level step excavated into earth material on which fill is to be placed.

"Best management practice" or "BMP" means physical, structural and/or managerial practices that, when used singly or in combination, prevent or reduce pollution of water. BMPs are listed and described in the manual.

CITY OF SEDRO-WOOLLEY

720 Murdock Street, Sedro-Woolley, WA 98284 (360) 855-1661

Memorandum

To: Mayor and City Council

From: Staff / PMH

Date: 11/3/2005

Re: Housekeeping Amendments to Title 17, Zoning Code

I. Issue: Should the City Council amend the Title 17, the Zoning Code, to correct omissions and ambiguities?

II. Background: Title 17 was amended last year. In the passage of a year, the planning department has discovered ambiguities, errors, or omissions that are corrected in this ordinance.

This is a permanent ordiance.

III. Recommendation: Passage of Ordinance No. _____, titled:

AN ORDINANCE AMENDING PROVISIONS OF SWMC 17.20.010 REGARDING PERMITTED AND CONDITIONAL USES IN THE MC ZONE, SWMC 17.20.020 REGARDING BUILDING SETBACK DISTANCES IN THE MC ZONE, SWMC 17.28.020 REGARDING BUILDING SETBACKS IN THE INDUSTRIAL ZONE, AND SWMC 17.40.020 REGARDING ILLUMINATED SIGNS.

Ordinance No. _____

AN ORDINANCE AMENDING PROVISIONS OF SWMC 17.20.010 REGARDING PERMITTED AND CONDITIONAL USES IN THE MC ZONE, SWMC 17.20.020 REGARDING BUILDING SETBACK DISTANCES IN THE MC ZONE, SWMC 17.28.020 REGARDING BUILDING SETBACKS IN THE INDUSTRIAL ZONE, AND SWMC 17.40.020 REGARDING ILLUMINATED SIGNS.

WHEREAS, the City of Sedro-Woolley has, in compliance with RCW Ch. 35.63, and in compliance with the Growth Management Act, has commenced an annual review of its land use plan and development regulations, and

WHEREAS, the City of Sedro-Woolley has engaged in a public process to review and evaluate amendments to its comprehensive plan and development regulations, and

WHEREAS, the City of Sedro-Woolley has complied with the State Environmental Policy Act, has held public hearings before the City Council and the Planning Commission, and

WHEREAS, the City of Sedro-Woolley City Council finds that the foregoing amendments to SWMC Title 17 will promote the most efficient use of private property, encourage proper building setbacks, and provide for appropriate signage, now therefore

THE CITY COUNCIL OF THE CITY OF SEDRO-WOOLLEY DO HEREBY ORDAIN AS FOLLOWS:

Section 1. SWMC Section 17.20.010 is hereby amended to read as follows:

17.20.010 Use restrictions.

Use restrictions in the mixed commercial (MC) zone shall be as follows:

A. Permitted Uses.

1. Retail, general services, recreational and cultural uses, light manufacturing, low-intensity agriculture;

2. Residential units contained above the first story of a commercial building (live/work units are specifically included), limited to eight such units per building;

3. Quasi-public uses;

4. Public uses;

5. Public utilities, other than wireless communications facilities.

<u>6. Health facilities and services.</u>

B. Conditional Uses. Wireless communications facilities. <u>All other uses not otherwise prohibited.</u>

C. Prohibited Uses. All uses not allowed as permitted or conditional uses are prohibited. Adult entertainment is a prohibited use in this zone.

Section 2. SWMC 17.20.020 is hereby amended to read as follows:

17.20.020 Bulk restrictions.

A. Minimum setbacks to adjacent zones:

CITY OF SEDRO-WOOLLEY

720 Murdock Street, Sedro-Woolley, WA 98284 (360) 855-1661

Memorandum

To: Mayor and City Council

From: Staff / PMH

Date: 11/3/2005

Re: Critical Areas/Wetlands/Habitat Ordinance

I. Issue: Should the City Council adopt a new Critical Areas ordinance, dealing with wetlands, habitat, geologically sensitive areas, and establishing the Brickyard Creek Sub-Area Plan?

II. Background: The City is required to adopt a new critical areas ordinance dealing with wetlands, step slopes, and habitat (Brickyard Creek). The new ordinance adopts 110 foot setbacks from Brickyard Creek for new construction, with mitigation. In addition, it directs staff and the Planning Commission to prepare a Brickyard Creek Sub-Area Plan, dealing with recreation, habitat, and flood control issues related to the creek. Our goal is to direct most wetlands mitigation to the creek. The Department of Ecology is generally satisfied and complimentary of our proposed ordinance.

Note that the recommended setbacks are 300 feet. I think 110 foot setbacks are more realistic, given the condition of Brickyard Creek and its environs.

This is a permanent ordinance.

III. Recommendation: Passage of Ordinance No. _____, titled:

AN ORDINANCE OF THE CITY OF SEDRO-WOOLLEY REPEALING SWMC CH. 17.65, THE EXISTING CRITICAL AREAS ORDINANCE, IN ITS ENTIRETY AND ADOPTING AN UPDATED ORDINANCE PROVIDING FOR REGULATION OF WETLANDS, WILDLIFE HABITAT, GEOLOGICALLY HAZARDOUS AREAS, AND PROVIDING FOR A BRICKYARD CREEK SUB-AREA PLAN ADDRESSING WETLANDS, HABITAT AND STORMWATER FOR THIS BASIN.

Ordinance No. _____

AN ORDINANCE OF THE CITY OF SEDRO-WOOLLEY REPEALING SWMC CH. 17.65, THE EXISTING CRITICAL AREAS ORDINANCE, IN ITS ENTIRETY AND ADOPTING AN UPDATED ORDINANCE PROVIDING FOR REGULATION OF WETLANDS, WILDLIFE HABITAT, GEOLOGICALLY HAZARDOUS AREAS, AND PROVIDING FOR A BRICKYARD CREEK SUB-AREA PLAN ADDRESSING WETLANDS, HABITAT AND STORMWATER FOR THIS BASIN.

WHEREAS, the City of Sedro-Woolley has, in compliance with RCW Ch. 35.63, and in compliance with the Growth Management Act, has commenced an annual review of its land use plan and development regulations, and

WHEREAS, the City of Sedro-Woolley has engaged in a public process to review and evaluate amendments to its comprehensive plan and development regulations, and

WHEREAS, the City of Sedro-Woolley has complied with the State Environmental Policy Act, has held public hearings before the City Council and the Planning Commission, and

WHEREAS, the City of Sedro-Woolley City Council finds that the following amendment to SWMC Chapter 17.65, known as the "Critical Areas Ordinance", will promote the most efficient use of private property, protect and enhance wetlands and habitat, avoid geological hazards, and provide for the health and safety of the citizens of Sedro-Woolley, now therefore,

THE CITY COUNCIL OF THE CITY OF SEDRO-WOOLLEY DO HEREBY ORDAIN AS FOLLOWS:

Section 1. SWMC Chapter 17.65 is repealed in its entirety, and the following provisions are adopted as SWMC Chapter 17.65:

Chapter 17.65
REGULATIONS FOR CRITICAL AREAS

Sections:

17.65.010 Introduction.
17.65.020 Application, purpose.
17.65.025 Definitions.
17.65.030 Authority.
17.65.040 Applicability, Jurisdiction and Coordination.
17.65.050 Resource Information and Maps.
17.65.060 General Requirements and Authorizations Required.
17.65.065 Public Notice and Records.
17.65.070 Application submittal requirements.
17.65.080 Critical Area Review Procedures Generally.
17.65.090 Critical Areas Checklist, Site Assessment and Conditions of Approval.
17.65.100 Application of standards.
17.65.120 General Construction and Maintenance Standards.

17.65.150 Reasonable Use Exception
17.65.160 Critical Area and Buffer Mitigation Requirements – General Provisions.
17.65.170 Protected Critical Area (PCA) Requirements.
17.65.180 Incentives.
17.65.190 Natural Resource Land Protection

WETLANDS

17.65.200 Wetlands Designations
17.65.210 Wetlands Initial Project Review
17.65.220 Wetlands Site Assessment Requirements
17.65.230 Alteration of Wetlands
17.65.240 Wetland Mitigation Standards

AQUIFER RECHARGE AREAS

17.65.300 Aquifer Recharge Areas
17.65.310 Aquifer Recharge Area Designations
17.65.320 Aquifer Recharge Applicability and Prohibited Activities
17.65.330 Aquifer Recharge Initial Project Review
17.65.340 Aquifer Recharge Site Assessment Report
17.65.350 Aquifer Recharge Area Mitigation
17.65.360 Aquifer Recharge Public Notice and Review

GEOLOGICALLY HAZARDOUS AREAS

17.65.400 Geologically Hazardous Area Designations
17.65.410 Geologically Hazardous Initial Project Review
17.65.420 Geologically Hazardous Site Assessment Requirements
17.65.430 Geologically Hazardous Area Mitigation Standards
17.65.440 Geologically Hazardous Public Review and Record

FISH AND WILDLIFE HABITAT CONSERVATION AREAS

17.65.500 Fish and Wildlife Habitat Conservation Area Designations
17.65.510 Fish and Wildlife Habitat Conservation Area Initial Project Review
17.65.520 Fish and Wildlife Habitat Conservation Area Site Assessment Requirements
17.65.530 Fish and Wildlife Habitat Conservation Area Mitigation Standards

FLOOD HAZARD AREAS

17.65.600 Standards for flood hazard areas.

COMPLIANCE AND ENFORCEMENT

17.65.710 Compliance with critical area regulations.

17.65.720 Construction.
17.65.730 Severability.
17.65.740 State Environmental Policy Act.
17.65.750 Liability disclaimer.
17.65.760 Enforcement.

17.65.010 Introduction.

This Chapter shall be known as the Critical Area Ordinance and it is adopted to assist in orderly development, conserve the value of property, safeguard the public welfare, and provide protection for defined critical areas.

The ordinance codified in this Chapter was developed under the directives of the Growth Management Act to conserve, protect, and provide no-net-loss of critical areas functions and values pursuant to RCW 36.70A.172. Critical areas are defined as wetlands, aquifer recharge areas, flood hazard areas, geologically hazardous areas, and fish and wildlife habitat conservation areas. Some of these areas, such as geologic hazards and flood hazard areas are critical because of the hazard they represent to public health. Others, such as fish and wildlife habitats and wetlands are critical because of their public value.

Critical areas will be designated by definition and then classified through site assessments so that they can be identified using scientifically based criteria, protected, or their functions and values mitigated resulting in no-net-loss. The use of site assessments to confirm the actual presence and classification of critical areas is central to the management approach developed under this Chapter.

The ordinance codified in this Chapter was drafted to provide regulatory structure for identification, designation, protection, and mitigation of critical areas. This Chapter allows staff to provide site visits, preliminary reviews, and pre-application meetings to assist in the identification of critical areas.

Critical Area Maps. Maps are useful primarily as an indicator of the distribution and extent of critical areas. Maps will be used wherever possible as part of the screening process for evaluating individual applications. Critical areas maps may be updated as critical areas are delineated through the application process. Although a number of map resources are utilized in this Chapter, regulatory measures such as buffer requirements are based upon the identification of critical areas during the permit, development authorization, or other-approval processes. These maps include the location of known or potential critical areas and are based on the best available science information, and include natural resource information, gathered through field inventory, as well as information prepared by applicable state and federal agencies. These maps shall be referred to as the "Critical Areas Maps" of the City of Sedro-Woolley.

17.65.020 Application, purpose.

A. This chapter shall apply to land use, development, structures, facilities, and platting located in the city limits of Sedro-Woolley, within the geographical areas that meet the definitions and criteria for critical areas regulation as set forth in this Chapter. No development

 skip to page 67

determines that a party is not performing corrective actions as agreed, or if the extension creates an adverse effect on the public. The date of revocation shall then be considered as the compliance date. The procedures for revocation, notification of parties, and appeal of the revocation shall be established by rule.

I. Civil penalty.

1. In addition to any other sanction or remedial procedure which may be available, any person violating or failing to comply with any of the provisions of SWMC Chapter 17.65 shall be subject to a cumulative penalty in the amount of $75.00 per day for each violation from the date set for compliance until the order is complied with.

2. The penalty imposed by this section shall be collected by civil action brought in the name of the city. The Director shall notify the city attorney in writing of the name of any person subject to the penalty, and the city attorney shall, with the assistance of the Director, take appropriate action to collect the penalty.

3. The violator may show as full or partial mitigation of liability:

   a. That the violation giving rise to the action was caused by the willful act, or neglect, or abuse of another; or
   b. That correction of the violation was commenced promptly upon receipt of the notice thereof, but that full compliance within the time specified was prevented by inability to gain access to the subject structure, or other condition or circumstance beyond the control of the defendant.

J. Criminal penalties.

Any person violating or failing to comply with any of the provisions of this critical areas code, SWMC Chapter 17.65, shall be subject to criminal prosecution for a gross misdemeanor, and upon conviction of a subsequent violation shall be fined in a sum not exceeding $5,000 or be imprisoned in the city jail for a term not exceeding one year or be both fined and imprisoned. Each day of noncompliance with any of the provisions of this critical areas code shall constitute a separate offense.

K. Additional relief.

The Director may seek legal or equitable relief to enjoin any acts or practices and abate any condition which constitutes or will constitute a violation of this critical areas code when civil or criminal penalties are inadequate to effect compliance.

Section 2. Creation of Brickyard Creek Sub-Area Plan

The Sedro-Woolley Planning Commission, Sedro-Woolley City Engineer, and Sedro-Woolley City Planner shall prepare a Brickyard Creek Sub-Area Plan. This plan shall include the following elements:

a. A base-line study of Brickyard Creek, its tributaries and adjacent environs ("Brickyard Creek"), as a protected critical area and a storm and floodwater conduit, establishing its present capacity as a conduit for storm and flood water, and its present condition as a wildlife habitat, protected wetlands, riparian corridor, and natural recreational area, primarily focusing on that portion inside the City Urban Growth Boundary, but also including additional areas to the extent necessary.
b. A plan for increasing the function and capacity of Brickyard Creek as a storm water and flood water conduit and as a retention and detention area.
c. A plan for increasing the area and function of Brickyard Creek as a wildlife habitat, protected wetlands, riparian corridor and natural recreational area.
d. A plan for directing wetlands and fish and wildlife conservation mitigation from within and without the City to Brickyard Creek, with proposed amendments SWMC Ch. 17.65 for the management of this mitigation plan.

The City Council shall review the proposed plan upon presentation as part of an annual GMA Comprehensive Plan and Development Regulation Update. This section shall not by itself authorize the expenditure of funds. This section shall not be codified.

Section 3. Severability. If any section, sentence, clause or phrase of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this ordinance.

Section 4. Effective Date. This ordinance shall be effective five (5) days after passage, approval and publication as provided by law.

PASSED AND APPROVED THIS ____ DAY OF NOVEMBER, 2005.

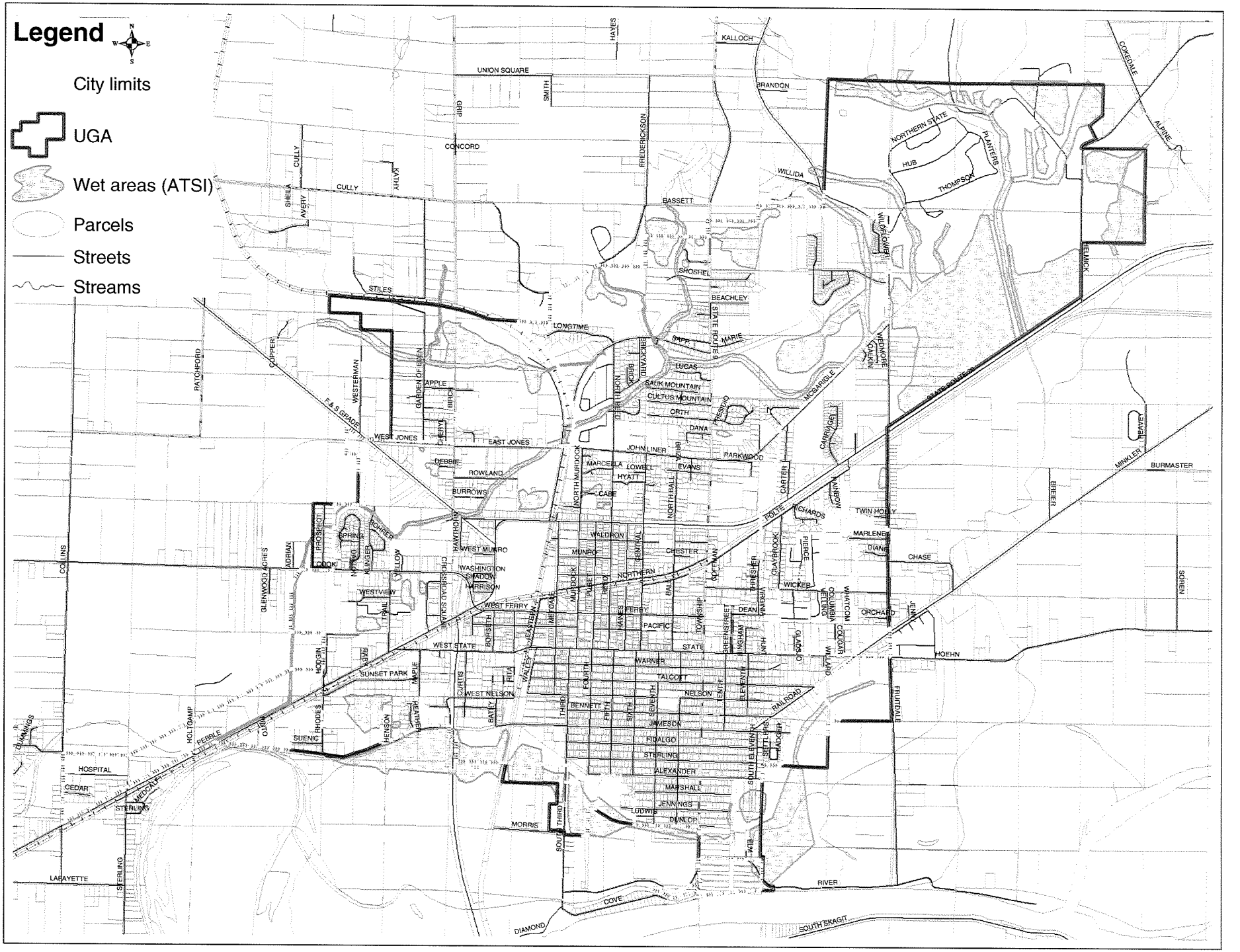
_____
MAYOR

Attest:

_____
City Clerk

Approved as to form:

_____
City Attorney


Legend
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City limits
UGA
Wet areas (ATSI)
Parcels
Streets
Streams
UNION SQUARE
HAYES
KALLOCH
BRANDON
COVEDALE
ALPINE
SMITH
GRIP
CONCORD
FREDERICKSON
NORTHERN STATE
PLANTERS
HUB
THOMPSON
WILLIDA
CULLY
SHEILA
AVERY
KATHY
BASSETT
WILDFLOWER
ELMICK
SHOSHEL
BEACHLEY
STILES
LONGTIME
STATE ROUTE 9
MARIE
WEDMORE
CALKIN
LUCAS
SAUK MOUNTAIN
CULTUS MOUNTAIN
ORTH
DANA
MCGARIGLE
STATE ROUTE 20
RATCHFORD
COPPER
WESTERMAN
GARDEN OF EDEN
APPLE
BIRCH
F & S GRADE
WEST JONES
EAST JONES
DEBBIE
ROWLAND
BURROWS
JOHN LINER
PARKWOOD
MARCELLA
LOWELL
EVANS
HYATT
CABE
CARTER
RAINBOW
CARRIAGE
BEAVER
MINKLER
BURMASTER
BREIER
TWIN HOLLY
MARLENE
DIANE
CHASE
SOREN
COLLINS
PROSPECT
COOK
SPRING
ROHRER
ADRIAN
GLENWOOD ACRES
WEST MUNRO
WASHINGTON
SHADOW
HARRISON
WESTVIEW
YELLOW
HAWTHORN
CROSSROAD SCHOOL
WALDRON
MUNRO
CENTRAL
CHESTER
NORTHERN
NORTH MURDOCK
NORTH BALL
CLAYBROOK
PIERCE
WICKER
WHATCOM
COLUMBIA
VERLING
ORCHARD
JENNY
COUGAR
WILLARD
HOEHN
FRUITDALE
WEST FERRY
FERRY
PACIFIC
STATE
GREENSTREET
DEAN
WEST STATE
BORSTH
EASTERN
MEFOAK
MURDOCK
PUGET
BELL
HAINES
BALL
COLMAN
THRESHER
VIRGINIA
TOWNSHIP
SUNSET PARK
MAPLE
HODGIN
RHODES
CURTIS
WEST NELSON
BATEY
RIA
VALLEY
FOURTH
WARNER
TALCOTT
NELSON
TENTH
ELEVENTH
RAILROAD
THIRD
BENNETT
FIFTH
SIXTH
SEVENTH
JAMESON
FIDALGO
STERLING
ALEXANDER
MARSHALL
JENNINGS
LUDWIG
DUNLOP
SOUTH ELEVENTH
SETTLERS
BADGER
MORRIS
SOUTH THIRD
ELM
RIVER
COVE
DIAMOND
SOUTH SKAGIT
DUMMINGS
HOLTCAMP
PEBBLE
SUENIC
HENSON
HEATHER
HOSPITAL
CEDAR
MEDICAL
STERLING
LAFAYETTE

CITY OF SEDRO-WOOLLEY

720 Murdock Street, Sedro-Woolley, WA 98284 (360) 855-1661

Memorandum

To: Mayor and City Council

From: Staff / PMH

Date: 11/3/2005

Re: 2005 Comp Plan Update Ordinance

I. Issue: Should the City Council adopt an ordinance updating the Comprehensive Plan?

II. Background: The proposed Comprehensive Plan Update Ordinance has five sections:

Exhibit A: Introduction

Exhibit B: Vision Statement

Exhibit C: Land Use Element

Exhibit D: Parks and Recreation Element

Exhibit E: Housing Element

The land use capacity analysis was received too late to be of use this year in the Housing and Economic Development elements, as a practical matter. (I put it in the Land Use Element, which was reviewed by CTED, so it is adoptable with this change.) The Economic Development Element is not complete, and was omitted from adoption this year. Both of the Housing and Economic Development elements should be reviewed with a critical eye in 2006, and in light of implementing a specific program to achieve some concrete goals to be adopted in these elements of the plan. We have an opportunity to do something real in these areas, and will need the support of more meaningful revisions of these comp plan elements to do so. (It seems counter-productive to adopt updates for the sole purpose of adopting updates. The City should make some land available for industry, and put some low or middle income families into owner-occupied homes next year, as part of the adoption of these updates.)

Councilman Anderson wanted to revisit the Parks impact fee. The Parks element adopts a $500 per residential unit parks impact fee. It supports this fee in the Impact Fee Ordinance – they are linked, and need to have the same fee in both.

This is a permanent ordinance – until revised by the City Council.

III. Recommendation: Passage of Ordinance No. _____, titled:

AN ORDINANCE OF THE CITY OF SEDRO-WOOLLEY, WASHINGTON ADOPTING AMENDMENTS TO THE COMPREHENSIVE PLAN AND MAP AND URBAN GROWTH AREA MAP FOR THE CITY OF SEDRO-WOOLLEY TO REVISE AND INCORPORATE UPDATED LAND USE DATA, UPDATING INFORMATION THROUGHOUT THE COMPREHENSIVE PLAN, AND AMENDING THE GOALS AND POLICIES.

Ordinance No. _____

AN ORDINANCE OF THE CITY OF SEDRO-WOOLLEY, WASHINGTON ADOPTING AMENDMENTS TO THE COMPREHENSIVE PLAN AND MAP AND URBAN GROWTH AREA MAP FOR THE CITY OF SEDRO-WOOLLEY TO REVISE AND INCORPORATE UPDATED LAND USE DATA, UPDATING INFORMATION THROUGHOUT THE COMPREHENSIVE PLAN, AND AMENDING THE GOALS AND POLICIES.

WHEREAS, the City of Sedro-Woolley established an on-going public participation process in 2005 in accordance with RCW 36.70A.130(2) including the regular Planning Commission meetings, joint City Council and Planning Commission Workshops, and Public Meetings; and

WHEREAS, public hearings were conducted before the Sedro-Woolley Planning Commission and City Council on various dates; and

WHEREAS, additional environmental review is not required because the updated Comprehensive Plan is adequately covered by the Determination of Nonsignificance, and that document is adopted by reference; and

WHEREAS, the Growth Management Act gives authority to Sedro-Woolley to update its comprehensive plan once per year in such a manner that all proposed amendments are considered by the governing body concurrently such that the governing body may evaluate their cumulative effect; and

WHEREAS, the schedule established by the Growth Management Act in RCW 36.70A.130(4) mandates that Sedro-Woolley take action to review and, if necessary, revise its comprehensive plan to ensure compliance with the Growth Management Act, and

WHEREAS, The City of Sedro-Woolley's deadline to comply with said schedule is December 1, 2005; and

WHEREAS, the Planning Commission has reviewed the proposed update to the Comprehensive Plan as contained in this ordinance and made a recommendation to adopt the updated Comprehensive Plan.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SEDRO-WOOLLEY, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. The *Introduction* of the Sedro-Woolley Comprehensive Plan is hereby amended to read as set forth on the attached Exhibit A, which is adopted by reference.

Section 2. The *Vision Statement* of the Sedro-Woolley Comprehensive Plan is hereby amended to read as set forth on the attached Exhibit B, which is adopted by reference.

Section 3. The *Land Use Element* of the Sedro-Woolley Comprehensive Plan is hereby amended to read as set forth on the attached Exhibit C.

Section 4. The *Parks and Recreation Element* of the Sedro-Woolley Comprehensive Plan is hereby amended to read as set forth on the attached Exhibit D.

Section 5. The *Housing Element* of the Sedro-Woolley Comprehensive Plan is hereby amended to read as set forth on the attached Exhibit E.

Section 6. The 2005 Sedro-Woolley Comprehensive Land Use Plan and Zoning Map attached map is hereto is adopted as the official Comprehensive Land Use Plan and Zoning Map of the City of Sedro-Woolley.

Section 7. 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 City Council this 9th day of November, 2005.

CITY OF SEDRO-WOOLLEY

_____
Sharon Dillon, Mayor

ATTEST:

_____
City Clerk

APPROVED AS TO FORM:

_____
Patrick Hayden, City Attorney

Exhibit A Introduction

INTRODUCTION

This comprehensive plan was prepared by the City of Sedro-Woolley in accordance with Section 36.70A.070 of the Growth Management Act to address growth issues in Sedro-Woolley and its adjacent urban growth area. It represents the community's policy plan for growth over the next 20 years. ~~The introductory section contains the following:~~

~~* Why the City of Sedro-Woolley is Planning~~
~~* Purpose of the Comprehensive Plan~~
~~* Community Involvement and Inter-jurisdictional Coordination~~
~~* Implementation and Monitoring~~
~~* Consistency with Growth Management Goals~~

Why the City of Sedro-Woolley is Planning

To Implement the Growth Management Act from the "Bottom Up"

The Growth Management Act was intentionally drafted to give significant decision-making power to local jurisdictions. Although the Act tells jurisdictions that they must identify concerns and goals of the community, prioritize these goals, and plan how these goals will be achieved, it does not dictate the solutions. This "bottom up" approach is unique to Washington State's growth management legislation, and is the main characteristic which distinguishes it from similar acts in Florida and Oregon.

To Maintain Local Decision Making Power

For several years, the population in Sedro-Woolley remained stable after experiencing a slight loss in the mid-1980's after the closure of Skagit Manufacturing. However, since the 1990 census, Sedro-Woolley has shown an annual population growth of close to three percent. This growth is largely the result of migration northward from the more densely populated areas of the central Puget Sound region. With this growth comes increased demand for public facilities such as streets, sanitary sewer, solid waste collection, and fire and police protection. Provision of these services and the general operation of the City is increasingly influenced by policy decision made at the federal, state and regional level.

The citizens involved in the preparation of Sedro-Woolley's comprehensive plan believe that the most effective way to maintain local control is to become more actively involved in planning. By clearly stating a vision for the future of the community, the City can readily evaluate the implications of its policy decisions, and express community concerns to regional, state, and federal entities. In addition, the Growth Management Act requires that state agencies comply with local comprehensive plans and development regulations. Therefore, the comprehensive plan and the implementing regulations allow the City to assert local control over certain issues with the assurance that state and county agencies will respect their decisions in a manner consistent with the community's desired vision of itself.

To Promote Desired Changes

Sedro-Woolley has attempted to diversify its economy, especially after the loss of its major employer (Skagit Manufacturing). However, the loss of this employer had a significant negative impact of the community's value which made it difficult to promote the City to potential new industries. As a result, most new development has occurred in the form of single-family subdivisions. While this new housing was needed, concerns were raised that Sedro-Woolley would become primarily a "bedroom" community for the employment centers located along Interstate 5.

The comprehensive plan sets forth goals and policies that promote the concept of a balanced community where job retention and attraction is given equal consideration to new housing developments. Included in the plan is an evaluation of the existing infrastructure capacity with current demand and a projection of capacity supply in order to direct future growth. This information is crucial in order for the City to take a proactive role in attracting the type of development required to meet the needs of its citizens, and make the wisest use of land and public resources. The ability to make decisions in response to the growth and changes that are occurring in Sedro-Woolley will allow the City to take advantages of positive opportunities and better assess potential impact on the quality of life.

To Address Changes in Community Needs

The City of Sedro-Woolley is also updating its comprehensive plan to address dramatic changes since the previous plan was adopted. There has been a steady decline in the size of households, and an increase in the number of elderly individuals living on fixed incomes. The balance between the number of jobs and the number of housing units has shifted as major employers have left the community, and the viability of timber and agriculture industries has waned. Concerns about environmental quality and the impact on personal finances have also created a change in traditional land use patterns as well as a preference for alternatives to the automobile. Finally, the economy has shifted away from land intensive industries to light manufacturing and service industries that are more compatible with other land uses.

~~The City has undertaken an extensive public participation process to ensure the vision of the community expressed in the comprehensive plan reflects the needs and desires of the local population. The City has identified through the visioning process the following goals which provided a basis for planning:~~

* ~~Recognize the need for growth in an environmentally and aesthetically sane way;~~
* ~~Achieve a state of economic self-sustainability consisting of a diverse collection of employment opportunities;~~
* ~~Maintain the health of the central business district by prohibiting strip commercial development along the highway, and promoting unique retail and tourist-related uses downtown;~~
* ~~Promote mixed uses in the central business district in order to achieve a vibrant business environment during the day and a safe social and cultural environment during the evening;~~
* ~~Expand the City's transportation system by routing through traffic around the edge of the central business district, and providing safe bicycle and pedestrian facilities;~~

~~* Develop a network of small neighborhood parks, green belts and trails that connect parks to other recreation facilities;~~

~~* Develop recreational facilities that provide activities for youth and families;~~

~~* Maintain and repair existing infrastructure and provide new infrastructure consistent with the comprehensive plan;~~

~~* Maintain the character of Sedro-Woolley as a warm and economically viable small town.~~

Purpose of the Comprehensive Plan

This comprehensive plan was developed in accordance with Section 36.70A.070 of the Growth Management Act to address growth issues in the City of Sedro-Woolley and its surrounding urban growth area. It represents the community's policy plan for growth over the next 20 years. The City of Sedro-Woolley is not self-sufficient, and relies on many other communities. In such situations many unexpected changes could occur over which Sedro-Woolley has no control. Therefore, the long-term planning for the city needs to be adaptable and responsive to these kinds of circumstances. Rather than being a simple priority list of actions which assume a static environment, it must provide policies to guide decision-making in response to the unforeseen. The plan includes the following elements:

* Land Use
* Transportation
* Parks
* Capital Facilities
* Utilities
* Housing
* Economic Development

County-wide Planning Policies

The county-wide planning policies (Appendix A) provide the framework for Sedro-Woolley's planning process, and a measure for ensuring coordination and consistency between the City and Skagit County. These policies ~~were developed by a committee comprised of one elected and one non-elected official (usually the Mayor and City Planner) from the five major cities in Skagit County, and three County Commissioners and one non-elected representative from Skagit County. The resulting policies~~ address urban growth areas and the 20-year population forecast accommodation, means to promote contiguous and orderly development and provision of urban services, siting of county-wide and state-wide public capital facilities, county-wide transportation facilities and strategies, the need for and distribution of affordable housing for all economic segments, joint planning between the cities and County within the urban growth areas, economic development and employment, analysis of fiscal impact, and environmental quality. All of the individual elements in the plan have been integrated along with the county-wide planning policies to ensure consistency.

Goal of 2005 Update

The goal of this update is to achieve greater consistency between the plan and the development regulations.

~~At the start of this update, the deadline for completion was September 2002. The state legislature then extended the deadline to 2005. Rather than postpone the update, the city chose to move ahead in order to make it easier to achieve the goals set forth in the plan.~~ The City has been updating portions of the plan since 2002 in order to meet the required deadline to update by 2005.

The plan must be updated at least every 7 years but no more frequently than once a year. Capital facilities plans are adopted as part of the comprehensive plan. Capital facilities include transportation, sewer, police, fire, schools, and may include library and municipal facilities. The city intends to have major capital facilities updates on a rotating schedule with minor updates part of the annual update process.

Capital Facilities Plans

2003 Update	**2005 Update**	**2006 Update**	**Future Ongoing Updates**
Transportation	Parks & Open Space	Library	Fire
Schools	Sewer	Schools	Solid Waste
Fire	Police	Housing	Parks & Open Space
	Solid Waste		Police
	Municipal Facilities		Municipal Facilities
	Transportation		Stormwater

In addition, the transportation plan ~~will be~~ is being updated further ~~updated when the resources are found~~ in order to develop a zone-based traffic model to assess impact fees ~~impact fee~~.

A community action planning process in 2000 and 2001 established several priorities for the city:

- Economic Development
- Downtown Revitalization
- Parks and Open Space

Further directions from the mayor were to:

- Improve the attractiveness of commercial development along Highway 20;
- Require urban infrastructure in all new development; and
- Revise the transportation impact fees.

Improving consistency and predictability of the development approval process was an additional goal. ~~A permanent hearing examiner is proposed to replace the temporary hearing examiner in~~

~~effect through June 2003.~~ The subdivision procedure and consolidated land use procedures ~~are~~ were revised, and the SEPA procedure brought into line with current state law.

Urban Growth Area

After the Skagit County government declined to adopt city ordinances requiring urban infrastructure for development in the unincorporated urban growth area (UGA), the City filed an appeal before the Western Washington Growth Management Hearings Board. The Board ultimately ruled that adequate provisions for urban services must be provided concurrently with development. Following this ruling, the County and the Cities began a collaborative planning process to adopt development regulations that apply to all of the UGAs in the county. The subsequent ordinance adopted by Skagit County and supported by the cities, requires a minimum lot size of five acres for residential development when no urban infrastructure is required, but allows for cities to develop an Urban Reserve Development Permit in portions of the UGA where they expect urban infrastructure to become available relatively soon. A limited amount of commercial and industrial development can also occur in the UGAs without requiring the installation of urban services. The City of Sedro-Woolley may consider developing a program to allow development at higher densities with a mechanism to pay for required infrastructure that does not shift the costs of infrastructure to the taxpayers.

~~The context of this update was changed abruptly in March 2003 when the county government declined to adopt city ordinances requiring urban infrastructure for development in the unincorporated Urban Growth Area (UGA), the area where the city proposes to accommodate much of the future population growth.~~

~~Coupled with the county's refusal to collect impact fees in the unincorporated UGA, the city was forced to re-evaluate its land use plan. State growth management law refers to this as land use "reassessment." The city must show how it proposes to pay for development in the area it has zoned for future growth. This is the heart of growth management. Part of our transportation capital facilities plan would be paid out of impact fees. If we are unable to collect impact fees, the planned growth area must be reduced in scale. The city council adopted ordinance 1442-03 moving back the unincorporated UGA to the city limits. This becomes effective only if adopted by the County.~~

~~The City is optimistic that a solution to this dilemma will be found. Accordingly, this update includes no changes to the urban growth boundary adopted in 1994 and reaffirmed in subsequent updates.~~

~~**Land Use Revisions**~~

~~The land use changes proposed in this update are changes in the uses allowed in specific zones. For instance, Auto Commercial is changed to Mixed Commercial to allow, but not require, residential uses. Multifamily would also be easier to build downtown under changes to the Central Business District zoning. Several owner-initiated land use/zoning applications were received. One of those recommended by the planning commission is to rezone a single-family parcel on S.R. 9 to multifamily. Other recommendations are to change several school district properties to Public.~~

Design Guidelines

The City's adopted comprehensive plan calls for design guidelines to help maintain the city's small-town atmosphere as it grows. Design guidelines are in place downtown and need to be fully implemented to achieve the desired early 19th-century look. This update proposes permanent design standards and guidelines that provide guidance for the development of new commercial, industrial, multifamily, and planned residential developments. The standards are located in a manual which addresses building and site design and includes illustrations of the requirements. The Planning Commission acts as the design review authority for larger projects, while smaller projects are reviewed administratively. ~~but not an architectural theme, for the Mixed Commercial district. For the industrial zones, a few standards are proposed to make these areas more compatible with adjacent residential zones while still attracting the jobs the city wants.~~

Transportation Impact Fees

~~The changes in land use and population proposed in the revised land use were not modeled to determine corresponding revised impact fees. Current project costs are anticipated to be greater than those used for the initial impact fee calculation.~~ The City is in the process of completing ~~intends to complete~~ modeling and calculations to support a zone based transportation impact fee. The City will continue to collect the current impact fee until the revised calculation is complete. The City will continue to seek the cooperation of Skagit County in joint road improvement projects ~~requiring mitigation for the cumulative impacts of all new development occurring~~ in the unincorporated UGA. SEPA requires that cumulative impacts be mitigated when identified. Impact fees provide a simple effective tool for this purpose.

~~The impact fee will be applied to development that creates new trips not previously mitigated or approved. The impact fee will not apply to pass-by or diverted trips created by auto-oriented services such as latte-stands or service stations. Pass-by and diverted percentages will be consistent with current Institute of Transportation Engineers (ITE) practices. Traffic created by the redevelopment of existing structures, no matter how long they have been vacant, that create no new building area or additional parking spaces will not be considered new traffic, but will be considered approved and/or mitigated at the initial permit or approval for the existing structure.~~

Plan Implementation and Monitoring

This section outlines the plan implementation and monitoring procedures developed to measure progress in implementing the goals, objectives, and policies in the City of Sedro-Woolley's comprehensive plan. This process also prepares the City for updates in the future. Annual continuous evaluation should ensure that the following items are addressed:

* Citizen participation in the process;
* Updating appropriate base-line data and measurable objectives to be accomplished in the first six-year period of the plan, and for the long-term period;
* Accomplishments in the first five year period, describing the degree to which the goals, objectives, and policies have been successively reached;
* Obstacles or problems which resulted in the under-achievement of goals, objectives, and policies; and

* A means of ensuring a continuous monitoring and evaluation of the plan during the five year period.

Although adopted by ordinance, a comprehensive plan has traditionally been a policy document with implementation through land development regulations and other ordinances. However, the Growth Management Act encourages a variety of innovative implementation methods, regulatory and non-regulatory, which should be considered. The City will continue its public participation program following plan adoption in order to inform the entire community about the rationale and goals of the plan, as well as the changes that will take place in the City because of the plan's implementation. Sedro-Woolley believes that broad support for the plan is crucial for effective implementation.

Existing development regulations must be updated to be consistent with the plan ~~within six months of plan adoption~~. In reviewing regulations for consistency, the City should ensure that the development patterns suggested in the plan are encouraged. In addition to the new development regulations identified in the land use plan, other regulations (i.e. design review guidelines, drainage regulations) will be enacted as necessary to implement the land use plan during the annual review periods.

Planning is an ongoing process, and improved data or changing circumstances will require amendment to the comprehensive plan. In particular, the plan will be reviewed once a year and updated as necessary to reflect revisions to the Office of Financial Management population estimates and revisions to the Capital Facilities Plan. The update will also address any specific concerns, clarify inconsistencies that were identified during the year, and review the adequacy of the adopted level of service standards. In addition, at least every five years the City will review the densities permitted within the Urban Growth Area and the usage of the land within the Urban Growth Area. If necessary, adjustments will be made to revenues, land use classifications or LOS standards to ensure that probable funding meets the projected needs of the City.

The community's vision statement and comprehensive plan goals provide long-range guidance for the City. To maintain consistency and allow sufficient time for decisions to take effect, these general guidelines should not be changed more than every five years. However, as specific objectives or policies are achieved, revision of the plan in each element may be required to continue progress toward the overall goals.

Amendments to the comprehensive plan can be requested by the City Council, Planning Commission, or by any affected citizen or property owner. However, the plan may not be amended more than once a year, and therefore, requests for amendments can be deferred to the time of the annual public hearing. The Planning Commission will review the comprehensive plan and propose any needed amendment. A public hearing will then be held to solicit comment following adequate notice to the public. After further review, a formal recommendation will be made to the City Council.

The Council will hold a public hearing following public notice, make modifications if necessary, and adopt the proposed amendments to the comprehensive plan. By reviewing and updating the plan on a regular basis, Sedro-Woolley can rely on this document in decision making, and can maintain public interest and support of the planning process.

Consistency with State Growth Management Goals

The data used to develop this comprehensive plan is to the greatest extent possible the best available data. The City has coordinated its plan with that of adjacent jurisdictions and the County in order to achieve compatibility and external consistency. In addition, the Growth Management Act requires consistency and/or compatibility with the planning goals set forth in the Act. The following are the goals from the Act (shown in italics), below which are listed the policies from the Sedro-Woolley Comprehensive Plan that support and/or are consistent with these goals. The Sedro-Woolley Comprehensive Plan Goals and Policies are listed in their entirety in Chapter 8.

Growth Management Act Goals

Urban Growth

Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

GOAL GMA1: ENCOURAGE DEVELOPMENT IN AREAS WHERE ADEQUATE PUBLIC FACILITIES EXIST.

Policy A1.3: An annexation area must be provided City services within six years, consistent with the provisions of the current Capital Facilities Plan.

Policy LU3.2: Establish transportation as an "urban" service requiring concurrency under the Growth Management Act.

Policy LU3.6: Periodically review the Comprehensive Plan and adjust revenues, land use classifications, or LOS standards to ensure that probable funding meets the projected needs of the City.

Policy CF2.2: "Concurrent Development" shall be defined as development which can be provided transportation services by the City of Sedro-Woolley within six years of the date of the development approval. If capital facilities necessary to meet the concurrency requirement are not provided in the six-year Capital Facilities Plan, the developer shall provide the facilities at his/her own expense to meet the concurrency requirement.

Policy CF2.1: The City of Sedro-Woolley shall allow only "concurrent development" to occur within the Urban Growth Area. Proposed developments shall complete a concurrency review provided by the City Planning Department.

Reduce Sprawl

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

GOAL GMA2: REDUCE URBAN SPRAWL

Policy A1.1: Reject annexation requests which are not contiguous to existing city areas, except as permitted under RCW 35.13.180.

Policy A1.3: An annexation area must be provided City services within six years, consistent with the provisions of the current Capital Facilities Plan.

Transportation

Encourage efficient multi-modal transportation systems that are based on regional priorities and are coordinated with county and city comprehensive plans.

GOAL GMA3: PROVIDE SAFE, EFFICIENT TRANSPORTATION SERVICES TO COMMUNITY RESIDENTS.

Policy T1.1: Identify and improve substandard roads based upon a priority system which accounts for both traffic demand and surrounding land uses.

Policy T1.4: Improve arterial and collector streets identified as deficient in condition level of service to the adopted design standard, consistent with the Capital Facilities Element of the comprehensive plan.

Policy T2.3: Improve arterial and collector streets identified as deficient in capacity level of service to the design standard, consistent with the Capital Facilities Element of the comprehensive plan.

Policy T3.8: Consider the needs of future transit service when improving principal, secondary and collector arterials.

Policy T4.1: Establish a committee to review alternate transportation options and propose alternatives appropriate to Sedro-Woolley's anticipated population growth and density. Options to evaluate include trails, rail, transit, walking, etc.

Housing

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.

GOAL GMA4: PROVIDE ADEQUATE, AFFORDABLE HOUSING TO ALL COMMUNITY RESIDENTS.

Policy H1.1: Install supporting infrastructure in areas of higher density housing, as a public, private, or private/public effort.

Policy H2.1: Encourage affordable housing for the elderly. As an alternative, the elderly should be accommodated in safe, well-maintained multiple-unit structures.

Policy H2.2: Encourage affordable housing for those with special needs. (Including, but not limited to disabled, low-income, homeless).

Policy H2.3: Encourage affordable housing for non-traditional households. (Including, but not limited to seasonal workers, single parents, extended families, and group home.)

Economic Development

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, all within the capacities of the state's natural resources, public services, and public facilities.

GOAL GMA5: ENCOURAGE COMMUNITY ECONOMIC DEVELOPMENT.

Policy E1.1: Create employment opportunities within the Sedro-Woolley economy, particularly for residents who now commute to other distant employment areas.

Policy E2.1: Encourage local business development opportunities and utilization by the private and public sector, particularly for small start-up businesses owned by or employing Sedro-Woolley residents. Promote local use of special business financing and management assistance programs.

Policy E3.1: Promote tourism as a means of diversifying the economy and preserving the history of the community.

Property Rights

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.

GOAL GMA6: PRESERVE PROPERTY RIGHTS

Policy LU5.7: Recognize the rights of property owners to freely use and develop private property consistent with City regulations.

Policy H4.3: Encourage the development of residential structures that respect existing views of natural features, and the right of everyone to enjoy them.

Permits

Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.

GOAL GMA7: ENSURE FAIR, PREDICTABLE AND TIMELY PERMIT PROCESSES.

Policy H2.6: Maintain easy access to the permitting process.

Policy T5.3: Aggressively enforce RCW 36.70A.106, requiring the Department of Transportation, or any other State agency, to comply with this comprehensive plan.

Policy U1.2: Provide utility permits in a fair, timely and predictable manner.

Natural Resource Industries

Maintain and enhance natural and resource-based industries, including productive timber, agricultural, and fisheries industries.

GOAL GMA8: ENCOURAGE PRODUCTIVE FOREST, AGRICULTURE AND NATURAL RESOURCE INDUSTRIES.

Policy LU5.4: Preserve and enhance Sedro-Woolley's rural and agricultural character by allowing necessary agricultural support services and facilities.

Policy CC1.3: Recognize and retain logging and other timber industry practices as a heritage of this community. Strive to preserve this heritage while supporting and encouraging the development of modern forest-practices industries.

Policy OS2.2: Recognize and promote the benefits of agricultural land which include maintaining open space, establishing rural character, preserving view corridors, enhancing wildlife habitat, and providing employment for the residents of Skagit County.

Policy E3.7: Sedro-Woolley's tourism strategy should also capitalize upon the City's unique location and timber industry heritage. Strive to maintain a balance between logging history and environmental education and preservation.

Open Space and Recreation

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.

GOAL GMA9: PROVIDE OPEN SPACE AND RECREATION OPPORTUNITIES TO COMMUNITY RESIDENTS.

Policy P1.5: Identify zones which generally indicate where it is appropriate for future parks to be located as new development occurs.

Policy P2.3: Develop a mixture of active and passive recreation areas in order to accommodate the desires and lifestyles of Sedro-Woolley's residents.

Policy P3.1: Pursue joint ventures with Skagit County, other jurisdictions and public/private opportunities, in order to obtain access to a greater variety of recreational programs than the City could provide on its own.

Policy OS1.2: The City shall provide input and coordinate review of development proposals with Skagit County to ensure the integrity of unincorporated open space within Sedro-Woolley's Urban Growth Area.

Environment

Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.

GOAL GMA10: PROTECT THE ENVIRONMENT WHILE ENHANCING COMMUNITY QUALITY OF LIFE.

Policy CSA1.2: Provide the public, staff and decision-making bodies with information pertaining to the identification, classification, and designation of critical areas.

Policy CSA1.5: Promote land use patterns and methods of development that will protect the value of sensitive and critical areas, and prevent hazardous conditions.

Policy CC5.2: In conjunction with the Sedro-Woolley School District, ensure that curriculum within Sedro-Woolley schools emphasizes social and environmental responsibility.

Policy CSA4.1: Encourage the use of alternative modes of transportation, such as, carpooling, public transit, walking, and biking, in order to reduce the amount of automobile emissions.

Policy U3.2: Promote conservation of water and electricity within the Urban Growth Area. Work with utilities, service agencies and other jurisdictions to promote conservation products and programs.

Citizen Participation and Coordination

Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.

GOAL GMA11: ENCOURAGE EARLY AND CONTINUOUS CITIZEN PARTICIPATION IN THE COMPREHENSIVE PLANNING PROCESS.

Policy A1.2: Hold neighborhood meetings within proposed annexation areas in order to answer questions about the implications of annexation.

Policy LU5.6: Ensure that community's planning programs reflect basic community values.

Policy H3.8: Work to develop multi-family design recommendations based upon a participatory design process with community residents.

Policy CC6.6: Commit to honest, equal citizen participation in city processes. Encourage, respect and reward citizen activism.

Public Facilities and Services

Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

GOAL GMA12: ASSURE CAPACITY FOR NEW DEVELOPMENTS THROUGH A CAPITAL FACILITIES PLAN.

Policy CF1.1: Provide capital improvements to correct existing deficiencies, to replace worn out or obsolete facilities and to accommodate desired future growth, according to the six-year Capital Facilities Plan.

Policy CF2.3: Ensure that future development bears a fair share of capital improvement costs necessitated by the development. The City shall reserve the right to collect mitigation impact fees from new development in order to achieve and maintain adopted Level of Service standards. The City shall be responsible for its fair share of capital improvement costs for existing deficiencies.

Policy CF2.4: Ensure that City plans and development regulations identify and allow for the siting of "essential public facilities," as described in the Growth Management Act. Work cooperatively with Skagit County and neighboring jurisdictions in the siting of public facilities of regional importance.

Policy CF3.1: Update the six-year Capital Facilities Plan (CFP) annually prior to the City budget process. All City departments shall review changes to the CFP and participate in the annual review.

Historic Preservation

Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.

GOAL GMA13: PRESERVE HISTORICALLY AND CULTURALLY SIGNIFICANT SITES AND STRUCTURES.

Policy LU6.5: Develop and implement a local historic and cultural preservation procedure.

Policy H1.3: Protect historically significant housing sites and structures.

Policy CC1.1: Preserve historically-significant buildings, trees and site within the Sedro-Woolley Urban Growth Area (UGA) through the development of historic preservation and urban forestry programs.

Policy CC1.2: Preserve culturally-significant sites identified within the Sedro-Woolley Urban Growth Area. Do not allow development or encroachment upon sites identified as significant by the Skagit Tribe.

Exhibit B Vision Statement

Vision Statement... *City of Sedro-Woolley*

The year is 2025~~15~~. Sedro-Woolley has a small-town environment and a strong sense of identity. Many people know each other here. Residents greet each other by name~~, much as they did in the 1990's~~. Business owners know both other owners and their regular patrons. People feel comfortable and safe walking through town.

The "centralized" nature of town, revolving around the Central Business District, helps keep the tight-knit structure of the community. The town's scale promotes a "homey" feeling. Residents feel important as a part of their community rather than alienated as they might in a big city. Residents are involved in the community and strive to maintain a safe, healthy, enjoyable, and economically viable community. Visitors are encouraged to come to Sedro-Woolley. Signs on the main highways (Interstate 5 and State Routes 9 and 20) are inviting. Walking and shopping on and around Metcalf Street promotes a warm but bustling atmosphere.

Growth and Land Use

Citizens recognize the need for the City to grow. The City expands slowly through annexations primarily for residential development. This is done in an environmentally and aesthetically sane way, under compliance with the State's Growth Management Act. Even though the City's residential sector is growing, planning efforts strive to maintain ~~the~~ an intentional balance of residential, commercial, and light industrial uses.

Economic Development

Sedro-Woolley's job base is strong and vital. The City is economically self-sustaining and is *not* considered a "bedroom community" for larger cities in the region. Residents who live here can also work here. Sedro-Woolley is home to a diverse collection of larger employers. An occasional slump in one area will not depress the entire economy. The retail and tourism focus of the City is in the Central Business District and is complemented by larger businesses at commercial nodes in various parts of the City. Professional offices, light industry, and support services are sited at these nodes. Industrial parks in Sedro-Woolley are complete and fully utilized.

Other Commercial Development

Both commercial and light industrial businesses are encouraged in Sedro-Woolley. Zoning keeps commercial strip development along the highways from sprawling. Rather, nodes of service-type enterprises along the main roads thrive. Development in these areas caters to the highway traveler and does not compete with downtown retail and tourism. Open space and green areas are maintained in the City's zoning ordinance, and further promoted in the growing areas of the City. The downtown retail core is primarily retail businesses with some service businesses.

Housing

Most residential areas are zoned to protect the dominance of the single-family home. However, smaller lots ~~and new clustered developments~~ are encouraged to protect Sedro-Woolley's hinterlands from sprawl. Infill development in the older neighborhoods consists primarily of duplexes and accessory dwelling units that are designed to compliment existing neighborhoods.

Within the Central Business District, apartments on the upper stories of shops are encouraged ~~permitted~~. Sedro-Woolley offers a variety of housing types to meet the needs of its diverse citizens.

Transportation

The City's transportation system expands to meet demands due to growth. Through-traffic circumvents the downtown area, which discourages congestion. Safe bicycle and pedestrian transportation is encouraged by the maintenance and addition of bike shoulders on the roads as well as off-road bike paths and trails. Local youth are educated in safe bicycling and traffic laws for bicyclists on the road. Bike racks are placed at key places in town to encourage people to ride their bikes rather than drive.

Central Business District

The City endorses the preservation of a functional yet aesthetically pleasing downtown area. Downtown is the City's core--it is a place where residents can come to purchase basic goods without driving to other communities. It is also the center of the City's social life. The Central Business District is vibrant during the day with a healthy and safe nightlife. Residential space above first-floor shops helps see to that. No buildings stand vacant. Metcalf Street, with its "Main Street" feel, is perfect for strolling. Its shops are small and unique to maintain the City's personal scale and character. Businesses that attract people to the downtown from the outside, such as retail, are promoted. This environment encourages tourists en route to the Cascades or the I-5 corridor to pull off the highway and visit for a short while. Signs from the highways indicate the route to downtown. Once again, Sedro-Woolley is a place where people go out of their way to visit. Downtown is also the City's link to its past. Its built form speaks of the old Sedro-Woolley and its rich tradition of providing services to people from near and far in the Skagit Valley. Historic buildings are preserved and renovated and new buildings visually blend with the older structures. Convenient and available parking for patrons is provided. Through design and atmosphere, however, patrons are encouraged to park their cars and walk from shop to shop on and around Metcalf Street.

Parks and Open Space

Citizens support the development of small, new, neighborhood parks, as well as open green space. New residential developments are encouraged to preserve ~~feature clustered houses, allowing the preservation of~~ open green areas for the public. The old Burlington Northern Railroad line connecting Sedro-Woolley with Burlington provides a recreation path for bicyclists and pedestrians to use instead of the highway. This trail connects Burlington and Sedro-Woolley with the upriver communities of Lyman, Hamilton, and Concrete. Trails are also available around Riverfront Park~~, and on the abandoned railroad east of town~~. Bicycle and pedestrian paths connect parks to recreation facilities. ~~Restrictions on pre-existing parks are loosened in order to promote usage, but not enough to permit abuse.~~

Library

The Sedro-Woolley Library system is enjoyed by a wide variety of residents and non-residents who benefit from the facility's modern technological resources, wide range of research materials, and updated periodicals. The City is committed high quality library services in the City of

Sedro-Woolley, and an essential element of urban life. The City will support expanded regional library services to serve the residents and non-residents, as opportunities develop.

Recreational Facilities

The public promotes maintenance and expansion of the City's existing recreation facilities. They also encourage the development of other facilities, particularly for the benefit of local youth. When not in school, teenagers have activities that keep them from loitering on street corners. These older students, as well as grade-school children, have places to go for entertainment and recreation that are close to home and school. A community center that houses an indoor recreation area, swimming pool, and organized programs benefits both the town's youth and its adults. A movie theater and game center allowing people under twenty-one to visit are located downtown.

Infrastructure

The City promotes the improvement of ~~particular~~ infrastructure elements. Deteriorating roads in town are ~~fixed~~ repaired and repaved as needed. Other pre-existing infrastructure needs such as sidewalks and sewers are inspected and repaired. All new infrastructure or improvements are supported by the City's capital facilities plan and are consistent with other plan elements. Every residential neighborhood in Sedro-Woolley enjoys paths, sidewalks, and street trees on every street.

Community Vision

As a whole, its citizens envision the Sedro-Woolley of the future as a warm and economically viable small-town community. Present and future residents will be honored to call it "home."

Exhibit C Land Use Element

CHAPTER 2 LAND USE ELEMENT

VISION STATEMENT FOR THE CITY OF SEDRO-WOOLLEY

Unlike other cities, Sedro-Woolley has prepared its vision statement in the form of a narrative that describes how it will appear twenty years from now. This narrative reflects the concern of citizens for maintaining the "small town" character of this place.

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DEFINITIONS

Adequate Capital Facilities - Facilities which have the capacity to serve development without decreasing levels of service below locally established minimums.

~~Agricultural Land - Land primarily devoted to the commercial production of horticultural, viticultural, floricultural, dairy, apiary, vegetable, or animal products or of berries, grain, hay, straw, turf, seed, Christmas trees not subject to the excise tax imposed by RCW 84.33.100 through 84.33.140, or livestock and land that has long-term commercial significance for agricultural production.~~

Arterial Streets - Arterial streets provide the systems primary traffic-carrying capacity. They are intended for higher volume use and provide routes for through trips from various destinations.

Arterial, Minor - Minor arterials serve the major traffic generators of the City, including the Central Business District, major commercial and residential areas, and the high school.

Arterial, Principal - Principal arterials are the major thoroughfares to, from, and through the city. As such they are subject to the highest traffic volumes and speeds. Direct access from primary arterials to abutting properties is discouraged.

~~Arterial, Collector - A street which collects local traffic from abutting properties and from access streets and transmits it to the primary and secondary arterial system. At least collector arterial service is usually~~

~~needed for such traffic generators as apartment complexes, grade schools, churches, and parks. Collector arterials need not be long or continuous.~~

~~Arterial, Primary - A major thoroughfare to, from, and through the City. As such they are subject to the highest traffic volumes and speeds. Direct access from primary arterials to abutting properties is discouraged.~~

~~Arterial, Secondary - A street which serves the top hierarchy of traffic generators within the City, including the Central Business District, major industrial areas, major residential areas, and the high school. Secondary arterials provide direct as well as through service and form long continuous streets with strong linkages to the primary arterial system.~~

Available Capital Facilities - Facilities or services which are in place or that a financial commitment is in place to provide the facilities or services within a specified time. In the case of transportation, the specified time is six years from the time of development.

Capacity - The measure of the ability to provide a level of service of a public facility.

Capital Budget - The portion of each local government's budget which reflects capital improvements for a fiscal year.

Capital Facility - An element of public infrastructure, such as electrical service, streets, a water supply system, sewers, stormwater systems, and other publicly-available utilities and facilities.

Capital Improvement - A project to create, expand or modify a capital facility ~~and which is large scale and high in cost~~. Such a project may include design, permitting, environmental analysis, land acquisition, construction, landscaping, site improvements, and equipment. The cost of a capital improvement is generally non-recurring and may require multi-year financing.

Commercial Uses - Activities within land areas which are predominantly connected with the sale, rental, and distribution of products, or performance of services.

Comprehensive Plan - A generalized coordinated land use policy statement of the governing body of a county or city that is adopted pursuant to RCW 36.70A.

Concurrency - The concept that capital facilities that achieve and maintain the standards for level of service adopted in the comprehensive plan are available to serve new development no later than the impacts of the new development. This definition includes the two concepts of "adequate capital facilities" and "available capital facilities" described above.

Concurrent Development - Development which can be provided transportation services by the city within six years of the date of development approval.

Consistency - A requirement of GMA that no feature of a plan or regulation is incompatible with any other feature of a plan or regulation. Consistency is indicative of the probability for orderly integration or operation with other elements in a system.

Contiguous Development - Development of areas immediately adjacent to one another.

Coordination - A requirement of GMA for consultation and cooperation among affected jurisdictions during the preparation (and subsequent revisions) of the comprehensive plan.

Critical Areas - Areas identified for protection and/or special regulation due to their sensitive nature or importance to the public health and welfare, and which include: (a) wetlands; (b) areas with a critical recharging effect on aquifers used for potable water; (c) fish and wildlife habitat conservation areas; (d) frequently flooded areas; and (e) geologically hazardous areas.

Cultural Resources - Elements of the physical environment that are evidence of human activity and occupation. Cultural resources includes: (a) *historic resources* are elements of the built environment typically 50 years of age and older, and may be buildings, structures, sites, objects, and districts; (b) *archaeological resources* consist of remains of the human environment at or below the ground surface such as habitation sites; and (c) *traditional cultural properties* consist of places or sites of human activities which are of significance to the traditions or ceremonies of a culture. Traditional cultural properties do not necessarily have a manmade component and may consist of an entirely natural setting.

Density - A measure of the intensity of development, generally expressed in terms of the number of dwelling units per acre. It can also be expressed in terms of population density (e.g., people per acre or square mile). Density is useful for establishing a balance between potential local service use and service capacities.

Department of Ecology (DOE) - The Washington State Department of Ecology.

Determination of Nonsignificance (DNS) - A written decision by an agency conducting a SEPA (State Environmental Policy Act) review of a proposed action that the proposal is not likely to have a significant adverse environmental impact, and therefore an EIS is not required.

Duplex - A building containing two dwelling units. A duplex must be built on-site and consists of one structure with two (2) residential units. The units may be connected by a common wall or a carport. Duplex units should be constructed with a compatible design and materials to the surrounding neighborhood. In addition, in the instance where a duplex unit is created by the addition of another unit to an existing unit, the new unit must be compatible with the design and materials of the existing unit.

Essential Public Facilities - Those public facilities that are typically difficult to site due to the nature of their us, including but not limited to those uses set forth in RCW 36.70A.200.

Environmental Impact Statement (EIS) - A document that discusses the likely significant impacts of a proposal. This type of document is required by SEPA.

Financial Commitment - The identification of sources of public or private funds or combinations thereof; the determination that such funds will be sufficient to finance capital facilities necessary to support development; and the assurance that such funds will be timely put to that end.

Geologically Hazardous Areas - Areas that because of their susceptibility to erosion, sliding, earthquake, or other geological events, are not suited to the siting of commercial, residential, or industrial development consistent with public health or safety concerns.

Goal - The long-term end toward which programs or activities are ultimately directed.

Growth Management Act (GMA) - This is the Act (RCW, Chapter 36.70A, and all subsequent amendments) which requires most Washington counties, along with their associated municipalities, to formally prepare long-range development and financial plans to accommodate projected growth for the next 20 years.

Household - A household includes all the person who occupy a group of rooms or a single room which constitutes a housing unit.

Impact Fee - A fee levied by a local government on new development so that the new development pays its proportionate share of the cost of new or expanded facilities required to service that development.

Industrial Uses - The activities predominantly connected with manufacturing, assembly, processing, or storage of products.

Infrastructure - Those man-made structures which serve the common needs of the population, such as: sewage disposal systems, solid waste disposal sites or retention areas, stormwater systems, utilities, bridges, and roadways.

Land Use - A classification system which identifies the types of activities allowed (e.g., agriculture, residential, industrial, etc.), the population densities permitted, and the appearance of the development (e.g. heights and sizes of structures, building placement, and landscaping).

Level of Service - A quantifiable measure of the amount of public facilities or services that must be provided per unit of demand or other appropriate measure of need for both existing and potential future users.

Long-term Commercial Significance - An analysis of the growing capacity, productivity, and soil composition of the land considered in the context of the land's proximity to population areas and the possibility of more intense uses of the land which is used as an indication of its long-term potential for commercial production.

Manufactured Housing - A manufactured building or major portion of a building designed for long-term residential use. It is designed and constructed for transportation to a site for installation and occupancy when connected to required utilities.

Mixed Commercial Development – A<u>llows a</u> compatible mix of <u>retail</u> commercial, <u>office uses, general services, light manufacturing</u> and residential development <u>located</u> ~~with standards intended to present an attractive and welcoming appearance to visitors at the entrances to the city and~~ at selected nodes along major roads~~; manage traffic impacts; encourage more non-motorized trips and reduce stormwater runoff~~. <u>Design standards are included in the adopted Design Standards and Guidelines manual to emphasize building and site design components.</u>

Mobile Home - A single, portable manufactured housing unit, or a combination of two or more such units connected on-site, that is:

a. designed to be used for living, sleeping, sanitation, cooking, and eating purposes by one household only and containing independent kitchen, sanitary, and sleeping facilities; and
b. designed so that each housing unit can be transported on its own chassis; and
c. placed on a temporary or semi-permanent foundation; and
d. is over thirty-two (32) feet in length and over eight (8) feet in width.

Multi-family Housing - As used in this plan, multi-family is all housing which is designed to accommodate more than one household

Policy - The way in which programs and activities are conducted to achieve an identified goal.

Public Facilities - Facilities available for use by the general citizenry including streets, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, electrical power, parks and recreational facilities, and schools.

Public Services - Services which are publicly available including fire protection, law enforcement, public health, education, recreation, environmental protection and other governmental services.

~~Rural Lands - Those areas which are not within an urban growth area and not designated as natural resource lands having long term commercial significance for production of agricultural products, timber or the extraction of minerals.~~

Single-family Housing - As used in this plan, a single-family unit is a detached housing unit designed for occupancy by not more than one household.

State Environmental Policy Act (SEPA) - A state law intended to minimize environmental damage caused by proposed public and private actions. SEPA requires that state agencies and local jurisdictions consider environmental factors when making decisions on activities such as development proposals as well as planning actions. As part of this process, environmental review documents are prepared and opportunities for public comment are provided. (RCW 43.21C; WAC 197-11)

~~Streets, Access - A street which provides direct access to abutting properties and may terminate in cul-de-sacs. Through traffic is discouraged. Most single-family residential streets are in this classification.~~

Streets, Local Access - Local access streets serve low intensity traffic generators, most typically single-family residences.

Sub-flood Control Zone - A zone created to improve and maintain the capacity of Brickyard Creek, a flood-prone area, and in which all new development is subject to review by the Skagit County Public Works Department in order to determine potential adverse impacts.

Urban Governmental Services - Those governmental services historically and typically delivered by cities, and includes storm and sanitary sewer systems, domestic water systems, street cleaning services,

fire and police protection services, public transit services, and other public utilities associated with urban areas and normally not associated with non-urban areas.

Urban Growth - Growth that makes intensive use of land for the location of buildings, structures, and impermeable surfaces to such a degree as to conflict with the primary use of such land for agriculture, forestry, or mineral extraction of long-term commercial significance. When spread over wide areas, urban growth typically requires urban governmental services.

Urban Growth Area (UGA) - The designated area around and including recognized municipalities within which residential and commercial growth is focused (over the next 20 years), the greatest densities are allowed, and high levels of service are to be developed and maintained to adequately support population densities and growth.

Wetland - Areas that are inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands do not include those artificial wetlands intentionally created from non-wetland sites, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities. However, wetlands may include those artificial wetlands intentionally created from non-wetland areas to mitigate conversion of wetlands, if permitted by the county or city.

Zoning - A technique of land use control by which specific geographic areas are designated by ordinance (text and map), and regulated as to the types of uses, and development standards that are allowed.

LAND CHARACTERISTICS AND TYPES OF LAND USE

The inventory presented in this element provides information useful to the planning process. It does not include all of the data or information that was gathered, but has presented the relevant information in an organized and useful format. Additional data are located in the appendices and support documentation. The first part of the inventory summarizes the general development of physical descriptions or types of land use. The second portion summarizes the City's specific information. The analysis of this information is in the last section of the land use element.

Physical Description

Topography and Geology

The City of Sedro-Woolley lies on the north side of the Skagit River which runs generally east and west (See Figure LU-1 Sedro-Woolley Vicinity). Elevations in Sedro-Woolley range from 36 to 56 feet above sea level. The foothills of the Cascade Range lie to the east, and reach elevations of 4,000 feet. To the west is the broad delta of the Skagit River. Sedro-Woolley is located at the transition between these two physiographic areas. The majority of the existing incorporated area lies within the floodplain delta of the Skagit River. This area is level to nearly level alluvial bottom land. However, immediately to the north is an area consisting of level to extremely steep glaciated uplands, glaciolacustrine terraces,

and glacial outwash terraces. Relative minor areas are influenced by the geology of the bedrock which is typically phyllite and sandstone.[4]

Due to the potential for flooding in the floodplain delta immediately adjacent to the Skagit River, the majority of new development is planned for the upland area in the northern portion of the urban growth area. Some of this area may not be suitable for development due to steep slopes. This constraint has been taken into account and offset by encouraging appropriate development in these areas consistent with the Critical Area Ordinance.

Soils

Some of the soils in Sedro-Woolley are associated with the floodplain of the Skagit River. This association has produced a soil map unit known as Urban land-Mt. Vernon-Field complex which consists of very deep, moderately well-drained, relatively level soils. North of State Route 20 in the central part of the urban growth area, the predominant soils are Minkler silt loam and Skipopa silt loam. The Minkler unit consists of very deep, moderately well-drained soils which formed on river terraces. Glacial activity has influenced the Skipopa silt loam which is also very deep, but poorly drained due to underlying glaciolacustrine sediments. Limitations for development within these soil units consist of potential flooding (Urban land-Mt. Vernon-Field complex and Minkler silt loam), perched water table and slow permeability (Skipopa silt loam), and seasonal high water table (Mt. Vernon-Field complex).

The area between Sapp Road and Bassett Road is made of several discontinuous soil units, primarily Dystric Xerochrepts, Barneston gravelly loam, and Hoogdal silt loam. Dystric Xerochrepts is a soil found on steep escarpment which is moderately deep to deep and well-drained. Barneston gravelly loam is very deep, somewhat excessively drained and found on outwash terraces. Hoogdal silt loam is a very deep and moderately well-drained soil located on short upland slopes. The area consisting of these three soils has the most limitations in terms of constructing homesites. The Dystric Xerochrepts units is limited by extremely steep slopes. Barneston gravelly loam has poor filtering capacity which limits its suitability for septic systems. The moderate to steep slopes found within Hoogdal silt loam map unit create moderate limitations which will be taken into account for each development.[5]

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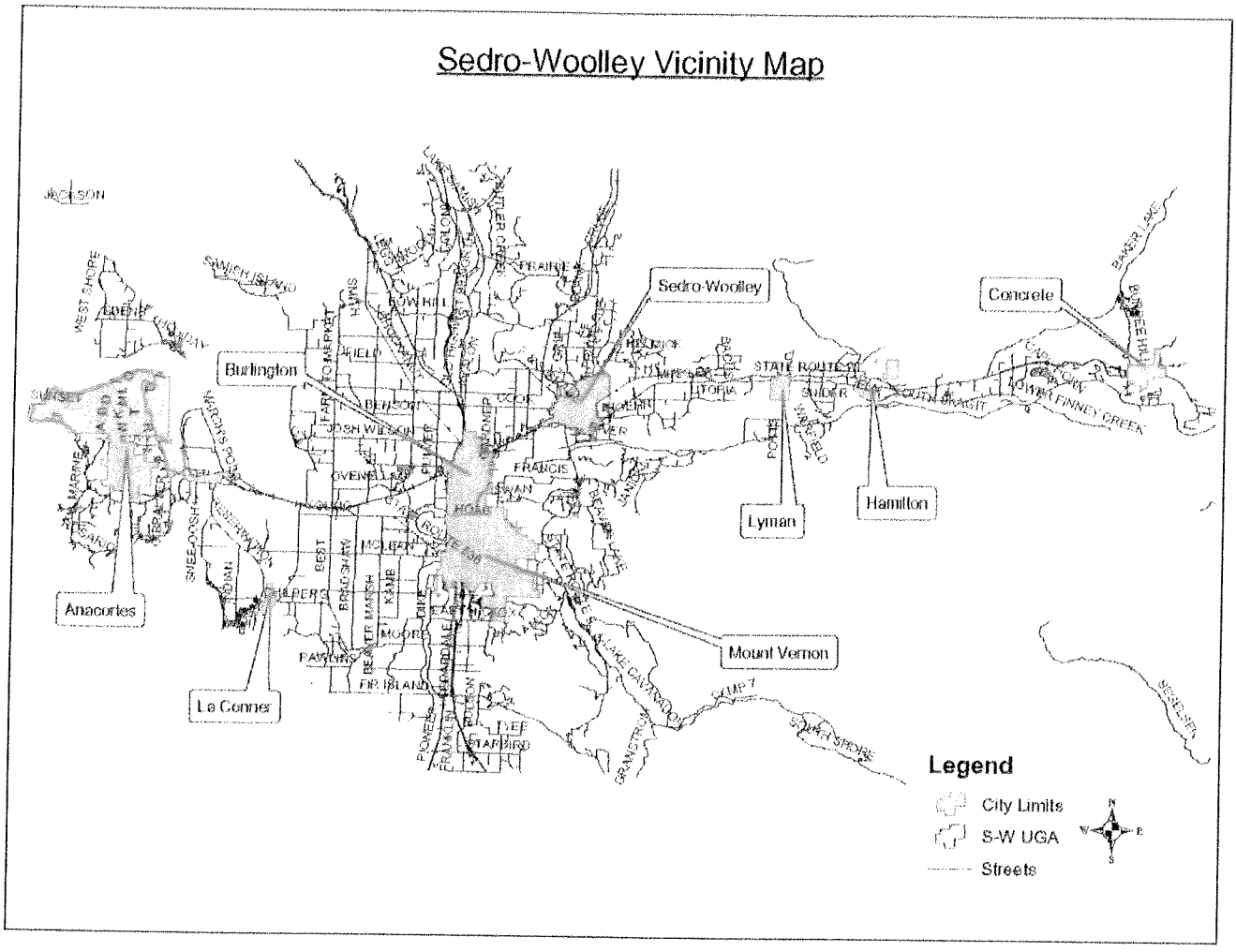
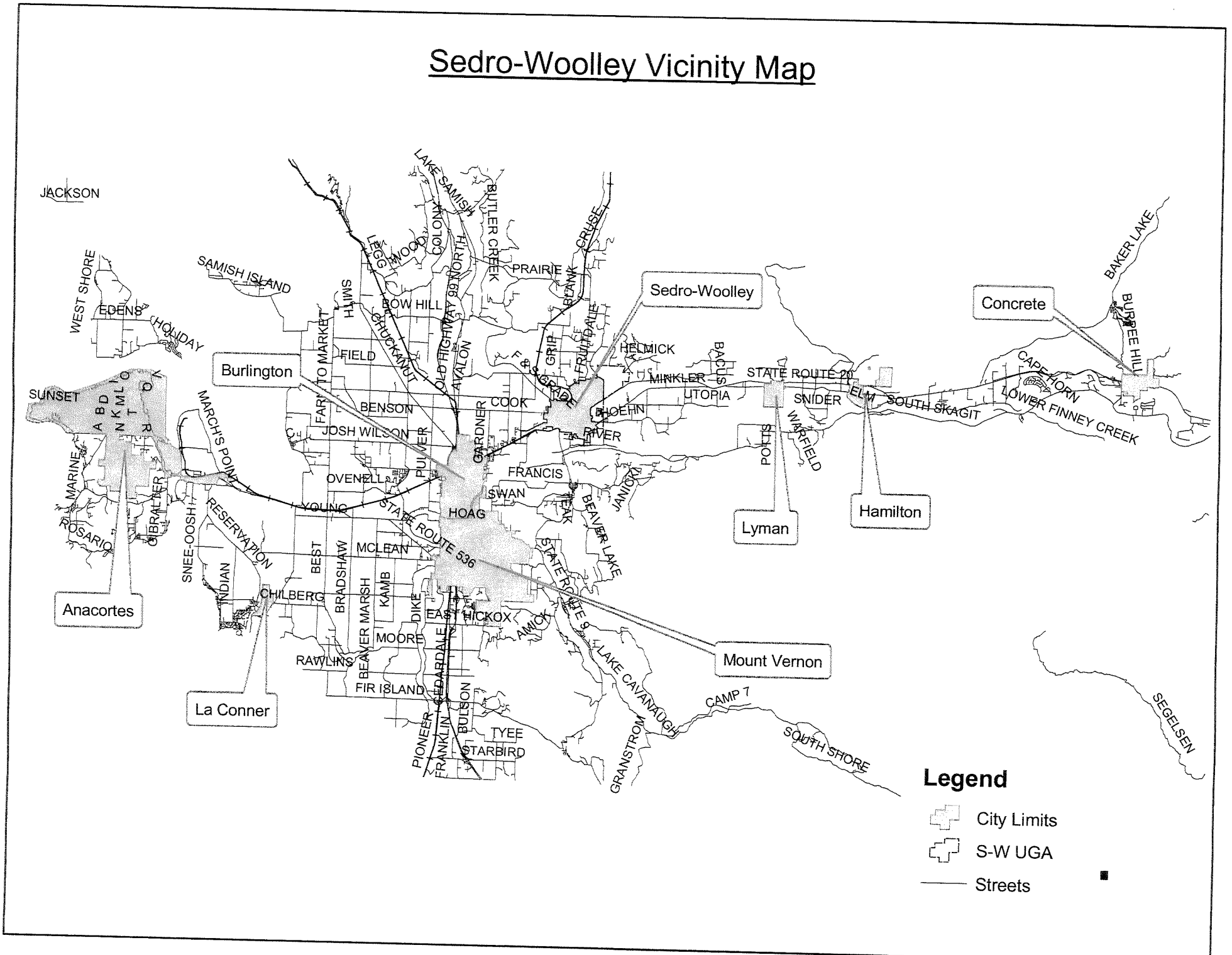
4 Soil Survey of Skagit County Area, Washington, U.S. Department of Agriculture, Soils Conservation Service, 1989, p.2.

5 Ibid.; p. 16, 44, 59, 76, 97, & 116.

Figure LU-1
Sedro-Woolley Vicinity

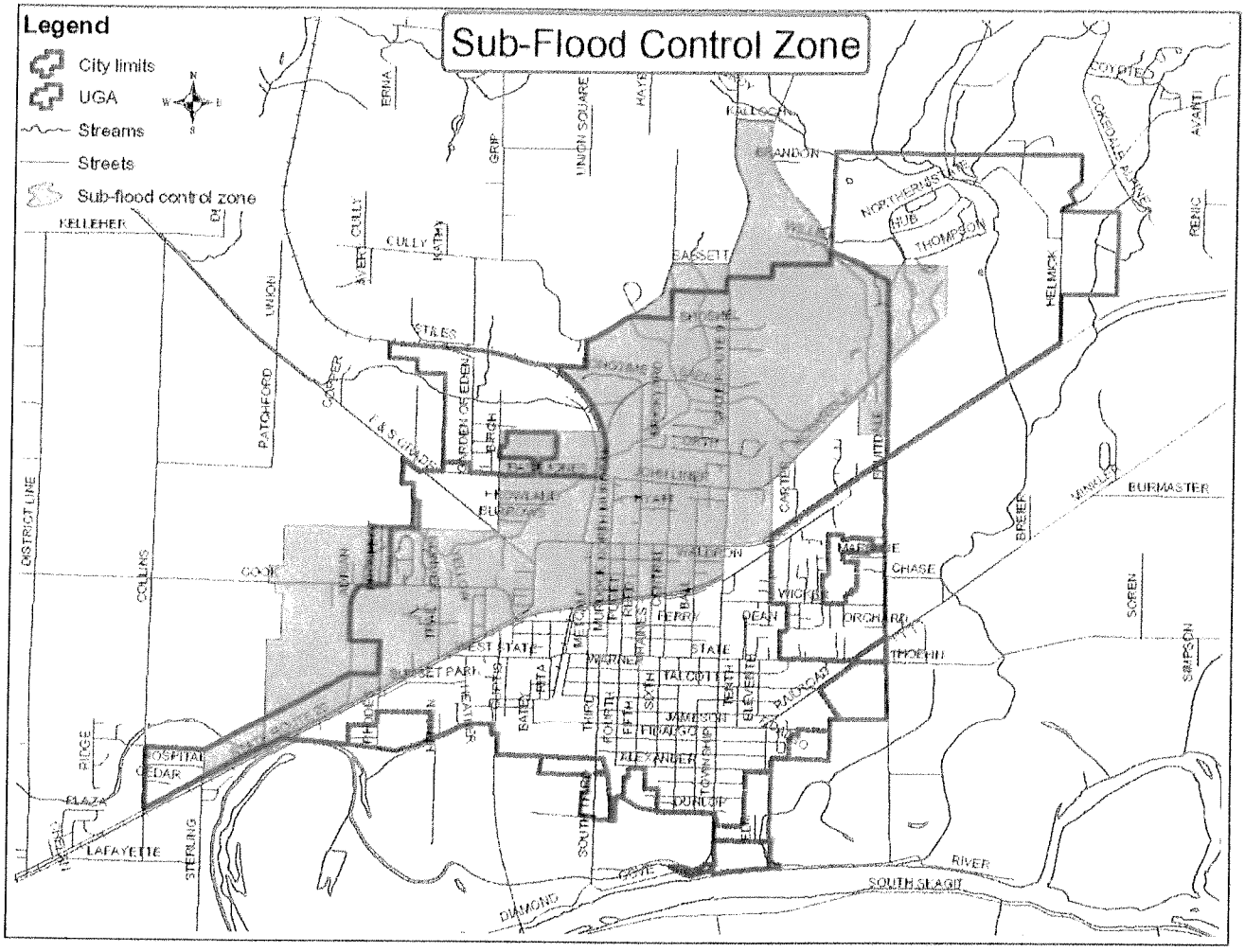


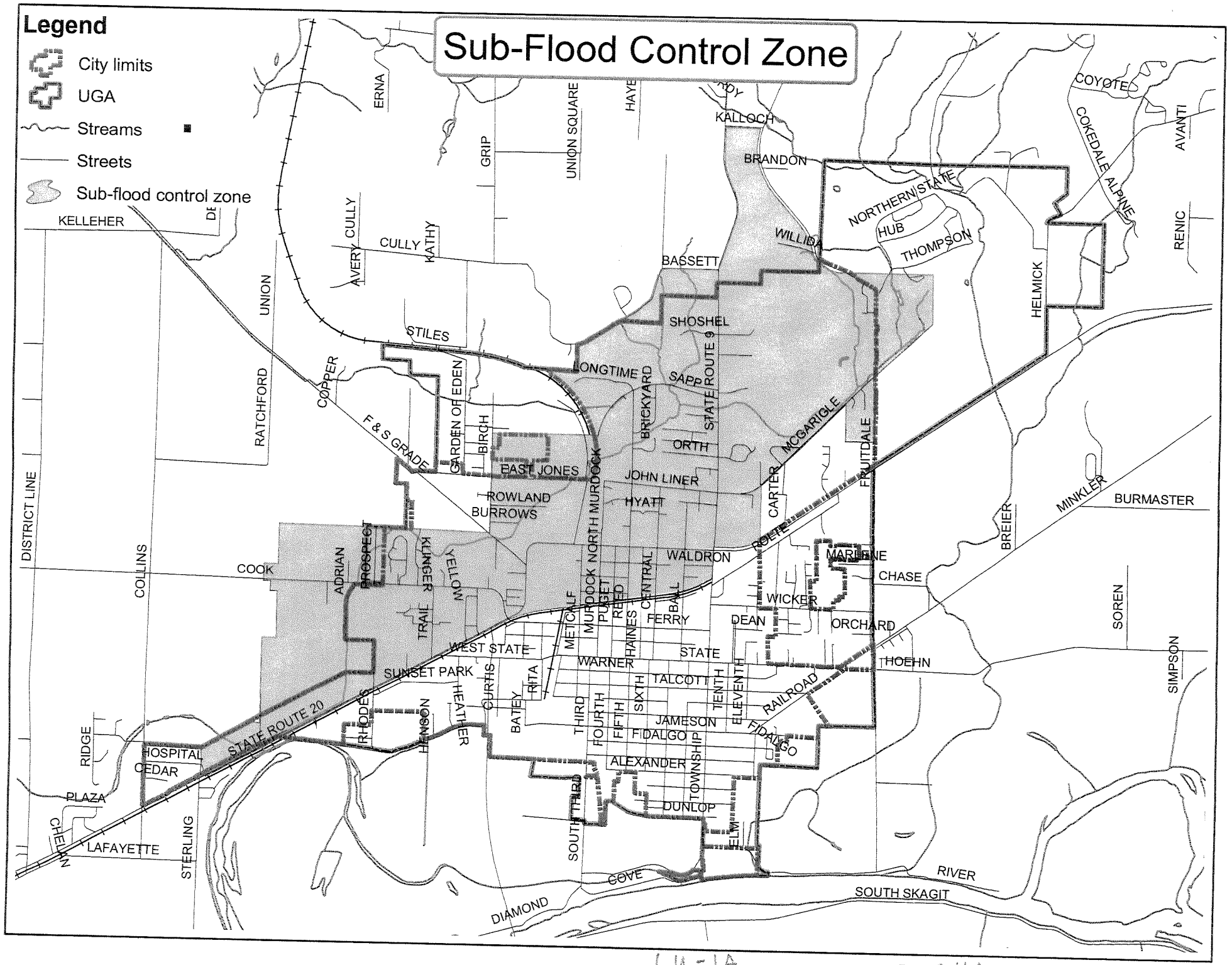
Sedro-Woolley Vicinity Map



LU-1 P. 10-A

Figure LU-1A
Sub-Flood Control Zone




Sub-Flood Control Zone
Legend
City limits
UGA
Streams
Streets
Sub-flood control zone
KELLEHER
DE
ERNA
GRIP
UNION SQUARE
HAYE
KALLOCH
BRANDON
COYOTE
COKEDALE ALPINE
AVANTI
NORTHERN STATE
HUB
THOMPSON
WILLIDA
RENIC
HELMICK
AVERY
CULLY
CULLY
KATHY
BASSETT
UNION
STILES
SHOSHEL
STATE ROUTE 9
LONGTIME
SAPP
BRICKYARD
COPPER
RATCHFORD
F & S GRADE
GARDEN OF EDEN
BIRCH
ORTH
MCGARIGLE
FRUITDALE
EAST JONES
JOHN LINER
ROWLAND
HYATT
BURROWS
CARTER
MINKLER
BURMASTER
DISTRICT LINE
ROUTE
BREIER
COLLINS
COOK
ADRIAN
PROSPECT
KLINGER
YELLOW
WALDRON
MARLENE
CHASE
NORTH MURDOCK
CENTRAL
BALL
WICKER
METCALF
PUGET
REED
FERRY
DEAN
ORCHARD
SOREN
TRAIL
WEST STATE
HAINES
STATE
WARNER
THOEHN
SIMPSON
SUNSET PARK
CURTIS
RITA
TALCOTT
TENTH
ELEVENTH
RAILROAD
BATEY
THIRD
FOURTH
SIXTH
FIFTH
JAMESON
FIDALGO
FIDALGO
RIDGE
RHODES
HENSON
HEATHER
HOSPITAL
STATE ROUTE 20
CEDAR
ALEXANDER
TOWNSHIP
PLAZA
SOUTH THIRD
DUNLOP
ELM
CHELAN
LAFAYETTE
STERLING
COVE
RIVER
SOUTH SKAGIT
DIAMOND

LU-1A

Surface Water

The Skagit River was the primary source of transportation during the early years of Skagit County. The salmon that thrived in the river also contributed to the local economy. In more recent years, the water quality and habitat value of the river have declined due to runoff from agricultural, urbanization, and clear cut areas. Increased soil erosion from upland areas has caused siltation of the river bottom reducing its navigability. The silty bottom has also discouraged salmon from spawning as they prefer a gravelly river bottom for laying eggs. Many locals believe the siltation is also responsible for the increased frequency and duration of flooding. They surmise that as the river bottom fills with sediments, the water is displaced causing the river level to rise.

Brickyard Creek and Hansen Creek are the primary conveyances for storm water to the Skagit River. Hansen Creek flows north and south along the eastern edge of the urban growth boundary. Due to the low level of urbanization adjacent to Hansen Creek, it is less important as a storm water conveyance. However, its value as habitat for fish and other wildlife species is very significant.

Brickyard Creek runs from the northeast to the southwest to where it meets the Skagit River. Most of the recent development in Sedro-Woolley drains into Brickyard Creek which is currently close to its maximum capacity. A recent study completed by Sturdy Engineering of Mount Vernon identified a number of restrictions caused by undersized or offset culverts that reduce the available capacity of Brickyard Creek.[6] A major restriction where the creek crosses State Route 20 in the western portion of the urban growth area was removed. in the summer of 1996 with the completion of a new culvert and fish ladder.

The conflict created by use of Brickyard Creek as a drainage facility and fish and wildlife habitat has resulted in difficulties for all concerned. Prior to the early 1960's, Brickyard Creek flowed to the northwest where it joined the Samish River. However, a major ditching effort altered its course from a point in the vicinity of the Brickyard Creek subdivision on north Reed Avenue. From this point to its confluence with the Skagit River, Brickyard Creek has been totally engineered.

A sub-flood control district was created by the County in 1972 to manage the drainage functions of the creek. Now any development which discharges stormwater to Brickyard Creek must receive approvals from the Skagit County Flood Engineer and the Department of Fisheries. The competing goals and mission statements of these two agencies can cause extensive delays and frustrations for developers and the local jurisdictions. The City of Sedro-Woolley is in the process of developing a comprehensive stormwater management plan for its urban growth area. A part of this study will be to develop a cooperative process for the management of Brickyard Creek and incorporate it into a regional drainage management system. The City of Sedro-Woolley has adopted the 1992 stormwater management ordinance prepared by the Department of Ecology for the Puget Sound Basin. The Sub-Flood Control Zone is shown in Figure LU-1A.

On a larger scale, surface water provides the primary source of water for Skagit County. Public Utility District Number 1 of Skagit County is responsible for collecting, treating and distributing potable water for the majority of the county. Sedro-Woolley's water comes from Judy Reservoir located south of the Skagit River. Surface water from the state and private lands is collected there and treated before being distributed to Sedro-Woolley.

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6 Sedro-Woolley Sub-flood Control Zone Surface Water Management Plan, Sturdy Engineering Corporation, January 13, 1993, p. 4-7.

Ground Water

Ground water is located below the earth's surface within the spaces between individual soil particles. Where there are layers of porous soil or rock sandwiched between less permeable layers, an aquifer is created. Many jurisdictions depend on aquifers as a primary source of water.

With so many jurisdictions removing water from aquifers, they must somehow be replenished. Areas where surface water filters through the ground to an aquifer are called aquifer recharge areas. The quality of surface water and the recharge areas is extremely important, because any contamination transmitted through these areas will affect the entire aquifer. In addition, because the ground water system is so extensive, once polluted it is very difficult to impossible to clean. A section of the City's natural resource and sensitive areas ordinance provides regulations for the identification and protection of aquifers.

The City has developed a Critical Areas Ordinance which regulates development as it relates to areas characterized by Natural Resources and Sensitive Areas. Along with this Ordinance are established a number of policies designed to protect the quality and quantity of ground water which is used for public water supplies. In addition, this ordinance also regulates drainage, flooding, and storm water runoff which may discharge pollutants to the groundwater. The city's Critical Areas Ordinance is codified in SWMC 17.65.

Wetlands

Wetlands are located primarily within the northern portion of Sedro-Woolley and its outlying vicinity. Specific locations of wetlands must be ground-truthed. For study purposes, the National Wetland Inventory maps were used. The area of wetlands shown on these maps totals approximately 189 acres. This amounts to 3.6% of the urban growth area. An ordinance regulating development in wetland areas, and requiring site by site reconnaissance was adopted by the city in March of 1992.

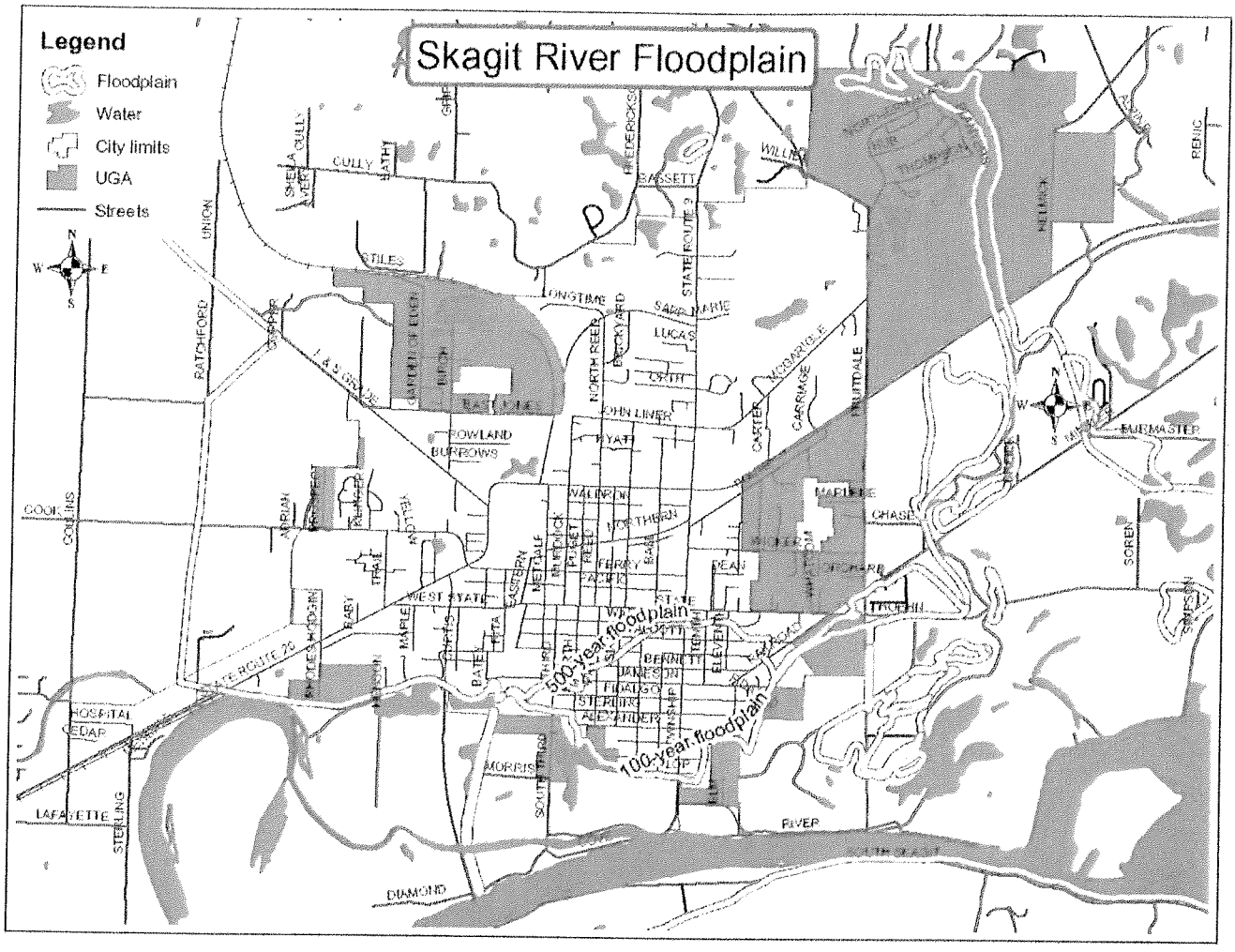
Frequently Flooded Areas

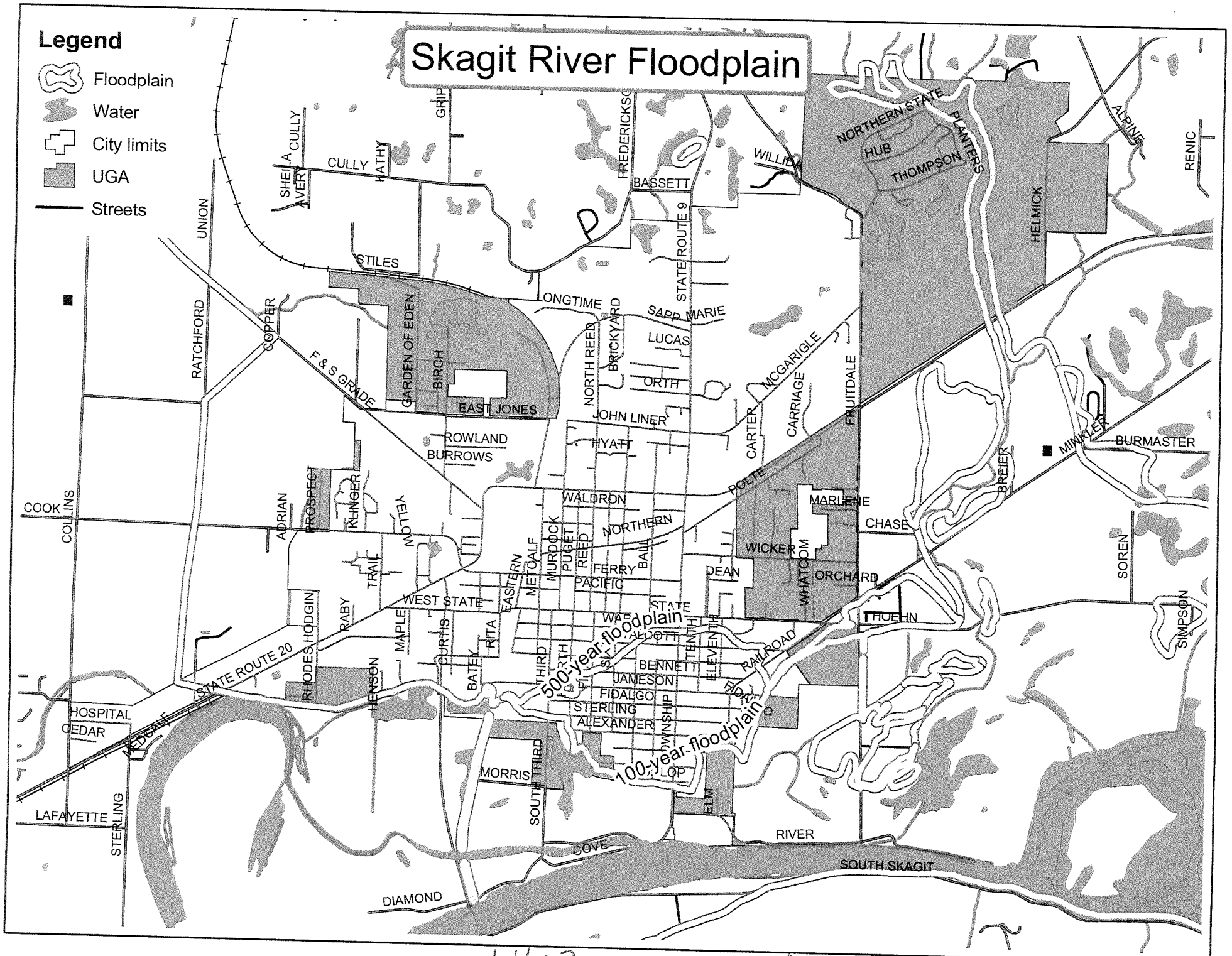
Sedro-Woolley is extremely fortunate in comparison to other municipalities in Skagit County. Almost all of its urban development is located outside of the 100-year floodplain. The 100-year flood elevations associated with the Skagit River were mapped by the Federal Emergency Management Agency in December of 1989. These elevations are 52 feet in the eastern portion of the urban growth area, and 43 feet in the western portion (See Figure LU-2). All critical public facilities are located outside of the floodplain with the exception of the United General Hospital. The issue of the Hospital location will have to be addressed on a site-specific basis as construction occurs.

Floods associated with the Skagit River occur primarily during November and December as a result of winter rainstorms. Spring floods can also occur when snowmelt caused by a sharp increase in temperature combines with unusually high levels of rainfall. This is a relatively rare occurrence, however, but was evidenced as recently as the spring of 1990. The record of past flood events in Sedro-Woolley is scarce, suggesting that the flood hazard on a community-wide scale is relatively low.[7]

[7] Flood Insurance Study: City of Sedro-Woolley, Washington, Skagit County, Federal Emergency Management Agency, December 5, 1989, p. 4.

Figure LU-2
Floodplain




Skagit River Floodplain
Legend
Floodplain
Water
City limits
UGA
Streets
500-year floodplain
100-year floodplain
NORTHERN STATE
HUB
THOMPSON
PLANTERS
HELMICK
ALPINE
RENIC
WILLIBA
BASSETT
FREDERICKSO
STATE ROUTE 9
CULLY
SHEILA
AVERY
KATHY
GRIP
UNION
STILES
LONGTIME
SAPP MARIE
LUCAS
ORTH
NORTH REED
BRICKYARD
GARDEN OF EDEN
BIRCH
EAST JONES
COPPER
RATCHFORD
F & S GRADE
JOHN LINER
HYATT
ROWLAND
BURROWS
MCGARIGLE
CARRIAGE
CARTER
FRUITDALE
MINKLER
BURMASTER
BREIER
POLTE
MARLENE
CHASE
WALDRON
NORTHERN
WICKER
WHATCOM
ORCHARD
DEAN
FERRY
PACIFIC
BALL
REED
PUGET
MURDOCK
METCALF
EASTERN
WEST STATE
STATE
WARD
TALCOTT
TENTH
ELEVENTH
RAILROAD
HOEHN
SOREN
SIMPSON
COOK
COLLINS
ADRIAN
PROSPECT
KLINGER
YELLOW
TRAIL
RABY
MAPLE
CURTIS
BATEY
RITA
THIRD
FOURTH
BENNETT
JAMESON
FIDALGO
STERLING
ALEXANDER
DOWNSHIP
FIDALGO
ELM
MORRIS
SOUTH THIRD
RHODES HODGIN
HENSON
STATE ROUTE 20
HOSPITAL
CEDAR
MEDCALF
LAFAYETTE
STERLING
COVE
RIVER
SOUTH SKAGIT
DIAMOND

LU-2

page 14-A

Habitat

The primary wildlife habitats species in Sedro-Woolley are located along stream and river corridors. Anadromous fish runs have been identified in Brickyard Creek by the Washington State Department of Natural Resources (DNR). Other primary habitat areas are the palustrine wetlands located north of the incorporated city. Maps prepared by the Washington State Department of Wildlife showing detailed information for the Sedro-Woolley urban growth area are available for review at the office of the Planning Department. These areas are protected by the City's sensitive areas ordinance which prescribes specific setbacks from stream and river banks and wetlands in order to protect water quality, enhance habitat and limit disturbances to animals.

Types of Land Use

In June of 1994, the Sedro-Woolley City Council approved the comprehensive plan, land use element and comprehensive plan map presented in this Comprehensive Plan as the adopted land use plan following a public hearing on June 27, 1994. (See Figure LU-3 Adopted Land Use Plan). Later modifications included the redesignations of property in the Special Study area near the downtown and the establishment of the Eastern Urban Growth Boundary.

EXISTING LAND USES AND LAND AVAILABILITY

The following data is provided as a statement of the current status of land availability. The 2025 population forecast for Sedro-Woolley, including the unincorporated urban growth area, is 15,000.

2005 OFM Estimated Population
City Limits 9,800

2000 Estimated Population
City Limits 8,658 Unincorporated UGA 1,700

The current city limits encompasses 3.7 square miles. The existing area for each zone is as follows:

Zone	Acres
Residential 7 (R-7)	714
Residential 5 (R-5)	771
Residential 15 (R-15)	107
Central Business District (CBD)	147
Mixed Commercial (MC)	157
Industrial (I)	242
Public Use (P)	152
Open Space (OS)	16
Total	2,306

The 2005 Land Capacity Analysis for residential and commercial/industrial uses is summarized in the tables that follow.

Summary of Residential Land Capacity

	Total Residential Acres	Net Residential Acres[1]	Total Potential Units[2]	Existing Single Family	Existing Multi-Family	Total Existing Units	Total Capacity[3]	Capacity Single Family[4]	Capacity Multi-Family[5]
City	1,592	796	5,229	2,740	1,025	3,765	2,089	1,733	356
UGA	622	311	1,665	380	277	657	1,088	1,088	0
Total	2,213	1,107	6,893	3,120	1,302	4,422	3,177	2,821	356

[1] Includes a 25% infrastructure discount and a 25% market factor discount (50% total).
[2] This number represents the total units that could be developed if the entire net residential acres were built out at the density zoned (i.e. 7 units per acre for R&; 5 units per acre for R5; and 15 units per acre for R15)
[3] The total number of units that can be accommodate based on current zoning
[4] The number of units that can be accommodated assumed to be single family based on current zoning.
[5] The number of units that can be accommodated assumed to be multi-family based on current zoning.

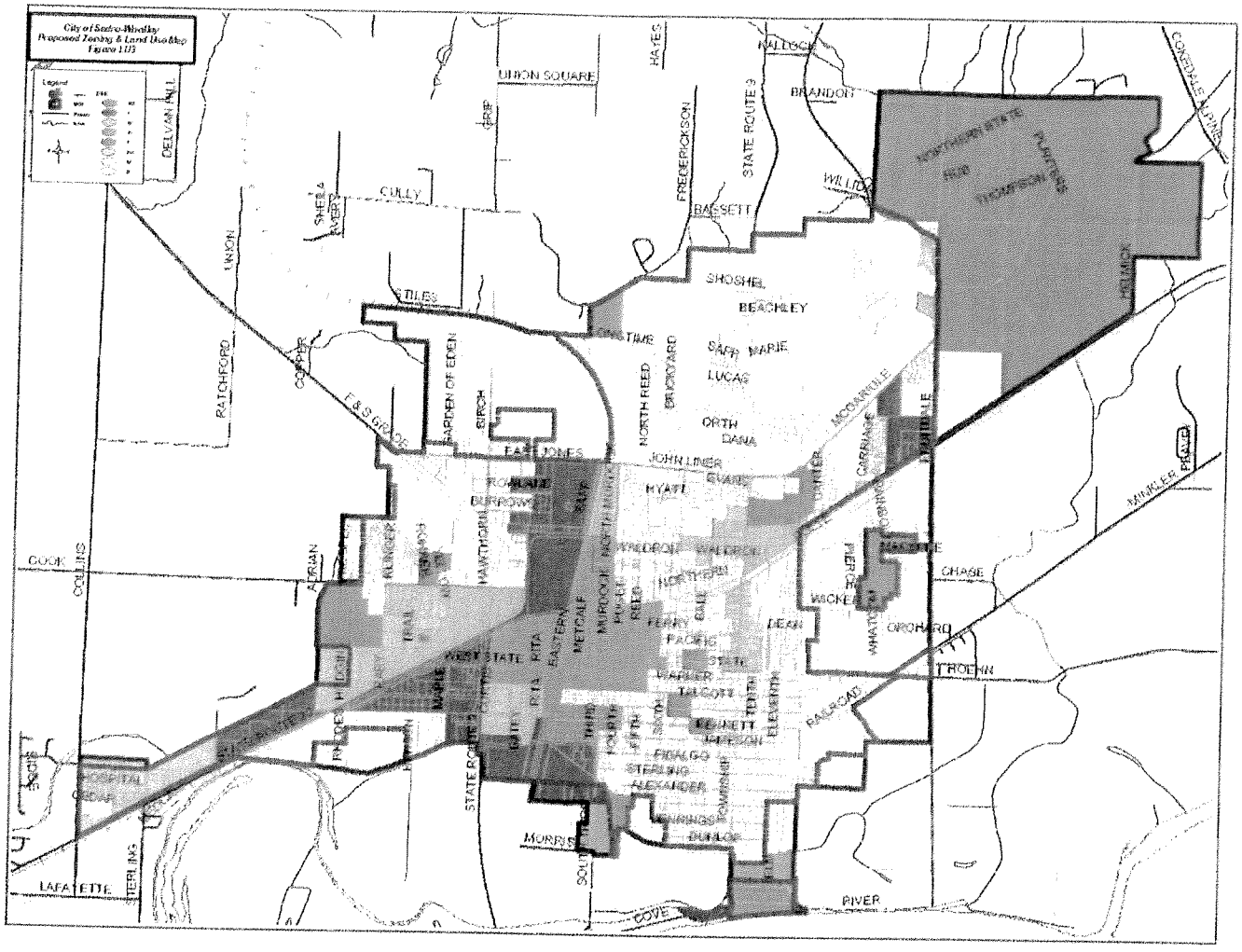
The residential analysis indicates that the City and its associated Urban Growth Area has the capacity to accommodate 3,177 housing units or 8,206 new residents.

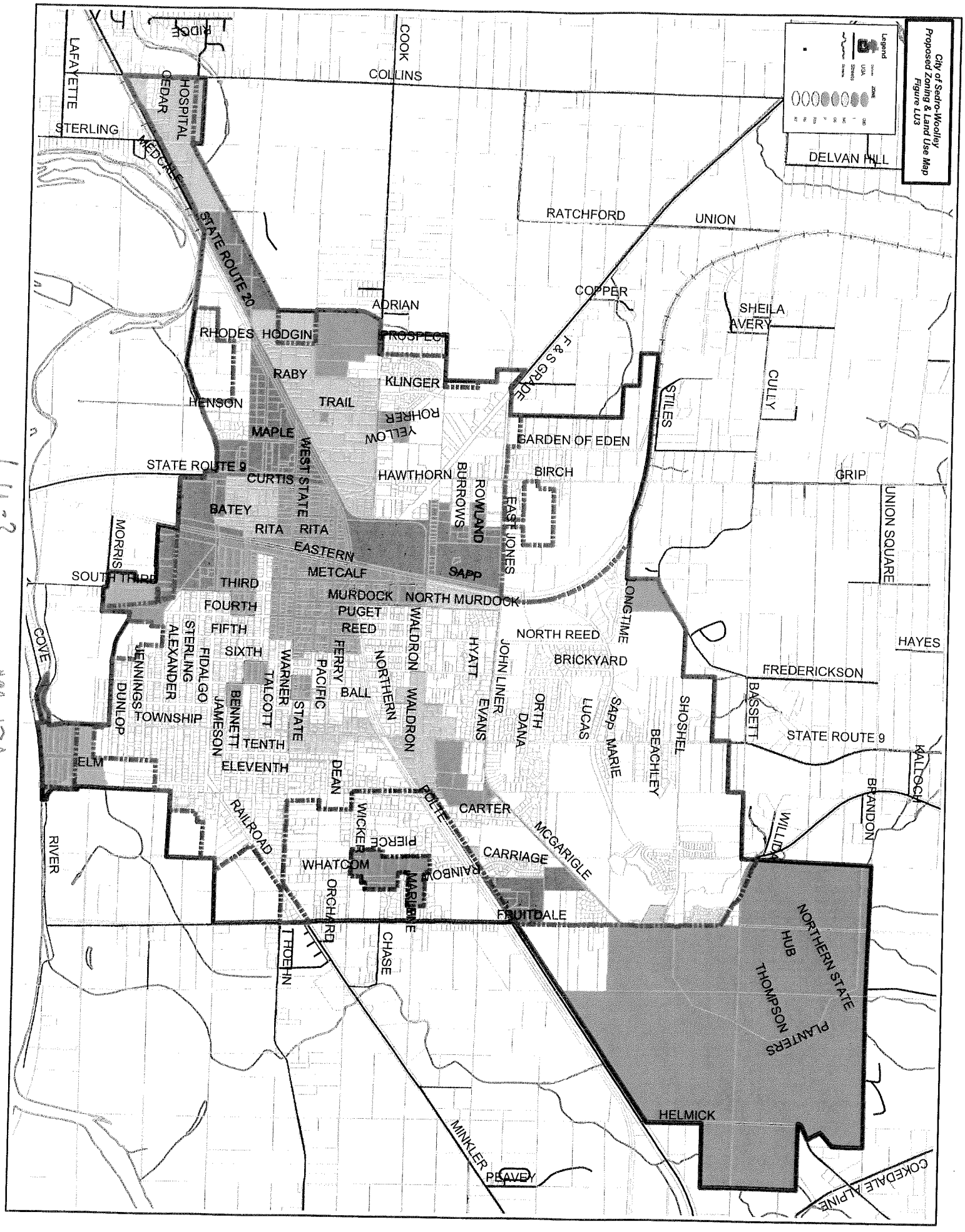
Summary of Industrial/Commercial Land Capacity

	MC	CBD	Total Commercial	IND	Total Commercial/Industrial	Undeveloped or Underdeveloped[1]
City	157	147	304	242	546	292
UGA	21	0	21	43	64	39
Total	178	147	325	285	610	331

[1] This includes approximately 60 acres of residentially developed land that is zoned as Central Business District.

Figure LU-3
Proposed Land Use Plan




City of Sedro-Woolley
Proposed Zoning & Land Use Map
Figure LU3
Legend
ZONE
USA
Streets
COOK
COLLINS
LAFAYETTE
RIDGE
CEDAR
HOSPITAL
STERLING
MEDCALF
STATE ROUTE 20
DELVAN HILL
RATCHFORD
UNION
COPPER
ADRIAN
SHEILA
AVERY
RHODES
HODGIN
PROSPECT
F & S GRADE
RABY
KLINGER
CULLY
HENSON
TRAIL
ROHRER
STILES
MAPLE
YELLOW
GARDEN OF EDEN
WEST STATE
STATE ROUTE 9
CURTIS
HAWTHORN
BURROWS
ROWLAND
BIRCH
GRIP
BATEY
EAST JONES
UNION SQUARE
MORRIS
RITA
RITA
EASTERN
SOUTH THIRD
METCALF
SAPP
THIRD
MURDOCK
NORTH MURDOCK
FOURTH
PUGET
ONGTIME
FIFTH
REED
WALDRON
NORTH REED
HAYES
COVE
STERLING
ALEXANDER
FIDALGO
SIXTH
FERRY
HYATT
JOHN LINER
BRICKYARD
FREDERICKSON
JENNINGS
WARNER
PACIFIC
NORTHERN
BALL
DUNLOP
TOWNSHIP
JAMESON
BENNETT
TALCOTT
STATE
WALDRON
EVANS
ORTH
DANA
LUCAS
SAPP
MARIE
SHOSHEL
BASSETT
STATE ROUTE 9
TENTH
BEACHLEY
KALLOCH
ELM
ELEVENTH
DEAN
BRANDON
RAILROAD
WICKER
POLTE
CARTER
WILLIDA
RIVER
PIERCE
MCGARIGLE
CARRIAGE
WHATCOM
RAINBOW
ORCHARD
MARLENE
FRUITDALE
NORTHERN STATE
HUB
THOMPSON
PLANTERS
HOEHN
CHASE
HELMICK
MINKLER
PEAVEY
COKEDALE ALPINE

LU-3

PAGE 17A

LAND USE GOALS AND POLICIES

Goal LU1: To safely accommodate population growth without causing urban sprawl.

Policy LU1.1: Establish an Urban Growth Area (UGA) to include existing and future urban land uses.

Policy LU1.2: Prevent urban development outside the Urban Growth Area (UGA).

Policy LU1.3: Allow expansion of Sedro-Woolley through annexations primarily for single-family residential development.

Policy LU1.4: Pursue industrial park development within all ~~light~~ industrial ~~(LI)~~ designated areas.

Policy LU1.5: Buffer commercial and industrial land uses when they abut residential development.

Policy LU1.6: Provide for limited commercial development catering to auto-oriented customers and tourists along State Route 20, outside the Central Business District.

Goal LU2: To coordinate land use decisions within and surrounding the Urban Growth Area with other jurisdictions.

Policy LU2.1: Support inter-jurisdictional efforts to address problems which may arise having regional impacts.

Policy LU2.2: Coordinate with Skagit County and the City of Burlington to limit development and preserve a green belt/open space in the area between the Sedro-Woolley and Burlington UGAs.

Policy LU2.2: The Urban Growth Area is subject to joint planning by the City of Sedro-Woolley and Skagit County. Coordinate review with Skagit County of development proposals within the UGA to ensure consistency with the goals of the comprehensive plans. The City shall enter into any necessary Memorandum of Agreements with the County regarding codes and standards to be applied in the UGA.

Goal LU3: To provide concurrent urban services.

Policy LU3.1: Coordinate land use decisions with the Transportation and Capital Facilities Elements of the Comprehensive Plan.

Policy LU3.2: Establish transportation and sanitary sewer services as "urban" services requiring concurrency under the Growth Management Act (GMA).

Policy LU3.3: Do not approve developments that cannot be serviced by City transportation and sewer services.

Policy LU3.4: Deny approval to developments that would lower streets or sewer lines below established levels of service standards, unless:

1) ...the city accounts for such deficiency in its Capital Facilities Plan, or
2) ...the developer provides services which maintain the level of service standard.

Policy LU3.5: Ensure that new development bears its fair share of the cost of associated increases in required capital facilities and services.

Policy LU3.6: Prohibit extension of city sewer services outside of the city limits without annexation and transformance of governance.

Goal LU4: To reduce damages from natural disasters and preserve the characteristics of the natural environment.

Policy LU4.1: Promote open space, recreation, and agriculture as the highest and best use of land in flood-prone areas.

Policy LU4.2: Implement a community flood-preparedness program.

Policy LU4.3: Require new residential development in outlying areas to provide adequate buffer areas to relieve conflict with adjacent operations on natural resource lands that may be incompatible with residential living.

Policy LU4.4: Provide effective and timely application of Sensitive and Critical Area Land Use Policies, including SEPA review for all developments involving potentially significant environmental issues.

Goal LU5 To preserve community character.

Policy LU5.1: Focus commercial development in the Central Business District and discourage strip commercial development.

Policy LU5.2: Resist growth pressures which could have a negative impact on community values.

Policy LU5.3: Seek and support developments that further the Community Character of Sedro-Woolley.

Policy LU5.4: Preserve and enhance Sedro-Woolley's rural and agricultural character by allowing necessary agricultural support services and facilities.

Policy LU5.5: Prevent incompatible uses within residential areas.

Policy LU5.6: Ensure that the community's planning programs reflect basic community values.

Policy LU5.7: Recognize the rights of property owners to freely use and develop private property consistent with City regulations.

Policy LU5.8: Encourage high standards of appearance in all residential areas and in other high visibility areas.

Goal LU6: To provide clear review and approval processes for land use actions.

Policy LU6.1: Adopt a future land-use map as a part of this comprehensive plan as a guide for development of zoning regulations.

Policy LU6.2: The following categories shall be used on the future land use map. Permitted uses will be refined in the development regulations which shall accompany the comprehensive plan.

CBD: Central Business District. Allows all forms of commerce which are geared to the centralized provision of goods and services within easy walking distance. Commercial retail and office uses are allowed on the first floor, and retail compatible uses on the second floor. In addition, multifamily housing located above the first floor or at the rear of a commercial and/or retail occupancy is allowed.

MC: Mixed Commercial. Allows a compatible mix of commercial and residential development with standards intended to present an attractive and welcoming appearance to visitors at the entrances to the city and at selected nodes along major roads.

I: Industrial. Allows office parks, wholesaling, manufacturing, live/work units, and limited retail and services.

R-15: Residential (15). Allows multi-plex developments of up to eight units per building, to a maximum density of 15 dwelling units per acre.

R-7: Residential (7). Allows single lot developments to a maximum density of 7 units per acre, with a minimum lot size of 6,000 square feet. Allows duplexes on appropriately sized lots (minimum duplex lot size of 9,000 square feet). Allows planned residential developments (PRDs) with varying residential densities as a conditional use.

R-5: Residential (5). Allows single lot developments to a maximum density of 5 units per acre, with a minimum lot size of 8,400 square feet. Allows planned residential developments (PRDs) with varying residential densities as conditional uses.

P: Public Facilities. Allows parks, schools, public infrastructure and other developments intended primarily for public use.

OS: Open Space. Land which may not be residentially developed. Includes identified sensitive and critical areas. Agriculture and recreational uses shall remain a permitted use in open space areas under the provisions established for sensitive or critical areas. ~~The City should develop a Transfer of Development Rights (TDR) program to preserve open space and respect private property rights.~~

Policy LU6.3: Establish a concurrency review procedure. The developer shall be responsible for providing information on impacts the proposed development will have on public services. The City shall be responsible for determining if adequate public facilities can be provided to the development within the confines of the current Capital Facilities Plan.

Policy LU6.4: Develop and implement design review procedures for all land use zones. Residents and property owners in the affected designation areas shall be involved in this process, to the extent possible.

Policy LU6.5: Develop and implement a local historic and cultural preservation procedure.

Policy LU 6.6: Encourage community involvement and participation in the land use decision making process, and provide understandable information and notices to affected residents and the press, to enable meaningful involvement and participation.

Policy LU 6.7: The City should develop a Transfer of Development Rights (TDR) program to preserve open space and respect private property rights.

Exhibit D Parks Element

PARKS AND RECREATION ELEMENT

INTRODUCTION

The City Parks Plan was last updated in ~~1980~~ 1999. Previous plans adopted a per capita standard of 3.75 acres of park land per 1,000 residents. The update plan showed a demand for 33.75 acres by the year 2000, based on a projected population of 9,000. ~~At that time, the City adopted a standard recommended by the Washington State Planning and Community Affairs Agency of 3.75 acres of park per 1,000 population. Existing park supply was identified to be 10.75 acres with the 3.75 standard producing a demand for 21.00 acres in 1980, based on a population of 5,600, and a demand for 33.75 acres in the year 2000, based on a projected population of 9,000.~~

~~Implementation of the 1980 City Parks Plan has added 19.5 acres, 17.5 acres at Riverfront Park and 2.0 acres at Bingham Park (Tesarik Park), for a current total of 30 acres of parks for the estimated 1995 population of 7,540.~~ Many of the projects identified in earlier plans were completed, adding signification acreage to the City Parks. Yet as the city grows and the population diversifies, parks and recreation needs are changing, this update is intended to revisit the needs of the population and consider future parks and recreation needs through the year 2025. A recent parks and recreation survey indicated a need for additional park property north of State Route 20 to accommodate residential developments. In addition, the survey indicated a need for non-motorized trails that connect parks and open spaces with regional facilities. Sedro-Woolley's population is expected to reach 15,000 by the year 2025. Based on the results of the Parks and Recreation survey, additional park acreage in the amount of approximately 100 acres is needed to accommodate the 2025 projected population. ~~Projects identified in the 1980 Plan but not yet brought to fruition include the addition of the Old City Sewer Plant Site, located on the west side of South Third Street at the City limits, and the acquisition of a new park site in the northerly part of the City. Clearly the Parks Plan adopted to guide the City through the year 2000 is "on track" and ahead of schedule.~~

~~This Parks Plan Element will revisit the park standards in light of current needs and consider future needs through the year 2017. This work in turn must be undertaken pursuant to the mandates set forth in the recently adopted Washington State Growth Management Act.~~

EXISTING PARKS LOCATION AND INVENTORY OF USES

CITY OWNED PARKS

1. **Bingham Park** is located in the northwest portion of the City. Bounded by Western, Munro, Washington, and Borseth Streets, the park lies on approximately 2.6 acres of land. Equipped with an enclosed picnic area, tables, benches and covered barbecue pit, the park provides an excellent location for picnicking. Other features include playground equipment located adjacent to the picnic area, a stone fireplace built by the Women's Club and rest rooms. The trees scattered throughout the park offer a pleasant environment for its users. The park is heavily used during the summer months, usually with the peak traffic occurring on weekends. User groups consist of families traveling on Highway 20 and a roughly proportional number of local families. Bordering on Highway 20 as it does, Bingham Park offers a convenient stop for the traveler as well as being centrally located for Sedro-Woolley residents. Because of its

location on Highway 20, many users said the park can be noisy and somewhat dangerous for small children playing. A type of separation is needed between the park and Highway 20 to encourage better use of the park. In addition, there is no direct access from Highway 20, but with future planned transportation improvements in this area, access from Cook Road and F&S Grade Road will be improved.

2. **Western Addition to Bingham Park (Tesarik Park)**. This park consists of 2.0 acres and is located directly west and southwest of the existing Bingham Park. The property consists of highway right-of-way belonging to the State Department of Transportation currently under lease to the City of Sedro-Woolley. Cook Road, running east and west, divides the site into two lots: the southerly site is the location of a baseball field. Terms of the lease are subject to cancellation if ever the State Department of Transportation plans on using the right-of-way. The primary use of this park is for baseball and picnicking.

3. **Memorial Park** located on 3 acres of land is found in the central eastern portion of the City, between Ball and Central Streets. The library, community center, and senior citizen center are located on this site. It also is equipped with playground equipment, rest rooms, benches, an outdoor kitchen area and barbecue pit. A great deal of community pride is attributed to this park since many of the features were provided through the efforts of community organizations. The park is used heavily during the summer months with peak use occurring on weekends. The majority of users consist of local families and clubs. Parking is plentiful with a 73-space lot. However, all the developments on the park property restrict the amount of open space available.

4. **Lions' Roadside Park** is comprised of approximately .25 acres of land. Part of the property is in the right-of-way of Moore Street. The remaining portion was donated to the City by the Lions Club. It was also improved by the Lions Club. The park is located in the northern portion of the City, directly north of the Moore and Haines Street intersection. Although small in size, it borders on Highway 20, making an excellent rest stop or picnicking area for passersby. The park is moderately to heavily used during the summer, both on weekdays and weekends. The majority of users are ~~adults~~ visitors driving through on Highway 20.

5. **Harry Osborne Park** consisting of 1.5 acres is located right off Highway 20 at the northwesterly entrance to Sedro-Woolley (intersection of Borseth and Ferry Streets). This property is leased by the City of Sedro-Woolley from Burlington Northern. The Scott Paper Company donated the locomotive on the property; the large cross-section of log is dated at 846 years. Along with picnic tables and a convenient location to town, Big Log Park serves as a summer lunch spot for many downtowners. Also with its unique features, it attracts a large number of visitors all year round, traveling on Highway 20. Park use is seen to be moderate to heavy during the summer months.

6. **City Ball Park** located on 2.2 acres is in the northern portion of the City between Metcalf and Murdock Streets; the lot directly south of the Ball Park is the location of the fire and police station. With the grandstand, rest rooms, two dugouts, practice pitch area and ball field, City Ball Park provides an ideal location for baseball games, both for players and spectators. Although there is no parking on the site, the four streets bordering the park provide a large number of parking spaces. During the summer months, it is used to capacity for organized recreation. Also during the week of July 4th, an annual carnival is held on the ball field grounds.

There currently exists a need to replace and renovate various facilities in the park. The Sedro-Woolley School District regularly uses the Ball Park for baseball practice and games, somewhat limiting its use by the general public. The newest addition to the ball park includes a skate park in the southeastern portion of the parcel.

7. **Metcalf Street Mall** is an improved alleyway owned by the City. In 1956, the Sedro-Woolley Jaycees improved the small mall area with landscaping, setting bricks, etc. Additional improvements by the Garden Club occurred some years ago. The mall is located in the alleyway south of Woodworth Street running directly west from Metcalf Street. Since the mall is located in the center of the business district, its primary use comes from downtowners. Equipped with benches, it serves as a convenient rest stop and walkway for shoppers and pedestrians alike.

~~8. **Central Tennis Courts** are leased from the Sedro-Woolley School District. They are located across from Central School on the corner of Talcott and Sixth Streets. Their southeast location from the Central Business District offers the local resident a convenient spot for playing tennis. This .50 acre site serves as one of two tennis court locations in Sedro-Woolley. The other courts are located further south and are part of Sedro-Woolley High School property. Parking space for Central Court users is readily available due to its corner location. Peak use occurs during the summer months. On weekdays the majority of users are school children. Weekends and week nights will find local residents, young and old, using the courts.~~

8. **Riverfront Park** on the Skagit River consists of 17.5 acres. The park has a boat launch with ample parking area, together with 27 RV and 5 tent sites. The site is equipped with rest rooms. Recreation facilities include baseball, basketball, volleyball, horseshoes, and a children's play area. Other facilities include covered cabanas (2), barbecue pits and picnic tables. The site is attractively landscaped and includes a rose garden.

9. **Sauk Mountain View Estates open space** dedicated as part of the Sauk Mountain View Estates development located in the northeastern portion of the City off of Fruitdale Road, approximately 3 acres of open space area. The developers also dedicated a public trail system to connect the open space with other developed areas. This site will be used primarily for passive recreation.

10. **FEMA Floodway Property** as part of the FEMA program to purchase floodplain property, the City acquired approximately 12 acres adjacent to the Little League ball fields and north of Riverfront Park. The City has not yet determined what this property will be used for but future development of the site may include open space areas and ballfields, salmon enhancement and restoration, and pedestrian trails to connect Riverfront Park with neighboring residential areas. The terms of acquiring the property limit the placement of structures on the property.

11. **Hammer Heritage Square** is approximately 0.20 acres located in downtown Sedro-Woolley at the corner of Metcalf and Ferry Streets. The square features a gazebo, restrooms, and a clock tower to attract visitors to downtown. With seating, a landscaped water fountain, and a mural, the square is the centerpiece of downtown Sedro-Woolley.

Summary Of Existing Park Acreage

Facility Name	Acres
1. Bingham Park	2.6
2. Bingham Park Western Addition	2.0
3. Memorial Park	3.0
4. Lions Roadside Park	.25
5. Harry Osborne Park	1.5
6. City Ball Park	2.2
7. Metcalf Street Mall	.25
~~8. Central Tennis Courts~~	~~.50~~
9. Riverfront Park	17.5
10. Sauk Mountain View Estates OS	3.04
11. FEMA Property	12
12. Hammer Heritage Square	0.20
Total	44.54 acres

SURROUNDING RECREATIONAL FACILITIES, PUBLIC AND PRIVATE

The following is an inventory list of private recreation areas and public access points surrounding Sedro-Woolley. There are currently no County, State, or Federal parks within 10 miles, except for the County operated beach at Clear Lake.

1. Little League Field, located on River Road south of Sedro-Woolley near Riverfront Park, consists of 3 acres equipped with 2 baseball diamonds, benches, and roadside parking. The fields are owned by Public Utility District #1 and are sponsored by the local Kiwanis Club.

2. Sedro-Woolley Rodeo Grounds, located 1/2 mile east of Sedro-Woolley, consist of 5 acres equipped with rest rooms, benches, parking, riding arena, and holding pens.

3. Wildcat Steelhead Club, located 1 mile southeast of Sedro-Woolley. This is a small private park which includes picnic facilities and a boat launch.

4. Gateway Golf Course, a nine-hole golf course, located at 837 Fruitdale Road, Sedro-Woolley, consists of 65 acres equipped with picnic areas, rest rooms, and putting course.

5. State Game Department Public Access Site, located 1/2 mile from Sedro-Woolley off River Road. This is directly adjacent to the Riverfront Park site. The site is equipped with a boat launch and rest rooms.

School-Owned Recreational Facilities

1. Sedro-Woolley High School located on the corner of 3rd and Nelson Streets. Facilities include four tennis courts, a grass field used for football, track and field, and a cinder surface track running around the borders of the field. Indoor facilities consists of a double gymnasium used primarily for school activities.

2. Cascade Middle School located on Township Street. Facilities include a grass field used for soccer, little league, and football. Indoor facilities consist of a gymnasium.

3. Evergreen Grade School located on McGarigle Road directly east of Township Street. Facilities consist of a play area with a variety of playground equipment, including swings, climbing bars, and slides.

4. Mary Purcell School located on the corner of 7th and Bennett Streets. Facilities include a paved playground with swings, seesaws, monkey bars, and a May pole. Also, two climbing structures with combinations of walkways and slides, made of wood and tires, are located in a grassy area adjacent to the paved playground.

5. Central School located on the corner of Talcott and 6th Streets, across the street from Central Tennis Courts. Facilities include two small ball fields and two sets of swings.

6. Central Tennis Courts are leased from the Sedro-Woolley School District. They are located across from Central School on the corner of Talcott and Sixth Streets. Their southeast location from the Central Business District offers the local resident a convenient spot for playing tennis. ~~This .50 acre site serves as one of two tennis court locations in Sedro-Woolley. The other courts are located further south and are part of Sedro-Woolley High School property. Parking space for Central Court users is readily available due to its corner location. Peak use occurs during the summer months. On weekdays the majority of users are school children. Weekends and week nights will find local residents, young and old, using the courts.~~

7. Empty field adjacent to the Central Tennis Courts. This .90 acre is owned by the school district and used as a play field.

8. Cook Road Playfields located on 17 acres southwest of the intersection of Cook and Prospect Roads which includes four 60 foot Little League fields, two 90 foot ballfields and three full size soccer fields.

PROJECTED POPULATION/LAND USE/PARK PROVISION WITHIN THE CITY AND ITS URBAN GROWTH AREA

The Land Use Element of the City's Comprehensive Plan seeks to ensure that most urban activities occur in a concentrated downtown business core surrounded by relatively dense urban residential land use, but still allows for smaller open space and play areas. Lower residential densities and more open space are typical in peripheral areas near the defined Urban Growth Boundary (UGB). Skagit River flood hazards are addressed by designating the flood-prone southern portion of the City's Urban Growth Area (UGA) as Open Space. Figure LU-2 shows this 100-year flood plain. ~~The supporting arterial street network is displayed in Figure LU-3.~~

The Growth Management Act (GMA) requires municipal jurisdictions to prepare comprehensive plans that account for the long term effects of growth and development. ~~over the short term (6 years) and the long term (20 years).~~ A strategy must be developed so that the cost to maintain a desirable level of service for urban infrastructure is shared equitably among residents. It is the Land Use Element that defines such a strategy and guides the development of all subsequent Comprehensive Plan Elements, such as this Parks Element. ~~The land use designations for the Preferred Alternative are shown in Figure LU-3.~~ The Open Space designation covers 439 acres.

The Public Use designation includes the Northern State Campus, schools, government facilities, and parks and covers ~~1,108~~ 783 acres.

The current city limits includes approximately 2,130 acres and approximately 3.7 square miles.~~ncompass 3.3 square miles. The current vacant residential land in Sedro-Woolley could overall allows for approximately 3,778 new residents~~. Sedro-Woolley's estimated population for the year 2025 is 15,000, including the UGA. ~~Combined with the 1996 population estimate of 7,540 this would yield a total of 10,246. However, Sedro-Woolley's Urban Growth Area's estimated population for the year 2017 is 12,030. Distribution of this population within the City and its Urban Growth Area (UGA) within the TAZ's is shown in Table 12 in the Land Use Element.~~

~~The estimated number of households living within the Sedro-Woolley UGA in 2017 is 4,435 (using an average household size of 2.5, the number used by all jurisdictions within Skagit County).~~

Extension of the city limits to the southern fringe of the City UGA at the Skagit River would require the City to incorporate the river shoreline into its Shoreline Management Area, making it subject to the rules and guidelines developed in the City's Shoreline Management Plan (with the City having adopted the County's Shoreline Management Plan). ~~This area would most likely receive a 'Rural' shoreline designation, which would be compatible with the Open Space zoning of the adjacent uplands.~~ Inclusion of Skagit River frontage in the City's Shoreline Master Plan will provide the City with an opportunity to address further access to the river frontage in a comprehensive manner within the regulatory framework of the State Shoreline Management Act and within State and Federal grant programs that give priority to waterfront recreation and public access.

As property in the Urban Growth Area is annexed into the city limits, new development proposals will be reviewed for compliance with the goals of the city's Comprehensive Plan.

~~The Transportation Element of the Sedro-Woolley Comprehensive Plan highlights the need to undertake a pedestrian/bicycle pathway planning effort in conjunction with the Skagit Island Regional Transportation Plan Organization's Non-Motorized Plan. This effort is leading to City grant applications for portions of the Centennial and Cascade Trails within Sedro-Woolley. The Centennial Trail is proposed for a north/south route through the City from Whatcom County to Snohomish County. The Cascade Trail is a proposed east/west route from Whatcom County through Concrete and the City to Anacortes. The future of these trails, however, is dependent on the results of litigation regarding former rail corridors.~~

~~The City's Comprehensive Plan's Land Use Goals and Policies do not go so far as to propose that the City's park policies and standards be applied within the City's Urban Growth Area. Rather, Policy LU2.3 states that, "The Urban Growth Area is subject to joint planning by the City of Sedro-Woolley and Skagit County. The City shall provide input and coordinate review with Skagit County of development proposals within the UGA to ensure consistency with the goals of the comprehensive plans." The implication of the reference to "plans" (plural) is that an accommodation is to be reached between the City's and the County's policies and standards.~~

The Growth Management Act requires that the transportation facilities necessary to support the Land Use Element be in place within 6 years of the new development. This is defined as

"concurrency." Public facilities other than transportation can, at a City's option, be held to a concurrency standard. The City of Sedro-Woolley in Land Use Policy LU3.2 has explicitly added transportation to its concurrency requirements; parks are not addressed by being highlighted in this manner. However, the Land Use Element does adhere to the GMA mandate in requiring a short-term (6 years) and long-term (20 years) parks strategy. Further, Land Use Policy LU3.5 states that the City is to "ensure that new development bears its fair share of the cost of associated increases in required capital facilities and service." Finally, to the extent that parks are an essential element of community character, Land Use Policy LU5.2's purpose is to "resist growth pressures which could have a negative impact on community values" will apply.

~~Land Use Policy LU6.3 does take the City beyond a narrow reading of concurrency and beyond broad policy statements, though, in requiring that the City "establish a concurrency review procedure. The developer SHALL be responsible for providing information on impacts the proposed development will have on public services. The City SHALL be responsible for determining if adequate public facilities can be provided to the development within the confines of the current Capital Facilities Plan." (emphasis added)~~

GOALS AND POLICIES ~~AND ALTERNATIVE STANDARDS~~

~~This Parks Element updates the 1980 Sedro-Woolley Comprehensive Plan~~. ~~Now, as then,~~ The Park Element surveys and analyzes the existing park system and potential improvements, assesses the needs of the community through public involvement, and develops an action program consisting of policies and a Capital Facilities Plan. ~~However, the priority sought for parks in 1980 is now mandated by the Growth Management Act, the Countywide Regional Planning Policies, the City Land Use Element Policies, and the City Capital Facilities Plan.~~ The ~~1980~~ Parks Goals and Policies of the original plan remain applicable and appropriate today:

1. Develop adequate park facilities to provide a broad range of recreational activities.
2. Provide sufficient park and recreational facilities to meet future demand.
3. Provide a park system which is efficient to administer and maintain.
4. Provide a park system which complements Sedro-Woolley's natural and cultural beauty and uniqueness.

The City's Community Action Plan dated June 2001includes a vision of Parks and Recreation in Sedro-Woolley:

> "We envision Sedro-Woolley as a 'visitor-friendly' and 'kid-friendly' community with a consistent emphasis on maintaining parks and implementation of recreational programs. We envision that organized, focused, parks & recreation activities will significantly contribute to economic development and economic growth in our community."

The Land Use Element for the Sedro-Woolley Comprehensive Plan does elaborate significantly on these Goals and Policies in several significant ways:

(1) Sedro-Woolley has prepared its vision statement in the form of a narrative that describes how it will appear twenty years from now. This narrative reflects the concern of citizens for maintaining the "small town" character of this place . . .

Parks and Open Space

~~*Citizens support the development of small, new neighborhood parks, as well as open green space. New residential developments are encouraged to feature clustered houses, allowing the preservation of open green areas for the public. The old Burlington Northern Railroad line connecting Sedro-Woolley with Burlington provides a recreation path for bicyclists and pedestrians to use instead of the highway. Trails are also available around Riverfront Park, and on the abandoned railroad east of town. Bicycle and pedestrian paths connect parks to recreation facilities. Restrictions on pre-existing parks are loosened in order to promote usage, but not enough to permit abuse.*~~

Citizens support the development of small, new, neighborhood parks, as well as open green space. New residential developments are encouraged to preserve open green areas for the public. The old Burlington Northern Railroad line connecting Sedro-Woolley with Burlington provides a recreation path for bicyclists and pedestrians to use instead of the highway. This trail connects Burlington and Sedro-Woolley with the upriver communities of Lyman, Hamilton, and Concrete. Trails are also available around Riverfront Park. Bicycle and pedestrian paths connect parks to recreation facilities.

Recreational Facilities

The public promotes maintenance and expansion of the City's existing recreation facilities. They also encourage the development of other facilities, particularly for the benefit of local youth. When not in school, teenagers have activities that keep them from loitering on street corners. These older students, as well as grade-school children, have places to go for entertainment and recreation that are close to home and school. A community center that houses an indoor recreation area, swimming pool, and organized programs benefits both the town's youth and its adults. A movie theater and game center allowing people under twenty-one to visit is located downtown.

(2) The following are the goals from the Act (shown in italics) below which are listed the policies from the Sedro-Woolley Comprehensive Plan that support and/or are consistent with these goals . . .

Open Space and Recreation

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.

GOAL GMA9: PROVIDE OPEN SPACE AND RECREATION OPPORTUNITIES TO COMMUNITY RESIDENTS.

~~Policy P1.5: Identify zones which generally indicate where it is appropriate for future parks to be located as new development occurs.~~

~~Policy P2.4: Develop a mixture of active and passive recreation areas in order to accommodate the desires and lifestyles of Sedro-Woolley's residents.~~

~~Policy P3.1: Pursue joint ventures with Skagit County, other jurisdictions, and public/private opportunities in order to obtain access to a greater variety of recreational programs than the City could provide on its own.~~

~~Policy OS1.2: The City shall provide input and coordinate review of development proposals with Skagit County to ensure the integrity of unincorporated open space within Sedro-Woolley's Urban Growth Area.~~

Public Facilities and Services

Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

GOAL GMA12: ASSURE CAPACITY FOR NEW DEVELOPMENTS THROUGH A CAPITAL FACILITIES PLAN.

~~Policy CF1.1: Provide capital improvements to correct existing deficiencies, to replace worn out or obsolete facilities and to accommodate desired future growth, according to the six-year Capital Facilities Plan contained in the comprehensive plan.~~

~~Policy CF2.4: Ensure that future development bears a fair share of capital improvement costs necessitated by the development. The City shall reserve the right to collect mitigation impact fees from new development in order to achieve and maintain adopted Level of Service standards. The City shall be responsible for its fair share of capital improvement costs for existing deficiencies.~~

~~Policy CF2.6: Ensure that City plans and development regulations identify and allow for the siting of "essential public facilities," as described in the Growth Management Act. Work cooperatively with Skagit County and neighboring jurisdictions in the siting of public facilities of regional importance.~~

~~As identified in previous sections, the current planning standard for park provision within the City is 3.75 acres for 1,000 population and the current level of park provision is 4.1 acres for~~

~~1,000 population. Future provision for parks is addressed in the City Subdivision Ordinance Section 16.16.180 Parks as follows:~~

> ~~Dedicated park land in the amount of four hundred ninety square feet multiplied by the number of housing units minus one, or fee-in-lieu of one hundred fifty dollars multiplied by number of housing units minus one, shall be required. The dedicated option shall be allowed only where such lands are useable, at least one acre in size, and in conformance with the action program of the comprehensive park and recreational element. Fees-in-lieu shall be paid into a fund for acquisition and development in accordance with said action program prior to final plat or short plat approval. Square foot dedication amount and dollar fee-in-lieu amount reflect average household size, average land costs, and adopted park standards prevailing at the effective date of the ordinance codified in this title and may be revised by resolution of the city council to reflect changes therein. (Ord. 1104 §6 (part), 1990).~~

~~The City currently has park land requirements and impact fees on multi-family projects only collected pursuant to the State Environmental Policy Act. No park land requirements or park impact fees are collected pursuant to the State Growth Management Act.~~

~~Applying the 3.75 acre per 1,000 population planning standard and the subdivision standard (based on the 1990 relationship between square footage, dollar fee-in-lieu, average household size and average land costs), to the projected 2017 population generates a figure for new parks needed of 34 acres. This assumes that approximately one new household in five will not pay the $150 fee-in-lieu either through building in a lot that was platted prior to 1990 or through locating in a multi-family or mobile home development. No provision is made for development costs.~~

~~The National Recreation and Park Association (NRPA) standards of 6.25-10.5 acres of open space per 1,000 population are the basic parks reference utilized by the Municipal Research Services Center of Washington (MRSC) in their September 1994 publication, "Level of Service Standards, Measures for Maintaining the Quality of Community Life." The low-end NRPA standard per 1,000 population calls for a ¼ acre of "mini-park," one acre of "neighborhood park," and 5 acres of "community park." MRSC acknowledges that~~ Small cities such as Sedro-Woolley are often surrounded by open space in agricultural and forestry uses and have the community's needs for "regional parks" addressed by national, state, and county parks. ~~MRSC also highlights that~~ In addition, larger backyards and school grounds can fulfill many of the traditional neighborhood park functions. However, ~~MRSC points out that~~ the Growth Management Act's policies of containing sprawl and promoting urban infill will increase demand for park and recreation opportunities in cities and their urban growth areas.

Many cities are addressing this situation in their development regulations and impact fee schedules adopted pursuant to the Growth Management Act. ~~MRSC describes the common residential subdivision park dedication requirement of between five and fifteen percent but points out that these dedication requirements often do not assure that the set-aside will be useable for intended purposes. As to multi-family projects, MRSC highlights the City of Lacey's approach of requiring 20% open space and recreation provision.~~ A complementary or alternative approach to park land dedication requirements is to utilize the impact fee provisions of 82.02.050-090 of the Growth Management Act.

Park impact fees have been collected at the rate of $250 per unit pursuant to the State Growth Management Act. In addition, as part of a development proposal, an applicant may dedicate park land for areas where additional parks are needed pursuant to the Parks Capital Facilities Plan.

Both approaches must follow the basic constitutional and statutory requirements of completing a Comprehensive Plan together with a Capital Facilities Element that identifies:

(a) Deficiencies in public facilities serving existing development and the means by which existing deficiencies will be eliminated within a reasonable period of time;
(b) Additional demands placed on existing public facilities by new development; and
(c) Additional public facility improvements required to serve new development.

LINKAGES TO COUNTY PARKS PLANNING AND TO URBAN GROWTH AREA INTERLOCAL AGREEMENTS WITH SKAGIT COUNTY

The Skagit County Comprehensive Park, and Recreation 2004 highlights the opportunity to utilize the uplands adjacent to the Skagit River for open space, conservation and recreational uses. This is consistent with the approach taken in the Land Use Element of the City Comprehensive Plan.

~~The Draft County Plan identifies the following County Recreational Sites and Facilities in the vicinity of the City of Sedro-Woolley:~~

County Recreation Sites and Facilities in the Vicinity of the City of Sedro-Woolley

Site	Acres	Activity/Facilities
Clear Lake Park	1.00	grills, bathhouse, basketball hoops, lake frontage, picnicking, playground, rest rooms, sand volleyball courts (2), docks (3), water slides (2)

Undeveloped/Partially Developed Park Sites and Trails:

Hansen Creek	3.00	Hansen Creek frontage, undeveloped.
Northern State	726.00	grazed, some wooded areas, existing buildings (in use) and unused outbuildings, wetlands, Hansen Creek frontage

Centennial Trail ~~North~~	*Trail 27-T*	*Bicycling/Walking*	*9.2 miles*

The Centennial Trail is a regional trail system intended to eventually connect Snohomish and Whatcom County. Unlike the Cascade Trail, which is in a rails-to-trails conservancy as per

federal legislation, this property has been purchased outright. The existing trail segment is approximately ½ mile long starting from south Lake McMurray off State Route 9. The trail ends at the Snohomish County line. In all, the trail system is contained within 22.04 acres of country parkland.

~~The Centennial Trail is a regional trail system connecting Snohomish County with Whatcom County. The northern segment between Sedro-Woolley and the Whatcom County line will follow State Route 9. Because most of this segment is on-street, it will probably be used primarily for bicycling.~~

~~Centennial Trail South Trail 32-T Multi-Use 16.0 miles~~

~~The southern segment of the Centennial Trail follows an abandoned railroad corridor. The County has purchased approximately 8 miles of this route but anticipates that the remaining portion will be located within street right-of-ways. In some areas it may be possible to separate the trail from the road surface. This is an excellent opportunity to create a multi-use trail for bicyclists, walkers, horseback riders and other users. In some cases where the topography permits, separate trails for horseback riders and bicyclists are possible. The importance of the Centennial Trail cannot be overlooked because it will be primarily an off-street trail connecting Sedro-Woolley with the Seattle region.~~

Cascade Trail *Trail 34-T* *Multi-Use* ~~*23.0*~~ *22.5 miles*

This rails to trails conservancy project is 22.5 miles of multi-use trail that parallels the scenic State Route 20 corridor, connecting Sedro-Woolley and Concrete. Hiking, biking, and equestrian use are permitted on the path. No motorized vehicles are allowed. The trail is open year round and in places, meanders along the Skagit River. Viewpoints along the way provide for wildlife viewing opportunities. Trail amenities include portable toilets at trailheads and benches along the trail. The trail encompasses 280 acres of land.

~~This trail also follows an abandoned railroad right-of-way. The County has purchased this 23-mile route that is located between Sedro-Woolley and Concrete. This is an important segment because it will provide a safe off-street linkage for a wide variety of trail users in the mid-Skagit Valley area. Where possible, a separate trail should be constructed for horses.~~

~~* The above references to future regional trails will be dependent upon the outcome of litigation related to the use of former railroad corridors. Private property owners must be compensated as needed, unless arrangements are made for a dedication of right-of-way in lieu of payment of a parks fee.~~

Burlington to Sedro-Woolley Trail *6.8 park acres* *3 miles*

This linear trail divides Highway 20 and the Burlington Northern Railway and provides for recreational and non-motorized transportation.

Figure P-2 illustrates the adopted Sedro-Woolley Bikes and Trails map.

~~The general location of these facilities is shown in Figure P-1 (Draft County Parks Plan). The Clear Lake Park (Site 30-SU) is described in the Draft County Parks Plan as follows:~~

~~This site was transferred to the County from the City of Sedro-Woolley in 1981. A grant from the IAC allowed the County to upgrade the site in 1987. The waterfront area contains three accessible docks with two slides, a swimming area and lifeguard stations. The site also contains picnic tables, a grassy area, two sand volleyball courts, a paved play area with basketball hoops and support facilities. The site is fenced and visitors are charged an entrance fee during the swimming season.~~

~~A State Department of Fish and Wildlife boat launch is located at the north end of the lake off Day Lake Road. Water-skiing is prohibited and boating is limited to a speed of 15 MPH. Weed growth in the lake is a problem in late summer, forcing the County staff to cut weeds each year. An adjacent site is recommended as a new regional park facility.~~

~~However, the prospects of the "adjacent site" being secured by Skagit County now appear to be unlikely.~~

Northern State Recreation Area *726 acres*

Skagit County acquired the 726 acre Northern State Recreation Area northeast of Sedro-Woolley, in 1990 from the State of Washington. In 2000, a Master Plan workshop lasting three days was conducted on the site to generate ideas and focus energy on a few specific improvements. A Master Plan was created from that meeting. Much of the development will depend on private funding. The facility will include trails, ball fields, play areas, campgrounds, equestrian center, and environmental education and interpretation sites. Natural resources on the site include Hansen Creek with associated wetlands and tributaries and Red Creek. Over 500 acres of the site will remain undeveloped to support the wildlife populations. The park will showcase the natural, historical, and cultural character of the region while incorporating accessibility and sustainability. An extensive trail network will provide access to much of the property for a range of interests and physical ability levels. The site will address the education themes of Salmon Habitat Restoration, the Northern State Hospital Farm, Natural Habitats & Biodiversity, and Native American Continuity. Hansen Creek restoration was developed to decrease flooding and improve fish habitat. These themes will be presented in the Education Center, as well as along the trail system. Camping facilities will include a 40-acre site with 100 camping sites with various designs, including yurts for year-round camping, RV sites and group camping sites. ~~The Northern State Recreation Area (Site 28-SU) is described in the Draft Skagit County Parks Plan as follows:~~

~~This recent County acquisition located north of Sedro-Woolley was the farm of the State Hospital. The farm included a dairy, a dormitory building, a slaughterhouse, a cannery, a hog barn and grazing land for the animals. The old dormitory building is in very poor condition, but some of the barns at the dairy are in relatively good condition. The cannery is in poor condition but could be reclaimed. Brickyard Creek and Hansen Creek traverse the site and are considered salmon spawning channels. Much of the site, though previously farmed, has reverted to wetland areas. The nine-hole Gateway Golf Course lies to the south and west of the site.~~

~~When the site was purchased from the State, the deed specified that the parcel was to be used for park purposes only except up to 50 acres could be set aside for a school site. The entire parcel encircles a remaining parcel of State land which contains many of the old buildings. On the site now is the Cascade Campus of Job Corps, a mental health facility, and a former arboretum.~~

~~The Draft County Parks Plan also recommends that the operations at the current County Fairgrounds, in Mount Vernon, be moved to a site on Northern State. This Plan states that "this will provide the opportunity to expand the annual fair, plus accommodate a greater variety of off season uses." The Plan goes on to observe that "while the public may not approve a tax measure to provide the development of a new fairgrounds by itself, they may be willing if it is in part of a larger financing package for the entire Northern State site." The entire Northern State site, including recreational and fair acres, is the subject of a "master plan" effort that is currently ongoing.~~

~~Figure P-1~~

~~The Draft County Parks Plan Six-Year Capital Improvement Program totals $17 million. Almost half of this amount is earmarked for development of facilities at Northern State. While most of the proposed recreational development addresses regional needs, a portion may address the need identified in the City's 1980 Parks Element for a 15-plus-acre community park in the northern portion of the City and its Urban Growth Area. The Draft County Parks Plan summarizes its workshop meetings as follows:~~

~~"Participants had a variety of suggestions for use and/or development of the Northern State Recreation Area. The most common suggestions were: a fair/exhibition area, a day-use area with an extensive trail system, and an RV park. Most acknowledged the site should be multi-use in nature and provide a wide range of recreational opportunities . . . When asked to prioritize a list of potential projects, trails and non-motorized travel corridors were near the top for all three workshop sessions. They were clearly the top choice among Anacortes and Sedro-Woolley participants . . . Sedro-Woolley participants were divided between multi-use parks, a sports field complex, and an indoor recreation center for their second-choice project."~~

~~As to City/County Coordination, the Draft County Parks Plan reasons as follows: "One issue brought up in this planning process is the question of who will ensure recreation land within cities' Urban Growth Areas are acquired in advance of annexation. As large parcels outside the current city limits are subdivided, the opportunities for acquisition of large park parcels declines. Typically, areas are annexed that already have a relatively high level of development, and often, no parks. There is a distinct advantage to the Cities/Towns working with the County to ensure there is park land available for development when annexation of these areas occur.~~

~~At this time, it should be recognized that the County can provide recreation services better and at a more efficient level than communities such as Sedro-Woolley and Burlington. Over time, these communities may grow to the point where they can afford to hire professional staff, but at this time the County Department of Parks, Recreation and Fair should assume these tasks."~~

ACTION PROGRAM

This Action Program is designed to accomplish the Goals and Policies as set out in the Land Use Element of the City Comprehensive Plan. The Action Program consists of policies specifically addressing parks provision within the City and its Urban Growth Area, development standards, recommended capital facilities, and financing strategies.

Park <u>and Recreation</u> Provision Policies

(1) New residential development shall pay its own way, in accordance with park standards established in the City's Parks Plan, either through a park land dedication requirement or a park impact fee.

(2) The City should seek to develop and operate park and recreation facilities through cooperative arrangements with the Sedro-Woolley School District, Skagit County, and other public and private groups and agencies.

(3) The City should continue to look to Skagit County for recreation programming until the City establishes a Parks and Recreation Director position and should work cooperatively with the County thereafter.

(4) The City should cooperate with the rest of the county in meeting the need for major indoor recreational facilities through construction of multi-use facilities, such as that proposed at the Skagit Exposition and Recreation Center at Northern State.

(5) The City should cooperate with the rest of the county in meeting the need for trails through development and implementation of a country-wide non-motorized plan.

(6) The City shall establish its parks development standards and program in such a way as to ensure that there is a balance of larger, regional parks along with ~~that the City's park's needs are not addressed entirely by~~ smaller, neighborhood parks. ~~with their attendant high maintenance costs and limited usefulness.~~

(7) The City shall approve future Development Regulations to ensure that:

(a) adequate open space buffers and landscaping are provided in new development
(b) clustering new development and maximizing open space is one option that is considered
(c) Homeowners Associations are formed to manage common open space and recreational areas that are not needed as part of the City's parks program
(d) park design minimizes maintenance and operations costs
(e) subdivisions that continue Sedro-Woolley's traditional neighborhood design are encouraged

(8) Any City subdivision code requirements for park land dedication shall be extended to new multi-family and mobile home development and any in lieu payment shall be adjusted annually to reflect land price increases within the City of Sedro-Woolley as identified by the County Assessor.

(9) The City should work to secure Skagit County's agreement that City park standards and development regulations, and not those of Skagit County, will apply in the City's Urban Growth Area.

(10) The City should accept the proposal set out in the County Parks Plan that the County lend its resources to those of the City in securing potential park property within the City's Urban Growth Area.

(11) The City should work with the County to develop a 15-30 acre Community Park at Northern State under the joint auspices of Skagit County and the City of Sedro-Woolley.

(12) The annual city budget should provide adequate funding for maintenance of city parks after ensuring that all user groups pay their fair share and volunteer efforts are maximized.

(13) As far as practicable, the City should seek to minimize its park development costs by working with service organizations, user groups, and volunteers.

(14) This plan should be updated as necessary to meet changing conditions and to ensure that the goals and policies of the City Comprehensive Plan are met.

(15) The City should work to increase the availability of RV parking space and facilities for residents and visitors to Sedro-Woolley.

(16) The City should work to construct a municipal pool, including exercise facilities, day care, and meeting rooms.

(17) The City should implement a dynamic, city-wide recreational program, with sufficient staff for the Parks and Recreation Department.

(18) The City should consider the development of a performing arts center.

(19) The City will maintain and improve the skateboard park by providing new equipment to meet the needs of youths in the city.

Development Standards

~~A Parks Plan update identified a range of possible park provision standards. This range was represented by six discrete alternatives with the clear understanding that other alternatives could readily be developed from the range of park provision standards discussed in this Plan:~~

~~**Alternative 1**: Continued use of the 1980 City Parks Plan Standard of 3.75 acres per thousand population. This is below the 1995 level of actual park provision of 4.1 acres per thousand population. This standard supports the park land dedication requirement in the City Subdivision Ordinance of 490 square feet per lot or $150 in-lieu payment. Use of this standard would add 34 acres of parks over the next 20 years, but would not provide the funding necessary to develop these parks for active recreational use.~~

~~**Alternative 2**: Adoption of the 1995 level of actual park provision of 4.1 acres per thousand population as the new park standard. This would necessitate increasing the park land dedication requirement to 540 square feet per lot or $165 in-lieu payment. Use of this standard would add 41 acres of parks over the next 20 years, but would not provide the funding necessary to develop these parks for active recreational use.~~

Figure P-1 illustrates the areas within the City where additional parks and recreational facilities are needed to accommodate the 2025 projected population. The figure shows approximately 85 new acres of park property This would necessitate increasing the park impact fee from $250 per unit to $1954 per unit. ~~land dedication requirement to 708 square feet per unit or $250 in-lieu payment~~. ~~Use of this standard would add 37.5 acres of parkland over the next 20 years.~~ This does not include existing deficiencies, only the amount of new parks needed to accommodate future population needs. The City is electing to fund less than the full amount through parks impact fees, but will actively seek grants to fund the shortfall. Additional costs to fund the shortfall should be through private donations to this city park funds, and through the city general

fund. ~~16 acres of which would be needed to make up the "theoretical" existing deficiency from sources other than the dedications required of new development. Again, though.~~ This ~~alternative would~~ calculation does not provide the funding necessary to develop these parks for active recreational use, only for acquiring or purchasing the property.

~~**Plan 2:** Shifting from a park land dedication requirement to an impact fee requirement adopted pursuant to Growth Management Act strictures. The development and building industries support imposition of such fees as late in development process as possible. They prefer imposition at the building permit stage over imposition at the subdivision stage.~~

~~The 1990 park land dedication requirement does not apply to new multi-family or mobile home development, nor does it affect existing, vacant platted lots. These exemptions were estimated in 1990 to amount to 20% of new residential development. Given that land values have increased by an equivalent 20% over the past five years, the same $150 fee could be assessed, under the current 3.75 acre per thousand standard, at the building permit stage as an impact fee on each residential unit (single family, multi-family, or mobile home). This impact fee would replace the park land dedication requirement.~~

It is recommended that an option of a dedication of land be continued in instances in which large subdivisions ~~or PUD's~~ are being constructed in which dedication of land for recreational purposes would correspond to plans to be implemented in the Parks Element (i.e. neighborhood parks, an integral part of a trail system). Minimum dedication should be at least one half to one acre in size~~, with the minimum set aside established at the previous requirement of 490 square feet per lot or unit (for multi-family projects)~~. A decision whether or not to accept a dedication of land in lieu of fees would be approved by the Planning Commission with consultation by the City Council's Parks Committee.

~~After discussion with The Planning Commission and City Council the Park's Committee recommendation of Plan 2 was adopted, and the~~ The proposed impact fee increased to ~~$250~~ $500 ~~to~~ will allow for a portion of the park development costs to be collected. In addition, dedication in lieu of the impact fee was retained as an option in instances where the dedication would fit into the overall Parks Plan of the City.

Recommended Capital Facilities

~~Adoption of Plan 2 would allow~~ Figure P-1 depicts areas where the City intends to establish the location and character of new park provision, rather than this being established by the development pattern and developer preferences pursuant to the current Subdivision Ordinance. The City should strive to maintain a balance of regional community parks, smaller neighborhood parks, open spaces between neighborhoods, and a trail system linking such facilities. ~~Assuming for illustration purposes that Plan 2 were adopted and 20 acres 37.5 acres of new parks would be added over the next 20 years, eight fifteen acres of "neighborhood" and mini-parks would be needed and 12 22.5 acres of "community" parks according to National Recreation and Park Association Standards. The City currently has one "community" park, the 17.5-acre Riverfront Park in the southern part of the City and the 1980 Parks Plan recommends a similar-sized community park in the northern part of the City~~.

Given that much of the projected population growth of the City is steered toward the north of the current City limits, and dispersed northeast and northwest, two separate community parks in the northern portion of the City would make sound planning sense. Further, given the number of existing neighborhood parks, joint-use facilities, and park size preferences articulated in this plan, it would be most useful to plan for each of these to be more than 10 acres in size. ~~with eight fifteen acres of neighborhood parks between ¼ acre and 1 acre in size.~~

~~As to timing,~~ The Growth Management Act mandates a 20-year planning horizon and adoption of a six-year Capital Facilities Plan. Based on the imminence of decisions on the Northern State Park Master Plan, it would be logical to pursue an 18+ acre community park at Northern State, under the joint auspices of Skagit County and the City, over the next six-year time frame. In order to address provision of neighborhood parks, three 1-acre neighborhood parks should also be provided over the next six-year time frame.

Proposed Capital Projects

~~With alternative 2A being the choice of the community regarding creation of parks and recreation for the community, the goal of the City is to have a total of 49.2 acres of parks by the year 2017. With the existing acreage of parklands being 30 acres, a net increase of approximately 20.25 acres in parklands must occur. Of this increase, the City must make up a deficit of 14.1 acres (6.25 x 9.38 [9,380/1,000).~~ Based on the results of the Parks and Recreation survey, proposed parks and recreational development to occur between 2005-2010 should include the following projects:

- ~~City/School District Co-participation in Cook Road Ballfields (1996-1997) - The City has participated with the School District in the development of 17 acres of soccer/ball fields, west of the City on Cook Road. The City has donated $20,000 to the construction of this sports field.~~

- 3rd Street Activity Area (2005-2006) - The City will construct a youth activity area on a City-owned 3 acres site on the south side of Sedro-Woolley near a residential area which is experiencing infill development. Development of the youth activity will rely to a large part on donations of time and materials by volunteers. Actual projected dollar costs for the project are estimated at $40,000 to be funded by park impact fees and budgeted City funds.

- Sapp Road Activity Area (2006-2007) - The City will construct a passive recreational activity area south of Sapp Road between the Brickyard Creek Development and Township Street. In recent years, this area has experience the most significant growth in the City. The City anticipates a donation of 2-3 acres by a developer at the site, adjacent to Brickyard Creek. The park will be designed for passive uses (i.e. walking, nature hikes and interpretive areas). Again, this project will rely to a great extent on volunteer labor and materials. Cost to develop the site is estimated to be $25,000 to be funded by park impact fees, state grants (i.e. vegetation, fishery enhancement) and budgeted City funds.

- Fruitdale Road Play Area (2005-2006) - With residential development anticipated to occur north of the golf course on Fruitdale Road, an active use neighborhood park will be necessary in this location. The City anticipates a donation of 1-2 acre by a developer in this area, adjacent to Fruitdale Road. The park will be designed for family activities to include a

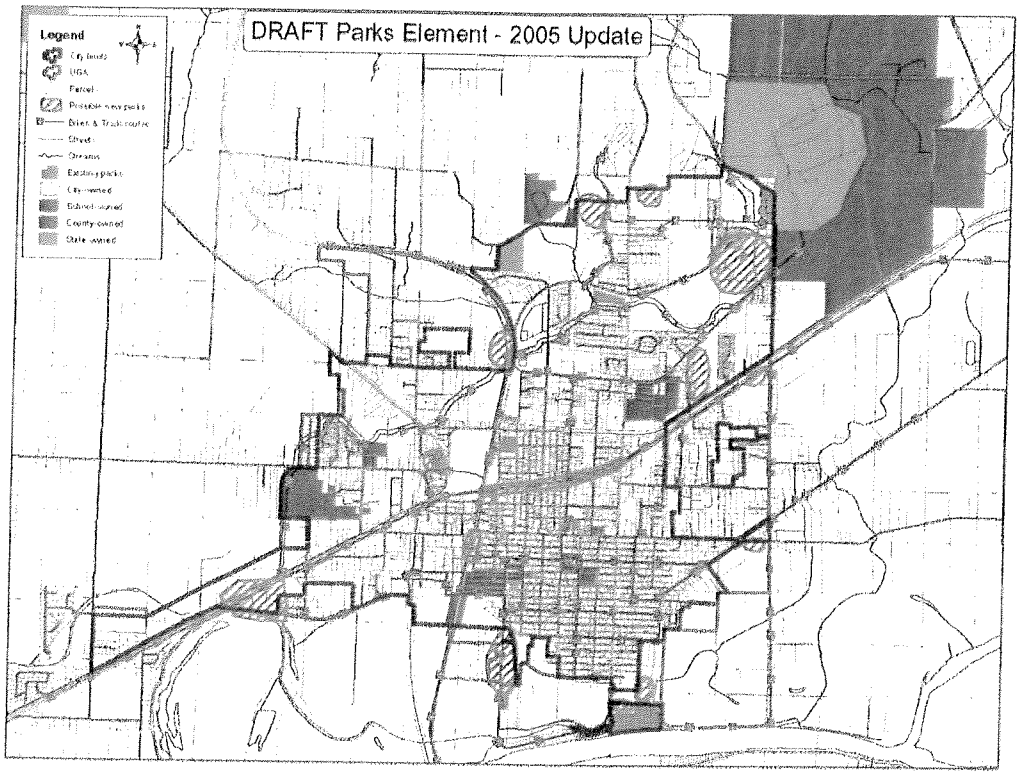
playfield and outdoor recreational playground equipment. Cost to develop this project is estimated to be $40,000 to be funded by park impact fees and budgeted City funds.

- Bassett Road Recreational Site (2006-2007) - Again, with residential development anticipated to occur to the north of Sedro-Woolley, development of a recreational area will be necessary on the north side of the City limits. The City intends to covert the former 12.7 acre Bassett Road Landfill into a passive recreation site, with an emphasis on maintaining a natural recreational area (i.e. trails, nature hikes and interpretive areas). This project will rely to a great extent on volunteer labor and materials. Cost to develop this project is estimated to be $45,000 to be funded by park impact fees and budgeted City funds.

- Northern State Recreational Facility (1998-on-going) - Owned by Skagit County, it is anticipated that the Northern States complex will in the future become a recreational destination for residents and visitors to the area. The City hopes to be an active participant in the plans for this site and would like to begin work towards the location of an 18+ acre City Park at the complex. Early activities will involve participation in planning meetings for the complex and will culminate in construction of improvements at the site.

- Riverfront Park expansion (2005-2008) – Privately owned property in the Skagit River floodplain should be purchased by the City in order to expand Riverfront Park. Riverfront Park is the city park used most by residents and will need to expand in order to accommodate future residents.

Figure P-1 – Future Park Locations



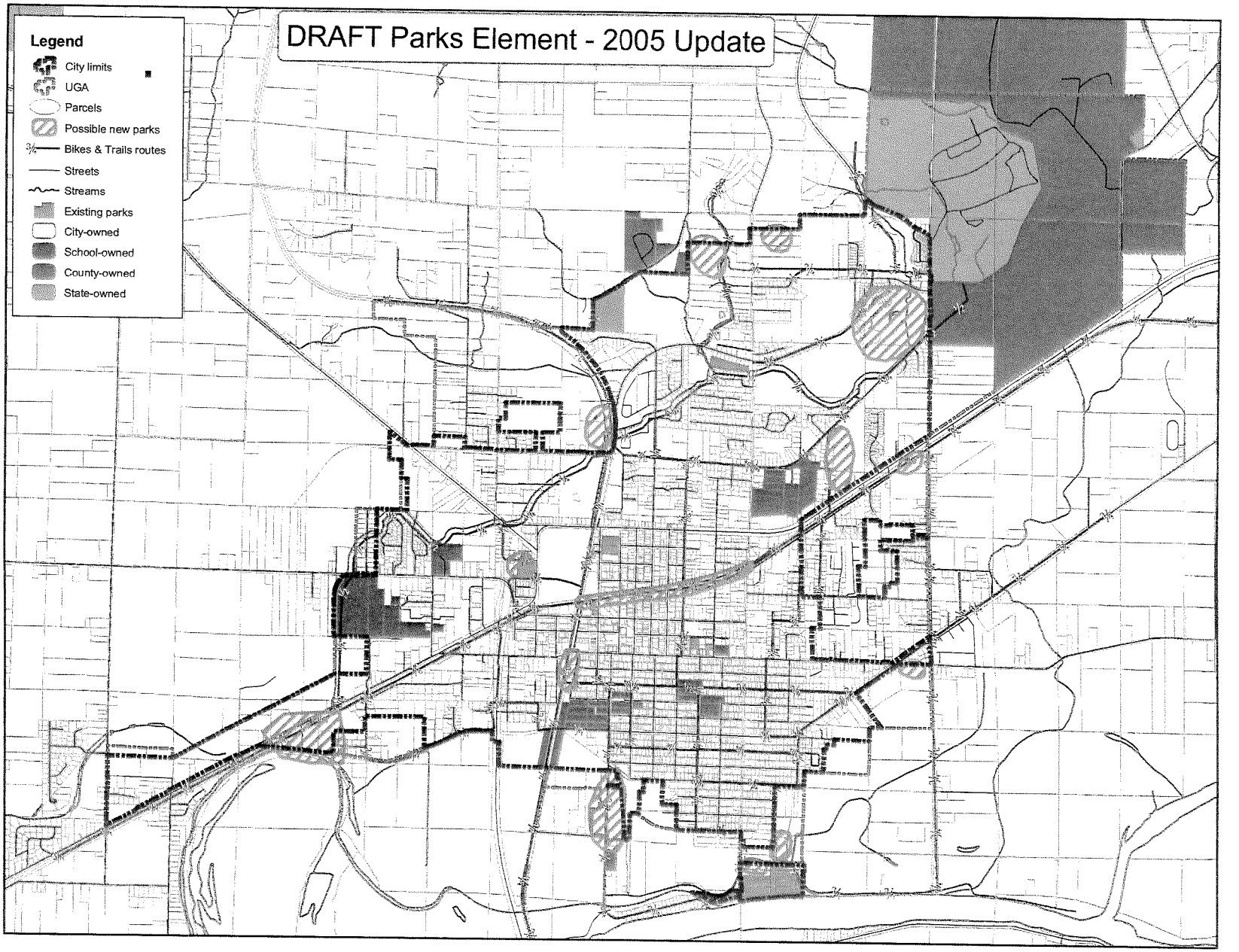

DRAFT Parks Element - 2005 Update
Legend
City limits
UGA
Parcels
Possible new parks
Bikes & Trails routes
Streets
Streams
Existing parks
City-owned
School-owned
County-owned
State-owned

Exhibit E: Housing Element

HOUSING ELEMENT

HOUSING UNDER THE GROWTH MANAGEMENT ACT

For all cities which fall under the requirements of the Growth Management Act (GMA), the provision of adequate and safe **housing** is one of the thirteen major goals. The housing goal of the GMA is stated as follows:

> *Housing: 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.*

The housing element must address the current and projected housing needs of resident households with a full range of incomes. Specifically, the requirements of the housing element are as follows:

> *The housing element recognizes the vitality and character of established residential neighborhoods that: (a) includes an inventory and analysis of existing and projected housing needs; (b) includes a statement of goals., policies and objectives for the preservation, improvement, and development of housing; (c) identifies sufficient land for housing, including, but not limited to, government-assisted housing, housing for low-income families, manufactured housing, multi-family housing, and group homes and foster care facilities; and (d) makes adequate provisions for existing and projected needs of all economic segments of the community.*

In addition, the GMA requires the cities within a county to jointly develop county-wide housing policies which consider the county-wide need for housing affordable to all economic segments of the population and how the housing will be distributed.

This housing element for the City of Sedro-Woolley will present a discussion of the GMA requirements and the innovative ways in which Sedro-Woolley will accomplish its housing tasks in a manner complimentary to the overall Comprehensive Plan. As set forth, this element will demonstrate Sedro-Woolley's commitment to all types of housing over a broad economic strata, but most especially to affordable housing.

First, an inventory and analysis of existing and projected housing will be presented. Second a summary of an inventory of sufficient land for housing, including but not limited to government-assisted housing, multi-family housing, group homes and foster care facilities will be presented, which includes adequate provision for existing and projected needs of all economic segments of the community. Third, a discussion will be presented as to how Sedro-Woolley's land use classifications and zoning will create the opportunity for the development of a variety of housing types for residents of various economic strata. Finally, a statement of the City's goals, policies and objectives for the preservation, improvement, and development of housing will be documented.

INVENTORY AND ANALYSIS OF HOUSING IN SEDRO-WOOLLEY AND THE URBAN GROWTH AREA

Statewide Housing Market Study/Housing Needs Analysis prepared for the Washington State Housing Finance Commission by the Washington Center for Real Estate Research, Washington State University dated March 9, 2001.

~~In 1993, **the Skagit County Housing Needs Assessment (SCHA)**, was produced which provided information for the development of the housing element of Skagit County's Comprehensive Plan. Commissioned by Skagit County,~~

In 1999, the City of Sedro-Woolley Housing Needs Assessment Report was conducted. This assessment summarized the results of a comprehensive review of demographic, housing, economic, and land use data for ~~the County and the eight incorporated jurisdictions, including~~ the City of Sedro-Woolley. The assessment was intended to be a tool to help local officials, planners and citizens formulate policies and appropriate local approaches to address the housing goals of the GMA, including "making adequate provisions for the existing and projected needs of all economic segments of the community." ~~The findings of this assessment will be presented both County wide and for Sedro-Woolley in order to consider the role which the local plan fills in the overall picture of regional planning. The demographical data and information which follows is taken from the Housing Assessment unless otherwise indicated.~~

POPULATION AND HOUSING CHARACTERISTICS

Population Demographics

The size and composition of the population is an important factor in the determinant of housing demand. The size of the housing units needed, location design desired and required by residents, and population rate of increase all influence what the housing market should supply.

According to the ~~1990~~ 2000 Census data, the population of Skagit County increased from ~~64,138~~ 79,555 persons in 1990 to ~~79,555~~ 102,979 persons in 2000 from ~~1980 to 1990~~, an increase of 29% ~~24% or 2.49% per year~~. The ~~1995~~ 2005 Washington State Office of Financial Management (OFM) ~~figures~~ estimate shows the County population at ~~93,101~~ 113,136, representing an increase of 10%. ~~14.5% or a 2.9% increase per year over the last five years~~. The ~~1990~~ 2000 Census showed that the population of Sedro-Woolley increased from 6,333 persons to 8,658 persons, an increase of 37% from ~~1980 to~~ 1990 to 2000. The ~~1995~~ 2005 OFM update shows this figure as ~~7,340~~ 9,450. This represents an increase in population of ~~16.5~~ 9%, in comparison to 2000. ~~Since 1990 2000, the population has increased by 13.5% or 2.5-3% per year.~~ The ~~1990~~ 2000 Census figures indicate Sedro-Woolley has eight (8) percent of the population distribution of Skagit County by jurisdiction (both cities and unincorporated area). OFM future projections show Skagit County with a population ~~137,700~~ 164,797 by the year ~~2015~~ 2025. Of this figure, Skagit County has designated an additional population of ~~3,690~~ 5,260 to the Sedro-Woolley

UGA over a period of 20 years for a total population of approximately ~~12,030~~ 15,000 residents (in the existing city limits and presently unincorporated Urban Growth Area).

The average household size in Skagit County is ~~2.55~~ 2.6 persons. The largest age group in Skagit County is between 25-44 years of age. ~~The percentage of people over 65, as of 1990~~ The 2000 census ranks ~~was 15.6%, with~~ Skagit County ~~15~~ as 11th out of 39 Washington counties in total population. ~~the number of people over 65~~. Sedro-Woolley ranked 114 out of 522 Washington cities with a total population of 8,658 in 2000.

Housing Stock

~~There are 36,126~~ In 2000, there were 42,681 housing units in Skagit County, comprised of ~~25,833~~ 30,731 single-family units, ~~5,142~~ 5,655 multi-family units and ~~5,151~~ 5,022 mobile home units. Between ~~1980 and 1992~~, 1990 to 2000, ~~8,351~~ 11,004 new housing units were constructed in Skagit County~~, with units of this housing built within the City of Sedro-Woolley, representing % of the total newly constructed homes. In that time, within Skagit County, mobile home units have increased by 139% (2,997 units), compared with a 20% increase (4,379 units) in single family units and 23% (975) units in multi-family housing.~~ As of ~~1992~~ 2000, there were ~~2,677~~ 3,270 residential units in Sedro-Woolley, of which ~~2,118~~ 2,257 units were single-family, ~~432~~ 660 were multi-family and ~~127~~ 353 were mobile home units. As a percentage of the various types of housing units in the County, Sedro-Woolley has ~~eight~~ seven(7) percent of the single-family units, ~~eight~~ twelve(12) percent of the multi-family units and ~~two~~ seven(7) percent of the mobile home units.

Housing Quality

In six of the eight Skagit County cities, ten (10%) or more of the single family housing stock were ranked as low quality construction or below, with 286 (or 13%) of Sedro-Woolley's housing ranked in this category. Of the remainder of the single-family residential units, under the category of construction quality, 965 (46%) of the units were ranked fair, 814 (38%) of the units were ranked average, and 54 (3%) of the units were ranked good, very good, special or excellent. Within Sedro-Woolley, ~~sixty-six~~ sixty-eight (68) percent of the housing units were built prior to 1980~~1970~~. ~~Another indicator of housing condition is the Skagit County Housing Authority's waiting list for weatherization. There are currently 600 households on the weatherization waiting list.~~

The adequacy of housing can also be gauged by types of facilities in residential units and the extent of overcrowding. Between 1980 and 1990, Skagit County experienced a decline in the number of units which lacked complete plumbing facilities, from 657 units to 610 units. Overcrowded units, defined as more than 1 person per room, has increased, however, by 39% from 723 units to 1,004 units. Overcrowding increases when households are having difficulty affording or finding housing.

Types of Housing Units in Sedro-Woolley

	Total	1 Unit	2 Unit	3 + 4 Unit	5+ Units	Mh/Tr	Special
1990	2,530	2,019	89	64	231	104	23
1991	71	31	6	0	34	0	

1992	39	35	4	0	0	0	
1993	148	39	2	1	106	92	
1994	60	46	4	4	6	100	
1995	91	19	22	12	0	38	
2000	3270	2257	147	127	386	353	0
~~**Total**~~	~~2,939~~	~~2,189~~	~~127~~	~~81~~	~~377~~	~~*142~~	~~*23~~

~~* Represent the total number of actual units.~~

~~The 1993 Population Trends for Washington State, prepared by the Office of Financial Management indicate the housing within a community by structure type within the categories of one unit, two or more units and mobile home/trailer/spec. These figures have been updated in a 1996 report submitted by the City of Sedro Woolley to the State of Washington. The previous illustrates the growth in housing types as reported in 1990 and the most recent figure for 1995. The 1990 figure represents the total constructed units as of that year. The **Total** at the bottom is the compilation of all the units constructed from 1991 to 1995 added to the 1990 Census data.~~

OCCUPANT CHARACTERISTICS

~~Patterns of Tenure~~

~~Whether people own, or rent, is one measure of what they prefer, and what they can afford. These patterns of tenure indicate where housing demand is occurring and what are the trends. Within Skagit County, the number of renters has increased at a rate faster than that of homeowners. Renter households in the County increased by thirty-one percent (31%) while owners increased at a rate of twenty-two percent (22%) from 1980 to 1990. In the same time frame, renter household increased by approximately thirty-seven (37%) in Sedro-Woolley. While the number of renters increased in both Skagit County and Sedro Woolley, the number of owners still outnumber renters (for Skagit County, approximately 70% owners compared to 30% renters and for Sedro-Woolley, approximately 62% owners and 38% renters).~~

Ownership Characteristics

According to the ~~1990~~ 2000 Census, there were approximately ~~1,457~~ 1,584 owner-occupied units in Sedro-Woolley with a median value of $123,400.

Information from the Economic Development Association of Skagit County shows the number of homes sold in 2004, the average price, and the number of days the homes were listed for sale. Homes in Sedro-Woolley were the fasting selling homes and sold for, on average, 79% of the overall Skagit County average home price.

Area	Houses & Condos Sold	Average Price	Days on Market
Anacortes	535	$320,806	88
Burlington	284	$218,558	74
Concrete & East	78	$140,482	112
La Conner	105	$304,811	91
Lyman/Hamilton	14	$171,596	112
Mount Vernon	718	$215,272	86
Sedro-Woolley	410	$174,085	69
Total Sales	2144	$220,080	90

According to the 2000 Census, the total number of occupied housing units was 3,205, which is approximately 96% of the total number of housing units. Of those, 1,928 units were owner-occupied (approximately 60%), and 1,277 were renter-occupied (approximately 40%).

~~Information is unavailable by types of units. In 1990, the median home value in Skagit County was $81,500, representing a 58% change from 1980. The DIGEST Publishing Company indicated that in 1992, the average Skagit used house sold for $106,626 and the average new house sold for $141,860. In the area constituting Burlington, Sedro-Woolley and the North the average used single family home sold for $93,707 and the average new single family home sold for $132,524. At the time of the housing analysis, most property owners were coming from nearby counties or from within the Skagit County area, however, this trend may change in the near future, especially with the arrival of personnel to the Everett Naval Shipyards.~~

Rental Unit Characteristics

According to information available from the Economic Development Association of Skagit County, the typical price range for rental property in Skagit County is as follows:

Average Housing Rentals

0 – 1 Bedroom	$400-600
2 Bedroom	$600-850
3 Bedroom	$850-1100
4+ Bedroom	$900-1200

Average Apartment Rental

0 – Studio	$350-500
1 Bedroom	$450-600
2 Bedroom	$600-800
3 Bedroom	$750-1200

~~According to the 1990 Census, the rental housing stock for Skagit County was comprised of 4,297 single family units, 4,289 multi-family units, 518 mobile home units and 111 other units. According to a 1993 market survey conducted by Aiken Appraisal Service, rents are highest for single family homes and apartments, many of which are recently built. Rents are lower for duplexes to fourplexes. Generally, within housing markets a five percent vacancy rate indicates an ideal relationship between supply and demand (there is an adequate supply of units from which to choose). Two percent is a light vacancy rate, and ten percent indicates at least a temporary oversupply. In Skagit County, vacancy rates are generally very low for the rental of single family houses, and low to normal for duplexes to fourplexes. Vacancy rates are higher in apartment complexes, however, Sedro-Woolley is an exception. The Skagit County Housing Needs Assessment indicates that there is a high demand for leased spaces for manufactured homes, with great difficulty in getting zoning approval for new mobile home parks.~~ Sedro-Woolley rents are usually lower than Mount Vernon and Burlington, but are catching up because of increased consumer desire to live in the Sedro-Woolley area. Some single family rentals are changing to owner-occupied units. ~~The average rentals by housing type in Sedro-Woolley by housing type are indicated in Table 1.~~

~~**TABLE 1--1993 RENTAL RATES** (Aiken)~~

~~**Single Family Residence**~~	~~**Average Rents**~~
~~#Bedrooms/Vacancy~~	
~~1~~	~~$420/<2%~~
~~2~~	~~$500/<2%~~
~~3~~	~~$675/<2%~~
~~4~~	
~~**Duplexes to Fourplexes**~~	
~~#Bedrooms/Vacancy~~	
~~1~~	~~$300/<2%~~
~~2~~	~~$495/<5%~~
~~3~~	~~$560/<2%~~
~~4~~	~~NA~~
~~Apartments~~	
~~#Bedrooms/Vacancy~~	
~~0~~	
~~1~~	~~NA~~

~~**TABLE 1--1993 RENTAL RATES** (Aiken)~~

~~**Single Family Residence**~~	~~**Average Rents**~~
~~2~~	~~$495/<2%~~
~~3~~	~~$550/<2%~~
4	
~~**Mobile Home Parks**~~	
~~Space Rents/Vacancy~~	
~~Single Wide~~	~~$180/0~~
~~Double Wide~~	~~$180/0~~

Subsidized rental housing is provided through permanent housing complexes which are either privately or publicly-owned and through the Section 8 Certificate/Voucher Program. ~~There are 1,316 units of subsidized rental housing units in Skagit County or 14% of the rental housing throughout the County, with 125 housing units (or 13%) of the permanent subsidized units located in Sedro-Woolley. Of the 745 privately-owned, Federally subsidized rental housing units, 45 or 6% of the units are located in Sedro-Woolley.~~ Future funding for such housing appears limited with funding for new projects favoring other counties. Under the classification of publicly-owned housing, Sedro-Woolley has one of three public housing authorities in Skagit County~~. Of the 210 publicly-owned, subsidized rental units, Sedro-Woolley has 80 units or 38% of the units. Again, it is unlikely that public housing funds will provide for significant new development of publicly-owned, subsidized housing.~~

Households with incomes below 50% of the County median income are eligible for certificates and/or vouchers to subsidize the cost of renting privately-owned units. ~~The Skagit County Housing Authority administers 361 certificates/vouchers. As of January, 1993, there were 991 households on the Section 8 assistance waiting list.~~ The majority of households on the list are families, followed by disabled households and elderly households. Statistically, elderly households are better served by subsidized housing than families, which are the least well served. ~~Small families needing 2 and 3 bedroom units comprise 91% of the families on the Section 8 waiting list. Sixty (60) or 16.62% of the Section 8 Certificates are placed within Sedro-Woolley.~~

Special Needs Populations

The special housing needs of the homeless, persons with disabilities, victims of domestic violence, youth, the aged and farmworkers has increased within Skagit County. In early 1997, a 42 room special needs facility opened within the City. It is anticipated that Sedro-Woolley will absorb a percentage of these special needs populations, however, more likely, these populations will tend to locate in higher population areas with better transportation capabilities or closer to the larger farms (in the case of farmworkers). Sedro-Woolley can, however, make itself more amenable to the special needs populations through the development of regulations which encourage the use of special needs projects, group homes, accessory housing and in the encouragement of developer participation in the construction of units which meet the requirements of the Americans with Disabilities Act.

HOUSEHOLD INCOME

Household Income

In ~~1990~~1999, the median household income in Skagit County was $42,381 ~~$28,389, as compared with a State median household income for families of $32,831 and a nonfamily median income of $15,826. HUD defines low-income households as those earning 80% or less of the area median income and very low income households as those earning less than 50% of the median income.~~ Within Skagit County, 2,161 families are classified as below the poverty level. ~~11,935 households or 39% of all households, are below 80% of the median income.~~ There are over 6,000 households earning less than 50% of the household median income ($21,190 ~~14,194). Of these, over 4,000 households earned less than 30% of the median income.~~ Households earning less than the median income usually have more difficulty affording and sustaining housing and may live in housing which is in poor or overcrowded conditions. ~~Fifty-three percent (53%) of the low-income households are families and forty-seven percent (47%) are nonfamilies. Nonfamily households are the largest group of the extremely low income.~~ In Sedro-Woolley, approximately fifteen percent (15%) ~~thirty-two percent (32%)~~ of the households had incomes below 50% of the median income.

~~The households with the most difficulty affording housing are those earning less than the poverty level. In 1990, poverty level for a family of two was $8,420. In Skagit County, 10.8% of all households live at the poverty level or below. Female householders (34.1% of all female-headed households), nonfamily households (17.3% of all nonfamily households) and female householders with children (49.7% of all females headed household), are the three groups with the largest percentage of poverty. 15.9% of Skagit County children live at or below the poverty level.~~

Economic Trends

According to the Annual Demographic Information, 1991, published by the Washington State Employment Security Department, Skagit County was hit hard by the 1980-82 recession, expanded moderately in the mid-80's, and then experienced a boom at the end of the decade.

During the decade, total manufacturing employment increased by 20 percent, but with different results depending on the industry. While seafood processing, transportation equipment, printing and miscellaneous manufacturing were net job creators - lumber, wood products and machinery suffered employment declines. Non-manufacturing employment grew by 50 percent. Likewise, the retail sector also grew. Finally, the service sector was another major generator of jobs, particularly in the areas of social services, lodging and business and professional services.

Skagit County is classified as a distressed county because its unemployment rate has experienced a three-year average unemployment rate that is 29% above the state's average rate, however, the State's prognosis for Skagit County prospects is good. This attractiveness stems from its location on the Interstate and its proximity to the rapidly growing Seattle-Everett area, and should continue to be attractive to commuters and new investment alike.

Relationship of Types of Employment to Housing Costs

As the data will indicate, a large number of Skagit County residents already experience an affordability problem. A question related to projections of future housing affordability is whether the type of job growth is going to contribute to higher incomes and improved housing affordability or lower incomes and lower affordability. If employment trends hold steady, much of the job growth will occur in service sector and in food service occupations which generally have lower paying jobs. Many of these households will not be able to afford home ownership or market rate rental housing.

HOUSING AFFORDABILITY

Housing Cost as a Percentage of Income

~~HUD defines households paying more than thirty (30) percent of income for all housing costs and earning less than 80% of median income as households in need of housing assistance.~~ Within Skagit County, ~~3,214 or 36.3~~ 4,773 or 41.6% of all renters, paid more that 30% of their income for gross rent (including utilities). Within Sedro-Woolley, ~~forty-one (41)~~ 39.9% ~~percent~~ of all renters paid more than 30% of their incomes for gross rent. Data identifying the number of households earning less than 80% of the median income and paying more than 30% of income for household costs has not yet been identified, however, it can be presumed that many household paying more than 30% of their income for housing are likely to be identified as households in need of housing assistance.

~~Regionally, housing affordability is a problem in Skagit County with 5,567 county residents paying in excess of 30% of their median income for housing. Rental housing affordability is a problem for families earning less than 50% of the median income ($11,050 for one person, $14,150 for a family of three)., including Sedro-Woolley. Affordability of rental units is also a problem for households earning less than 80% of the County median income ($17,650 for one person, $22,700 for a family of three) everywhere in the County except Sedro-Woolley. Rents are highest for single family homes and apartments and lower, on average, for duplex to fourplex units. In Sedro Woolley, for a one-bedroom apartment for one person, the average rent/utilities which a person can afford, at 80% of the median income is approximately $335, while the average rent/utilities for a person earning 50% of the median income is approximately $275. For a two bedroom apartment for three persons, the average rent/utilities which a person can afford at 80% of the median income is approximately $535, while the average rent/utilities for a person earning 50% of the median income is approximately $350.~~

~~With the exception of East Skagit County, home buyers need in excess of 100% of the County median income ($30,900) to afford the average-priced single-family home. In 1992, the average used home sold for $106,626 and the average new house sold for $141,860. Within the Burlington/Sedro-Woolley/North market, the income which is needed to buy the average singled family home is the equivalent of $31,245, which is 101% of the median income of $30,900.~~

In Skagit County, resources are available to assist first-time homebuyers with home purchase and to assist existing homeowners with the cost of weatherization and home repair. Funding for all three types of assistance is severely limited and demand is high. The Rural Development Administration (RDA), formerly FmHA, provides loan and grant assistance to income eligible households. ~~To be eligible for the majority of RDA programs, borrowers must be either very low-income (gross annual income of less than $15,750 for a family of four) or low-income (gross annual income of less than $25,200 for a family of four). In 1992, the RDA included 384 active loan cases with 100 households on the waiting list for~~

~~assistance. The RDA waiting list does not include 100 households waiting to apply for self-help assistance, under which Skagit Self-Help negotiates for and purchases land, originates mortgage loans for RDA approval, and oversees the borrower's construction of their homes. The Washington State Housing Finance Commission also provides home purchase assistance to income eligible first-time homebuyers with loans made by local lenders. Under the weatherization program, household earning less than 125% of poverty level ($17,940 for a four-person household) are eligible. Homeowners earning less than 50% of the area median income ($15,750 for a four-person household) are eligible for home repair assistance.~~

~~Market Analysis~~

Single-Family Market

Regarding new construction of single family housing, developers are currently building for two housing markets—the "starter"/"step-up" buyers and the "custom" buyer. Sedro-Woolley is one of the most affordable markets for "starter" homes. ~~Often, these homes are unaffordable, since a median income of $30,900 or higher is required to afford one. In East Skagit County, including Sedro-Woolley, these home are not affordable to households earning 80% of the median income ($25,200). The moderately priced "step-up" homes ($110,000 to $140,000) are affordable to families earning above the County's median income.~~ These homes are marketed to families already owning a home and looking to transfer their equity to a new home and to step up in the market place. The home is also marketed to "commuter" households.

~~Costs of a buildable single family lot for a "starter" and "step-up" homes in East Skagit County is around $16,000. Land as a percentage of the total cost of production is around 20% in East Skagit. For "step-up" homes, the cost of land as a percentage of the cost is around 16%. Construction costs are basically the same throughout the area. Mount Vernon and Burlington are seen as the strongest markets for single-family residential development.~~

Multi-family Market

There are no significant multi-family development opportunities in East Skagit County due to the lack of infrastructure, especially sewer. Historically, the strongest markets for such housing are in Mount Vernon and Burlington. Land costs for multi-family development vary throughout the County, with the price of the land dependent on the availability of services, zoning, existing permits and the cost of the impact fees. If sufficient land is available and developable, and if financing is available at acceptable terms, existing private developers have the capacity to provide market-rate rental and ownership development in amounts sufficient to meet expected demand.

SUMMARY OF THE ANALYSIS AND INVENTORY

The analysis and inventory performed in the Skagit County Housing Needs Assessment illustrates that while the housing needs and availability, especially those of affordable housing, may not be as critical as other areas of the County, housing concerns still exist within the Sedro-Woolley Urban Growth Area.

The ability to address these needs is vital to the social and economic vitality of the community. Shortages in the amount of housing may cause a potential employer not to locate to the community. Shortages of quality, affordable housing causes distress to the individual and ultimately to the community.

Number of Units

~~Over the past several years, a shortage of single-family and multi-family housing and rentals has existed within Sedro-Woolley.~~ While the availability of single family units has improved, the availability of multi-family housing and rentals is still rather tight. The response from developers has been the construction of a steady stream of new single-family units and multi-family units (in the form of duplexes). The time period for the occupancy of the duplex units after construction is short. There is some unit availability in older single-family housing. The potential exists for the development of more multi-family rental units in the near future, however, overall, the interest in that type of housing by developers seems to be limited.

Quality of Housing

While quality is sufficient for newly constructed units, the data indicates that the majority of the older housing units occupied by both owners and renters are in fair or low quality condition. With 66% of the housing units being constructed before 1970, a need exists for the provision of owner-occupied or renter-occupied housing assistance for the upgrade of residential units.

~~Housing Affordability~~

~~The data from the inventory and analysis indicates that affordability is a problem for both owners and renters. In Sedro-Woolley, 32% of the households have incomes that are 50% below the County median income ($14,194). In 1992, within the Sedro-Woolley market, a median income of $31,245 was need to purchase a used or new house. For renters, within Sedro-Woolley, 41% of the renters paid more than 30% of their incomes for gross rent, which HUD defines as households in need of housing assistance. These figures establish a need for a housing action plan which will make affordable housing more available to a larger percentage of the population.~~

INVENTORY OF LANDS

~~In 1996, a Skagit County Urban Growth Analysis of population, employment and UGA allocation by jurisdiction for Skagit County was conducted. Included among the areas of review was the proposed UGA of Sedro-Woolley. This study indicates that minus infrastructure, critical areas and a market factor, there is sufficient land in the UGA to support a proposed average density of four residential units per acre. This takes into consideration an additional population of 3,690 from 1997-2017 with an average of 2.5 persons per household. Estimates indicate an added 1,669 residential units (on 147 acres) with an allocation of 1,416 single-family housing units (on 137 acres) and 252 multi-family housing units (on 10 acres) of land overall. The amount of land available would support a wide range of housing types available at a wide range of prices.~~

The projected population of Sedro-Woolley inside the city limits and within the UGA by the year 2025 is 15,000.

Acres available within the residentially zoned areas are as follows:

~~MF1~~	~~MF2~~ R15	~~SF1~~ R7	~~SF2~~ R5
~~41~~	~~54~~ 95	859	1,205

The following densities are allowed in these zones:

~~SF1 5~~ R7: maximum 7 dwelling units per acre
~~SF2 3~~ R5: maximum 5 dwelling units per acre
~~MF1~~ R15: maximum 15 dwelling units per acre
~~MF2 11 dwelling units per acre~~

~~Higher density development may be allowed in several of the zones either through clustered development as a conditional use which meets minimum requirements, through planned unit developments or as mobile home parks. These methods of development require Planning Commission review and are subject to public hearing.~~

Group homes and foster care facilities are allowed in the multi-family zones as a permitted use and as a conditional use in the single-family residential zones.

The Planning Commission and City Council are considering allowing accessory dwelling units in the single family zones on lots which meet certain minimum standards. Accessory dwellings units can provide infill development in existing neighborhoods and can help off-set homeowner costs.

Sufficient acreage has been set aside for residential development even with the discounting of developed property and minus infrastructure and critical area allowances. ~~At the present time~~ The City should continue to update the land use data in order ~~does not have an accurate vacant lands inventory. Sedro-Woolley is in the process of inputting a vacant land inventory into a computerized mapping system which will enable the City~~ to more accurately track and record land availability data for housing development. This data ~~will~~ should be incorporated into the Comprehensive Plan during annual amendments.

OPTIONAL AND AFFORDABLE HOUSING

Through its housing element goals and policies, the City of Sedro-Woolley hopes to address both the provision of optional housing and affordable housing. Optional housing allows for a wide variety of housing types which are appealable to individuals in the community. Affordable housing is housing that is affordable to individuals in all economic sectors of the community.

Optional Housing

The housing element recognizes that different households prefer various types of housing. While the majority of property owners prefer direct ownership of a single-family dwelling on a parcel of property, some households prefer housing which requires little upkeep or maintenance. In addition, some households prefer or through economic necessity must rent a dwelling unit as opposed to outright ownership. Therefore, the Sedro-Woolley housing element encourages the following housing policies:

1) Parcels of property which support single-family homes (permitted uses in the R7 and R5 ~~SF1~~ and ~~SF2~~ zones, conditional uses in other zones)

2) Zoning which supports ~~clustered~~ development for townhouses and condominiums ~~(permitted in the MF1 and MF2 zones, conditional in the SF1, SF2 and commercial and industrial zones).~~

3) Zoning which allows for the conversion of second floors in the CBD zone into residential dwellings.

4) Zoning which allows for a variety of multi-family housing which can be blended into the community (duplex units as a permitted use in the ~~SF1~~ R7 zone on lots over 9,000 square feet, ~~clustered~~ planned residential developments ~~as a permitted use in the MF1 and MF2 zones and as a conditional use in the SF1, SF2~~ ~~and~~, mixed commercial zoning which allows limited residential development, and live/work units in the industrial zone)

Affordable Housing

As indicated earlier in the housing element, the provision of affordable housing across all of the economic sectors may be difficult especially for the lower income economic sectors of the population. Therefore, the Sedro-Woolley housing element encourages the following housing practices:

1. Lot sizes which support various types of single-family housing (minimum 6,000 square foot lots in the ~~SF1~~ R7 zone, minimum 8,400 square foot lots in the ~~SF 2~~ R5 zone, ~~less than 6,000 square foot lots allowed in planned unit developments~~)

2. Zoning which allows for a variety of multi-family housing (duplex units as a permitted use in the ~~SF1~~ R7 zone on lots over 9,000 square feet, ~~clustered development as a permitted use in the MF1 and MF2 zones and as a conditional use in the SF1, SF2 and commercial and industrial zones)~~

3. Work to achieve the City's fair share of affordable low-income housing within Skagit County

4. Support of programs which provide low-income and special needs housing.

5. Support of programs which encourage rental and owner rehabilitation and weatherization of existing dwelling units.

6. On-going reevaluation of development regulations and impact fee alternatives which support the construction of affordable housing.

GOALS, POLICIES AND ACTIONS

The goals, policies, and strategies of this Housing Element describe how Sedro-Woolley proposes to address the identified needs for future housing development. These goals, policies and strategies articulate the City's priorities for allocation of resources, production of specific housing types, housing affordability, and the preservation of existing housing stock.

Goal H1: To provide sound, adequate housing for all current and future Sedro-Woolley residents.

Policy H1.1: Install supporting infrastructure in areas of higher density housing as a public, private, or public/private driven effort.

Policy H1.2: Secure federal and/or state funds to provide housing to ~~disadvantaged~~ special needs populations. (Including, but not limited to: disabled, low-income, homeless.)

Policy H1.3: Protect historically significant housing sites and structures.

Policy H1.4: Establish joint home conservation programs and campaigns with Puget Power. Provide support for weatherization and home repair programs.

Policy H1.5: Work to develop ~~Initiate~~ an incentive-based city-wide home improvement program.

Policy H1.6: Encourage sustainable housing practices to provide energy efficiency and environmentally responsive design.

Goal H2: To provide affordable housing for all current and future Sedro-Woolley residents.

Policy H2.1: ~~Develop~~ Encourage affordable housing for the elderly. ~~Wherever possible~~ As an alternative, the elderly should be accommodated in safe, well-maintained multiple-unit structures.

Policy H2.2: ~~Develop~~ Encourage affordable housing for those with special needs. (Including, but not limited to: disabled, low-income, homeless).

Policy H2.3: ~~Develop~~ Encourage affordable housing for ~~nontraditional~~ all household types, including seasonal workers, single parents, extended families, and group homes.

Policy H2.4: Together with appropriate agencies, ~~provide~~ encourage the development of housing for low-income and first-time homebuyers. Encourage public, private and non-profit associations efforts (i.e. Habitat for Humanity, Self-Help Housing) ~~to enter~~ within the low- and moderate-income housing market.

Policy H2.5: Evaluate local development regulations for effects on housing costs. Change development regulations that unnecessarily add to housing costs.

Policy H2.6: Maintain easy access to the permitting process.

Policy H2.7: Strive to have constructed the City's fair share of affordable housing.

Goal H3 To benefit social welfare through housing design.

Policy H3.1: ~~Provide~~ Require usable outdoor recreation space as part of all ~~multi-family~~ residential developments.

Policy H3.2: ~~Provide~~ Require semi-public indoor space accessible to community groups as part of multi-family residential developments.

Policy H3.3: ~~Distribute~~ Coordinate common recreation space consistent with surrounding residential density. Over-allocate common recreation space in densely populated areas.

Policy H3.4: ~~Develop~~ Coordinate common areas of linked open space between multi-family developments. Maintain these spaces through a public-private partnership.

Policy H3.5: Require clearly mark access for fire protection, parking, and solid waste collection. Use a universal design for these markings.

Policy H3.6: ~~Opt for~~ Encourage "cluster" single-family residential development within the ~~SF-1 and SF-2~~ R7 R5 land use designations. Cluster developments are characterized by areas of common open space shared and maintained by residents of the development.

Policy H3.7: Allow planned unit developments (PUD's) within the ~~SF1 and SF-2~~ R7 and R5 land use designation as a conditional use. PUD developments are characterized by a variety of housing products and provide indoor and outdoor common space for residents.

Policy H3.8: Work to develop ~~Generate~~ multi-family and single-family residential design recommendations based on a participatory design process with community residents.

Policy H3.9: Encourage the development of housing which meets certification standards such as Leadership in Energy and Environmental Design (LEED) or Green Builders Association.

Policy H3.10: Encourage the use of sustainable, alternative housing designs within the city.

Goal H4: To conserve the social characteristics of existing residential development and maintain a natural balance with the environment.

Policy H4.1: Develop a ~~concurrent~~ mix of multi-family residential units and single-family units ~~dispersed within~~ throughout the community. ~~and approved so as to blend with one another.~~

Policy H4.2: ~~Allow~~ Encourage retail-compatible mixed uses (including residences) on the second-floor ~~uses~~ in the Central Business District.

Policy H4.3: Encourage the development of residential structures that respect existing view of the natural features, and the right of everyone to enjoy them.

Policy H4.4: Explore the adoption of a city-wide incentive program for residential maintenance.- ~~ordinance~~

Policy H4.5: Require that developed and designed residential structures ~~that respect~~ comply with the critical areas ordinances such as wetlands, frequently flooded areas, drainage, steep slopes, aquifer recharge areas, migratory routes and natural wildlife habitat.

Goal H5: To create and approve processes that allow for bold innovation and diversity.

Policy H5.1: Explore a design review process in the residential ~~CBD, SF1 (duplexes), MF1 and MF2~~ land use designations.

Policy H5.2: Allow permits for home businesses that have little impact on surrounding developments.

Policy H5.3: Create non-discriminatory zoning regulations for group homes, consistent with the Federal Fair Housing Act.

Policy H5.4: Establish standards for factory-built homes within single-family land use areas, consistent with WAC 296-150B. (Design standards and inspection procedures for mobile homes.)

Policy H5.5: Encourage the development of diverse housing for a variety of families throughout the community.

Objectives

As part of the ongoing process to update the Comprehensive Plan, the City will conduct an Affordable Housing Assessment to thoroughly evaluate the affordability of housing in the City.

- To promote a wide variety of residential densities and housing types to create an adequate choice of attractive living accommodations for persons desiring to reside in Sedro-Woolley.

- To promote fair and equal access to housing for all persons regardless of race, color, religion, gender, sexual orientation, age, national origin, family status, source of income, or disability.

- To promote strong residential neighborhoods through public investments in physical improvements intended to enhance neighborhood identity and through public policy decisions intended to protect and preserve existing neighborhoods.

- To encourage the availability of affordable housing to all economic segments of the population of the City.

- To encourage the maintenance and creation of healthy residential neighborhoods as well as the revitalization of those that are declining.

~~- Strive to maintain a balance of no less than sixty (60) percent single-family residences to no more than forty (40) percent multiple-family residences. For the purposes of this policy, a single family residence shall be considered a residence located on its own lot.~~

Encourage small-scale multifamily (4 units or less) within existing single family neighborhoods. Such structures should be designed to compliment existing neighborhoods.

Encourage a high level of design and architectural amenities in all housing designs.

- Provide for a range of densities to ensure maximum choice in housing options for persons desiring to live in Sedro-Woolley.

- Promote single-family and multiple-family housing design, including subdivision, site and building design, which enhances the community image and ensures compatibility with surrounding development.

- Promote residential development in commercial areas where combining such uses would promote the vitality and economic viability of the area.

- Promote ~~multi-family residential~~ the development of live/work units in industrial areas where such uses would act as a transition with single-family uses and where the degree of industrial activity will not significantly impact the residents.

- Schedule regular infrastructure maintenance in residential areas to preserve the character and ensure the continued vitality of existing neighborhoods.

- Through the subarea planning process, consult with neighborhoods regarding desired improvements to enhance the identity of their area. Such improvements may include, but are not limited to: park facilities, transportation system improvements, special neighborhood signage, special lighting, and street furniture such as benches and information kiosks.

- Assist non-profit agencies and groups to plan and develop low- and moderate-income housing and support services.

- Explore the amendment of the zoning ordinance to provide density bonuses to those who will agree to build affordable housing.

- Identify future areas for high density housing in developed zones of the City consistent with the general neighborhood's land use characteristics.

- Explore the amendment of the zoning ordinance to prohibit construction of housing units that would prohibit children unless the project is for defined target populations (e.g. the elderly).

- Coordinate with the Sedro-Woolley Housing Authority, Skagit County Planning Department, human services agencies, and other appropriate agencies to determine an equitable distribution of affordable housing and housing for special populations.

- Explore strategies to promote the development of non-assisted affordable housing in the private sector. Such strategies may include, but are not limited to the following:

- Requiring a certain percentage of dwelling units in a development to meet affordability criteria;
- Providing density incentives within a development if a certain percentage of affordable units are constructed;
- Rezoning land to allow higher densities;
- Eliminating any current occupancy restrictions on accessory dwelling units;

- Allowing residential uses in commercial and industrial zones;
- Providing for more flexible dimensional standards (such as street widths, setbacks, and lot coverage).

- Support development of government-assisted housing providing that it is dispersed throughout the community rather than concentrated, and adheres to high design standards within funding constraints.

- Undertake efforts to support maintenance and revitalization of older housing in the City in an effort to reduce long-term decline in Sedro-Woolley's older neighborhoods.

- Manufactured housing which meets the State Labor and Industries Code shall be permitted in any zoning districts in the City where single-family dwellings are allowed.

- Group homes and foster care facilities should be permitted in any zoning districts in the City which allows residential development, subject to conditions to ensure compatibility with surrounding development in terms of bulk and scale of buildings and operational aspects such as parking, noise, and light and glare generation.

- The City will explore development of site selection criteria for the location of housing for the elderly. In so doing, the City will encourage the provision of smaller units (with one or two bedrooms) and more compact housing types (cluster, town house, apartment, or condominiums). In siting development for the elderly, the City will also review the proximity to shopping, hospitals, public transportation routes, retail and service centers, and parks.

- The City will continue its primary role in the conservation of housing through public investment in the infrastructure servicing the area (storm drainage, sewer, street paving, recreation) and zoning to prevent incompatible land uses and depreciation of property value.

- The City will continue to implement its Code enforcement program and will attempt to motivate owners to repair and improve maintenance of their structures.

CITY OF SEDRO-WOOLLEY

720 Murdock Street, Sedro-Woolley, WA 98284 (360) 855-1661

Memorandum

To: Mayor and City Council

From: Staff / PMH

Date: 11/4/2005

Re: Transportation Element – Comp Plan Update - Interim

I. Issue: Should the City Council adopt the Update of the Comp Plan – Transportation Element – prepared by Transpo?

II. Background: The most controversial issues facing the City today involve the problem of how the City will pay for the infrastructure to support new residential growth. This issue involves sewer and transportation infrastructure – both of which will have to improve and increase to handle the growth we are experiencing. It is controversial because this infrastructure is very expensive, and no one wants to pay for it.

The City hired Transpo to prepare both an update to the Transportation Element of the Comprehensive Plan and a new formula for determining the impact of new developments on our transportation needs. This work is needed to meet the current standard for making developers pay for their proportionate share of new transportation infrastructure. Without this work from Transpo, we would have to conduct an individual study to determine SEPA mitigation and impact fee mitigation for new development. With this work we are on much sounder ground for purposes of these assessments.

The transportation plan still needs some fine tuning by Transpo – mostly graphics. But it is a good document. In addition, they prepared a document of similar size which demonstrates the methods used for calculating impact fees based on this transportation plan. (You will receive a copy in the mail.)

The City will rely on this plan and the supporting material prepared by Transpo to support and defend the decisions made by staff to assess the impact of development against new construction and subdivisions.

No doubt people will disagree over what projects should be in the plan, and what projects should be used as a basis for assessing costs against developers. In general, staff supports the Transpo plan, but recognizes that the decision ultimately rests with the City Council.

The Transportation Plan and Impact Fee Ordinance need to be consistent with each other. You have some options as to the costs assessed on new development. However, please know that any relief given to new development creates an equivalent funding gap that taxpayers will ultimately have to make up.

III. Recommended Action: Passage of Ordinance No. _____ titled: AN ORDINANCE OF THE CITY OF SEDRO-WOOLLEY, WASHINGTON, ADOPTING A TRANSPORTATION PLAN SECTION OF THE COMPREHENSIVE PLAN, TO BE EFFECTIVE FOR A PERIOD OF SIX MONTHS, AND ENTERING FINDINGS OF FACT

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF SEDRO-WOOLLEY, WASHINGTON, ADOPTING A TRANSPORTATION PLAN SECTION OF THE COMPREHENSIVE PLAN, TO BE EFFECTIVE FOR A PERIOD OF SIX MONTHS, AND ENTERING FINDINGS OF FACT

WHEREAS, the City Council of the City of Sedro-Woolley finds that it is necessary to plan for future transportation improvements for the City; and

WHEREAS, the City Council of the City of Sedro-Woolley finds that transportation improvements should implement the goals in the Sedro-Woolley Comprehensive Plan;

WHEREAS, the City Council of the City of Sedro-Woolley finds that a temporary provision to adopt an updated Transportation Plan section of the Comprehensive Plan is necessary for protection of the public health, safety, and welfare; and

WHEREAS, the City Council of the City of Sedro-Woolley should adopt for a period of six months, as a temporary measure, on an emergency basis, a Transportation Plan element of the Comprehensive Plan until the transportation element of the Comprehensive Plan is adopted permanently as part of the 2006 necessary updates to the Comprehensive Plan; now, therefore,

THE CITY COUNCIL OF THE CITY OF SEDRO-WOOLLEY, WASHINGTON, DO HEREBY ORDAIN AS FOLLOWS:

Section 1. Purpose. The purpose of this interim transportation element of the Comprehensive Plan is to include the necessary transportation improvement in the capital facilities plan to allow the City pursue funding of these facilities as identified in the Plan.

Section 2. Duration of Ordinance. This ordinance shall be in effect for a period of six months, unless extended by the City Council.

Section 3. Findings. The City Council hereby finds as follows:

1. It is necessary to plan for future transportation improvements and their funding.
2. The City is experiencing major growth, which is impacting the City's transportation facilities, and causing the City to construct new and improve existing transportation facilities at significant expense. It is fair and equitable for new development to pay its proportional share of the cost of these facilities.
3. The attached Transportation Plan implements the goals and policies in the Comprehensive Plan.

4. Adoption of the amendment to the Capital Facilities Element should be by interim ordinance.
5. An updated Transportation Plan section of the Comprehensive Plan is necessary for protection of the public health, safety, and welfare.

Section 4. Plan Adopted. The Transportation plan set forth on Exhibit A is hereby adopted and incorporated into the Transportation Element of the Sedro-Woolley Comprehensive Plan and amendments thereto. Any inconsistent provisions of the Transportation Plan are suspended in the interim.

Section 5. Public Hearing on Ordinance. The City Council has held a public hearing on this ordinance and hereby adopts findings of fact justifying its actions, and is affirming the ordinance following the public hearing.

Section 6. Codification. This ordinance shall not be codified as part of the Sedro-Woolley Municipal Code, but a copy of the 2005 Transportation Plan attached hereto as Exhibit A, shall be available for public review and copying at Sedro-Woolley City Hall.

Section 7. Severability. If any section, sentence, clause or phrase of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this ordinance.

Section 8. Effective Date. This ordinance shall be effective five (5) days after passage, approval and publication as provided by law.

Passed and approved this ____ day of _____, 2005.

_____
MAYOR

Attest:

_____
CITY CLERK

APPROVED AS TO FORM:

_____
CITY ATTORNEY:

City of Sedro-Woolley

2005 TRANSPORTATION PLAN

Prepared for:

City of Sedro-Woolley

November 2005

Prepared by:
The Transpo Group, Inc.
11730 118th Avenue NE, Suite 600
Kirkland, WA 98034-7120
Phone: 425.821.3665
Fax: 425.825.8434
www.thetranspogroup.com

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Introduction

The City of Sedro-Woolley is a small urban area in Skagit County. It is located approximately 12 miles northeast of Mount Vernon, the County seat and largest City in Skagit County. The City and its UGA had an estimated population of 11,780 in 2005. This is an increase from 8,750 people since 2000, or a 35 percent increase.

In 2003, the City completed an update to its Transportation Element. Following adoption of the 2003 Transportation Element, the City identified a need for additional updates to it Transportation Plan. The update to the City's Transportation Plan was needed to be consistent with the City's required update of its Land Use Element as required by the State Growth Management Act (GMA). In addition, the City wanted to review and update its transportation financing program and revisit its transportation impact fee program. The Transportation Plan update also was needed to reflect annexations and growth within the adjacent Urban Growth Area (UGA).

The update of the Transportation Plan also included development of a new travel demand forecasting model to be consistent with the regional Skagit Council of Governments (SCOG) model which is also being updated. This will provide the City with a model, travel forecasts, and Plan that is consistent with regional growth assumptions.

Purpose

The Transportation Plan provides a link between the City's Land Use Element and the transportation facilities and services needed to support the growth over the next 20 years. The Transportation Plan update focuses on safety, capacity, and operational improvements on state highways and arterials serving the City. The Plan also incorporates pedestrian, bicycle, transit, and transportation demand management programs to meet the overall transportation needs of the community.

The Transportation Plan is a key component to the City's Comprehensive Plan. It provides the City with a guide for transportation system improvements to meet existing and future travel needs. It also integrates the City's transportation improvements with those of Skagit County and the Washington State Department of Transportation (WSDOT).

Growth Management Act

The City of Sedro-Woolley Transportation Plan was prepared per the requirements of the state Growth Management Act (GMA). The GMA requires that the Transportation Plan be consistent with other elements of its Comprehensive Plan including the Land Use and Capital Facilities Elements. If the capital facilities needed to support the forecast land use at the adopted level of service standards cannot be financed with projected revenues, then the GMA requires a reassessment of one or more of these elements to bring them into balance.

The GMA requires the following topics be addressed in the Transportation Plan:

- Land use assumptions used in estimating travel demand

- An inventory of existing transportation facilities and services
- Level of service standards to gauge the performance of the system
- Identification of actions and requirements needed to bring existing facilities and services up to standard
- Forecasts of future traffic based on the land use plan
- Identification of improvements and programs needed to address current and future transportation system deficiencies, including Transportation Demand Management strategies
- A realistic multi-year financing plan that is balanced with the adopted level of service standards and the land use element
- An explanation of intergovernmental coordination and regional consistency.

In 1998, the Washington State Legislature amended the GMA in House Bill (HB) 1487. This amendment focused on transportation and growth management planning, and revised several sections of the GMA (RCW 36.70A). In general, the amendments are related to the requirements for local comprehensive plan Transportation Plans, the countywide planning process for identification and siting of essential public facilities, plan consistency, and the adoption of deadlines established to meet the new requirements. With the revisions, local transportation plans must also now include the following:

- State-owned transportation facilities in the transportation inventory
- The level of service (LOS) for state-owned transportation facilities
- Identification and assessment of GMA concurrency and the applicability to highways of statewide significance
- An estimate of the impacts to State-owned transportation facilities resulting from local land use assumptions

The Sedro-Woolley Transportation Plan meets these GMA requirements for local comprehensive plans.

Plan Organization

The Transportation Plan was developed in a series of tasks to meet the requirements of GMA. The Plan is organized as follows:

- Goals and Policies
- Existing Transportation System Inventory
- Travel Forecasts and Alternatives Evaluation
- Transportation Systems Plan
- Financial Plan and Implementation Strategies
- Consistency with Other Agencies

Study Area

The study area for the Plan includes the City limits and adjacent unincorporated Urban Growth Area (UGA). The UGA has been defined by the City in conjunction with Skagit County. Figure 1 shows the study area for the 2005 Transportation Plan.

As noted above, the Transportation Plan was developed based on a new travel demand model that is consistent with the regional Skagit Council of Governments (SCOG) model. Since the City's travel model is based on the SCOG regional model, the City's model also incorporates travel demands from throughout Skagit County.

Figure 1. Study Area

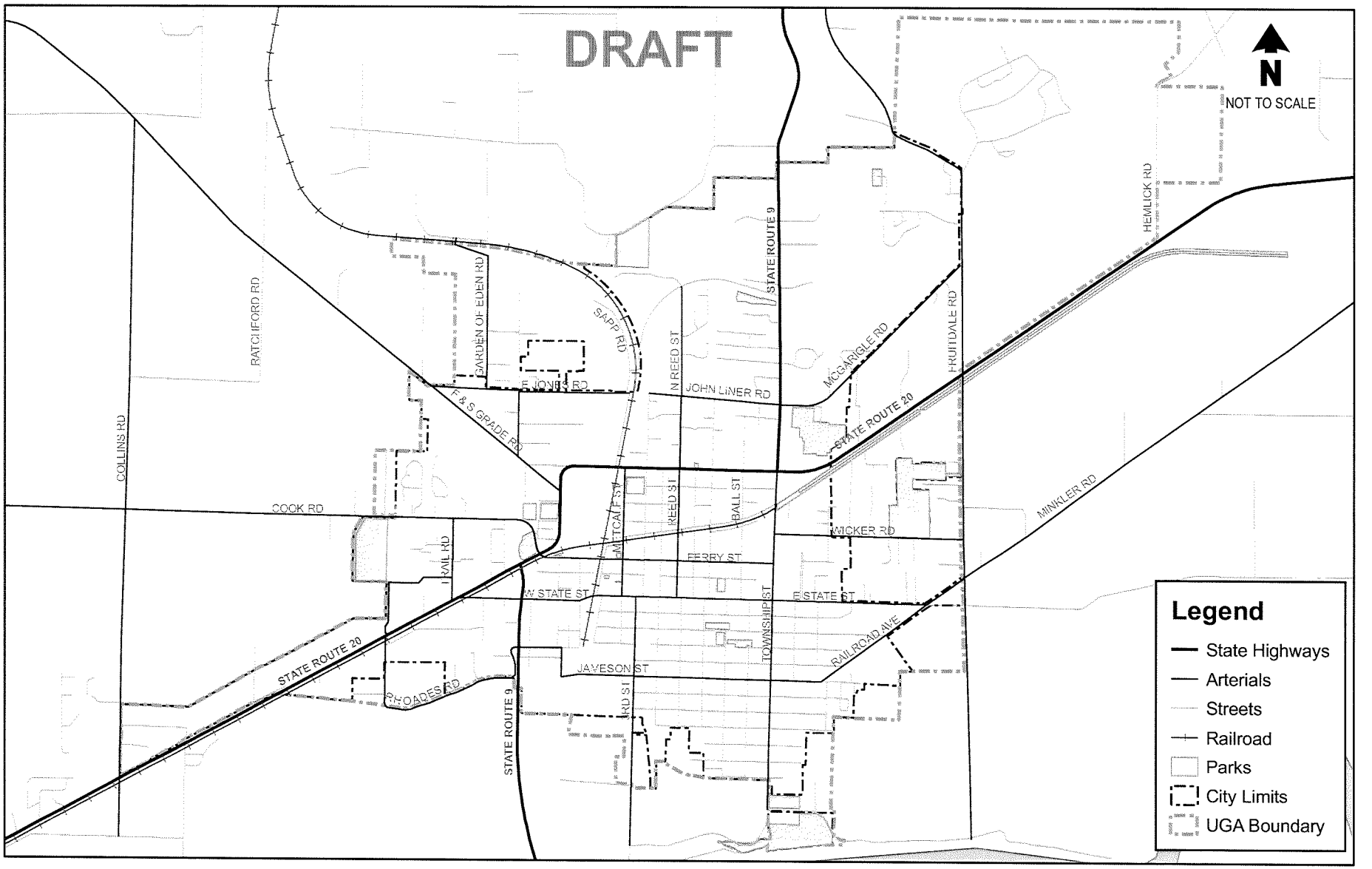

Figure 1
Study Area

Sedro Woolley Transportation Plan

The Transpo Group

GOALS AND POLICIES

The following goals and policies are intended to guide implementation of the City of Sedro-Woolley's transportation system. These goals and policies provide a framework for decision making related to transportation improvements and projects. They also guide requirements related to transportation improvements needed to support development projects.

Goal T1: To provide safe, passable streets within the City of Sedro-Woolley.

Policy T1.1: Identify and improve substandard roads based upon a priority system which accounts for both traffic demand and surrounding land uses.

Policy T1.2: Adopt design standards to which all new streets must be constructed. Adopt design standards for neighborhood streets that support pedestrian safety and reflect the volume of traffic at build-out.

Policy T1.3: Consider non-motorized and rail modes in the design of transportation projects.

Policy T1.4: Improve arterial and collector streets identified as deficient in level of service to the adopted design standard, consistent with the Transportation Element of the comprehensive plan.

Policy T1.5: Encourage and solicit public participation in transportation related decisions to help ensure that planning and implementation have public support.

Goal T2: To provide an efficient street network that emphasizes circulation and accident prevention.

Policy T2.1: Establish a hierarchy of streets composed of principal arterials, secondary arterials, collector arterials, and local access streets.

Policy T2.2: Improve arterials and collector streets identified as deficient to the design standard, consistent with the Transportation Element of the Comprehensive Plan.

Policy T2.3: Support access management strategies for principal and secondary arterials to reduce congestion and increase safety.

Policy T2.4: Manage residential street connections, curb-cuts and on- and off-street parking areas for secondary and collector arterials.

Policy T2.5: Develop and improve a system of arterials that support local travel patterns without relying on SR 20.

Policy T2.6: Work with Skagit County to preserve the right-of-way for a potential future arterial between Cook Road and F&S Grade Road serving the area west of the City's existing Urban Growth Area.

Goal T3: To benefit social welfare and economic development through street design.

Policy T3.1: Use clearly marked sidewalks in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) to delineate pedestrian and auto traffic in areas where potential hazards exist, or can be expected from development consistent with proposed land use.

Policy T3.2: Ensure that street size is sufficient (and not excessive) to support proposed land use density.

Policy T3.3: Provide clearly marked bicycle travel corridors in accordance with an adopted non-motorized plan.

Policy T3.4: Provide street lights in areas of high evening-hour pedestrian use.

Policy T3.5: Provide crosswalks in accordance with the MUTCD, which are clearly marked, to both driver and pedestrian. Include overhead signage when the crosswalk leads to a community facility.

Policy T3.6: Provide sufficient, accessible off-street parking for commercial and industrial developments and community facilities.

Policy T3.7: Provide accessible on-street parking for residential development. Provide off-street parking for multi-family residential development consistent with proposed density.

Policy T3.8: Consider the needs of future transit service when improving principal and secondary arterials.

Policy T3.9: Recognize the pedestrian as a principal user of the Central Business District (CBD). Continue to encourage retail development and redevelopment in the CBD that appeals primarily to the pedestrian.

Policy T3.10: Improve streets to provide safe and efficient travel of emergency vehicles to and from the Fire Department, Police Department and United General Hospital. Separate emergency vehicle loading areas from normal traffic routes to ensure emergency access and prevent congestion.

Policy T3.11: Improve streets that benefit travel of buses to and from schools. Separate bus loading areas from normal traffic routes to minimize the potential for auto-pedestrian hazards or conflicts.

Goal T4: To encourage alternate modes of transportation.

Policy T4.1: Establish a committee to review alternate transportation options and propose alternatives appropriate to Sedro-Woolley's anticipated population growth and density. Options to evaluate include trails, rails, transit, walking, etc.

Policy T4.2: Develop a system of regional and local-oriented multi-purpose trails, which provide designated routes for bicyclists, walkers, joggers and tourists. Design the system for use as both a commuting and recreation option. Private property owners must be compensated as needed, unless arrangements are made for a dedication of right-of-way in lieu of a park fee.

Policy T4.3: Encourage the use of commuting alternatives to the single-occupancy automobile. Alternatives include, but are not limited to walking, carpooling, bicycling and mass transportation.

Policy T4.4: Coordinate with local community groups to provide alternative transportation education and programming to community residents.

Policy T4.5: Provide bicycle storage facilities at community facilities and in commercial retail areas.

Policy T4.6: Design street traffic systems to promote alternative transportation options.

Policy T4.7: Preserve the Burlington Northern Railroad right-of-way as a multi-modal transportation corridor between Sedro-Woolley and upriver communities. Encourage uses that provide alternatives to the automobile including rail trolley and non-motorized uses. Private property owners must be compensated as needed, unless arrangements are made for a dedication of right-of-way in lieu of a park fee. (The outcome of this policy is subject to the outcome of litigation regarding former railroad corridors).

Policy T4.8: Implement a program to construct missing sidewalk links, repair existing sidewalks, and other improvements to support pedestrian transportation.

Policy T4.9: Encourage pedestrian and bicycle connections between adjacent developments even if constraints prevent connections for motorized vehicles.

Goal T5: To promote the community's vision among regional transportation agencies.

Policy T5.1: Coordinate with the Washington State Department of Transportation to provide public input on any current or future plans concerning State Route 20 or State Route 9. Provide public input to the development of these plans.

Policy T5.2: Coordinate with Skagit County to provide public input on any current or future plans concerning county roads within the Urban Growth Area (UGA) and roads connecting Sedro-Woolley to Interstate 5.

Policy T5.3: Aggressively enforce RCW 36.70A.106, requiring the Department of Transportation, or any other state agency, to comply with this comprehensive plan.

Policy T5.3: Coordinate with the Burlington Northern Railroad to provide public input on future plans for the railroad right-of-way within the Urban Growth Area. Private property owners must be compensated as needed, unless arrangements are made for a dedication of right-of-way in lieu of a park fee. (The outcome of this policy is subject to the outcome of litigation regarding former railroad corridors).

Goal T6: To fund and implement transportation improvements that serve the City.

Policy T6.1: Partner with WSDOT, Skagit County, and SCOG to fund regional improvement projects that serve the City.

Policy T6.2: Ensure that growth mitigates its impacts through transportation impact fees, SEPA mitigation, concurrency, and development regulations.

Policy T6.3: Continue to work with Skagit County to mitigate traffic impacts of developments within the Urban Growth Area consistent with the City's Transportation Element and mitigation requirements.

Policy T6.4: Develop the annual Six-Year Transportation Improvement Program (TIP) so it is financially feasible, leverages available City funding, and is consistent with the Comprehensive Plan.

Policy T6.5: Level of service and safety deficiencies in areas of high population density and traffic volume pose the most immediate needs, and should be improved first.

Policy T6.6: Support residential street improvements through use of Local Improvement Districts or other similar mechanisms.

Goal T7: To provide an adequate transportation system current with the traffic-related impacts of new development.

Policy T7.1: Adopt a level of service standard for all roadways classified as arterials or state highways.

Policy T7.2: Establish the level of service for SR 20, SR 9, and principal arterials within the City and UGA as LOS D.

Policy T7.3: Establish the level of service for secondary and collector arterials within the City and UGA as LOS C.

Policy T7.4: Establish the level of service for local access streets within the City and UGA is LOS B.

Policy T7.5: Implement a Transportation Concurrency Management program to ensure adequate transportation facilities are available concurrent with development, as required by the Growth Management Act.

Existing Transportation System Inventory

The City of Sedro-Woolley's transportation system consists of state highways, arterials, local streets, transit facilities and service, and pedestrian and bicycle facilities. The transportation system also includes rail lines. The inventory of existing transportation facilities and services was updated as part of the 2005 Transportation Plan. Major elements of the existing transportation system are summarized in this section.

Roadway System and Traffic Controls

According to Sedro-Woolley Municipal Code 15.40.040, all public streets are classified into four types: primary arterials, secondary arterials, collector arterials, and access streets. Each is described in Table 12, which is located in the *Transportation Systems Plan* section of the document. The City's existing and planned functional classifications are shown on Figure 6 (also located in the *Transportation Systems Plan* section). The City's comprehensive plan assigns these classifications to specific streets within Sedro-Woolley. Listed below are the general descriptions of all City arterials.

Principal Arterials

State Route 20 links the City to I-5 and Burlington to the west and the Cascade Mountains to the east. Within the City, it is two- to three-lane principal arterial with a 35 mph posted speed limit. Outside the City on the west and the east, the posted speed limits are 50 mph and 55 mph, respectively. State maintained traffic signals control SR 20 intersections with Collins Road, Rhodes Road, State Street/Trail Road, SR 9, Cook Road/Ferry Street, and SR 9/Township Street. SR 20 is classified as a Highway of Statewide Significance (HSS).

Secondary Arterials

State Route 9 links the City to Mount Vernon to the south and Whatcom County to the north. Within the City, it is two- to three-lane secondary arterial with state maintained traffic signals controlling intersections with State Street, SR 20 (near Cook Road/Ferry Street intersection), and SR 20/Township Street. South of SR 20 the posted speed limit is 40 mph and 35 mph to the north. SR 9 is not classified as a Highway of Statewide Significance.

Cook Road is a secondary arterial providing a direct east-west connection to I-5. Within the City, it has three lanes and a speed limit of 35 mph. Outside the City it becomes a two-lane road with a 50 mph speed limit.

F&S Grade Road is narrow two-lane secondary arterial providing access to rural areas northwest of the City. The speed limit is 25 mph within the City and 35 mph in the county.

The **Jones Road** and **John Liner Road/McGarigle Road** corridors provide east-west access parallel to SR 20 in the north part of Sedro-Woolley. The roadways are narrow two-lane secondary arterials with 25 mph speed limits. Jones Road and John Liner Road do not currently connect at the existing railroad line.

The **State Street/Township Street** corridor loops from SR 20 and SR 9 on the west side of Sedro-Woolley back to SR 20 and SR 9 on the east side of the City. This arterial loop provides access and circulation within the City's central business district as well as other central area neighborhoods. The roads have two travel lanes with 25 mph speed limits. Flashing, all-way stop signals are located at Metcalf Street, Puget Avenue, and the State Street/Township Street intersection. A flashing red-amber signal is located at the Third Street intersection.

The **Rhodes Road, Nelson Street, Batey Road, Jameson Street**, and **Railroad Street** corridor is a string of narrow, two-lane secondary arterials that serve travel in the southern part of the City. They connect Fruitdale Road to SR 20. The speed limits are 25 mph. In the west part of the City, **Trail Road** provides for north-south travel connecting SR 20 to SR 9. As described later, the Plan identifies a project to extend the corridor north to connect with F&S Grade Road and Jones Road as part of the secondary arterial system.

East of the City, **Fruitdale Road** is a narrow, two-lane secondary arterial with a 35 mph speed limit. This county road provides north-south access to the east part of the City and UGA parallel to the Township Street corridor.

Collector Arterials

Ferry Street is an east-west, two-lane collector arterial providing access to the central business district. The speed limit is 25 mph with flashing, all-way stop signals located at Metcalf Street and Puget Avenue. Like Ferry Street, the following collector arterials have two lanes and a 25 mph speed limit: **Garden of Eden Road, Metcalf Street, Reed Street, Third Street, Jameson Street**, **Wicker Road,** and **State Street** (east of Township Street). A series of new collector arterials is being constructed to support commercial development in the west part of the City.

Access Streets

Roadways not mentioned above or shown on Figure 6 are considered local streets. Within the City, the legal speed limit is 25 mph unless otherwise posted. In the county, the legal speed limit is 35 mph unless otherwise posted. Generally, local streets are two-lane roadways providing direct access to adjacent properties.

Traffic Volumes

Daily and PM peak hour traffic volumes were obtained from Skagit County, WSDOT, and recent counts. New daily and PM peak hour traffic counts for most arterial roadways and intersections were collected in January 2005. At several locations, new counts were compared to WSDOT traffic counts collected from June 2003 and 2004 to account for seasonal variations (see discussion below). With this seasonal information, the January 2005 counts were adjusted to reflect higher summer traffic volume conditions. To present a more conservative analysis, the higher summer volumes were used in evaluating existing City traffic operations.

Seasonal Traffic

Traffic on state highways in Sedro-Woolley can vary significantly throughout the year because of the annual winter closure of SR 20. SR 20, or the North Cascades Highway, is closed every winter forcing SR 20 traffic to shift to the US 2 corridor to the south. As outlined in Table 1, recent 2004 summer traffic volumes were compared to the 2005 winter counts to establish a seasonal adjustment factor. The adjustment factor was calculated at three locations for the PM peak hour. These values were used to develop a weighted average between summer and winter conditions. The resulting adjustment factor suggests that summer PM peak hour traffic volumes on state routes are approximately 14 percent higher than winter volumes. This matches the WSDOT seasonal adjustment factor of 14 percent for daily traffic volumes through the City of Sedro-Woolley.

Table 1. Seasonal Variation in Traffic Volumes along SR 20

Location	PM Peak Hour Link Volumes[1]		Adjustment Factor (%)
	Summer 2004	Winter 2005	
SR 20 west of SR 9 (West)	1260	1085	+ 16%
SR 20 east of SR 9 (West)	1405	1305	+ 8%
SR 20 east of Fruitdale Road	835[2]	670	+ 25%
Weighted Average Adjustment			**+ 14%**

1. Volumes reflect June 2004 and January 2005 counts
2. Estimated volume based on June 2003 count

Daily Traffic Volumes

Figure 2 summarizes the daily traffic volumes on state highways and arterials in and around the City. West of the City, SR 20 carries 17,600 vehicles per day (vpd). This volume increases to over 20,500 vpd north of its intersection with Cook Road. East of the City, traffic volumes on SR 20 decrease to less than 8,000 vpd. SR 9, south of the City, carries nearly 12,000 vpd. At the north City limits, traffic volumes on SR 9 decrease to 5,400 vpd. Cook Road carries 10,700 vpd at the west edge of this City.

Traffic volumes entering/exiting the City to/from the south or west (SR 9, SR 20, Cook Road and F&S Grade Road) total an estimated 41,500 vpd. This compares to 16,300 vpd entering/exiting the City to/from the east and north.

The volumes indicate several things important in developing the Transportation Plan. First, the major travel patterns are oriented to/from the west to access I-5, Mount Vernon, Burlington or other regional destinations. Second, the travel patterns show a significant proportion of through traffic on the state highways. The volume of traffic on SR 20, SR 9, and Cook Road in the west part of the City indicates that drivers are using several, limited routes to connect between Sedro-Woolley and areas to the west/southwest.

Figure 2. 2005 Daily Traffic Volumes

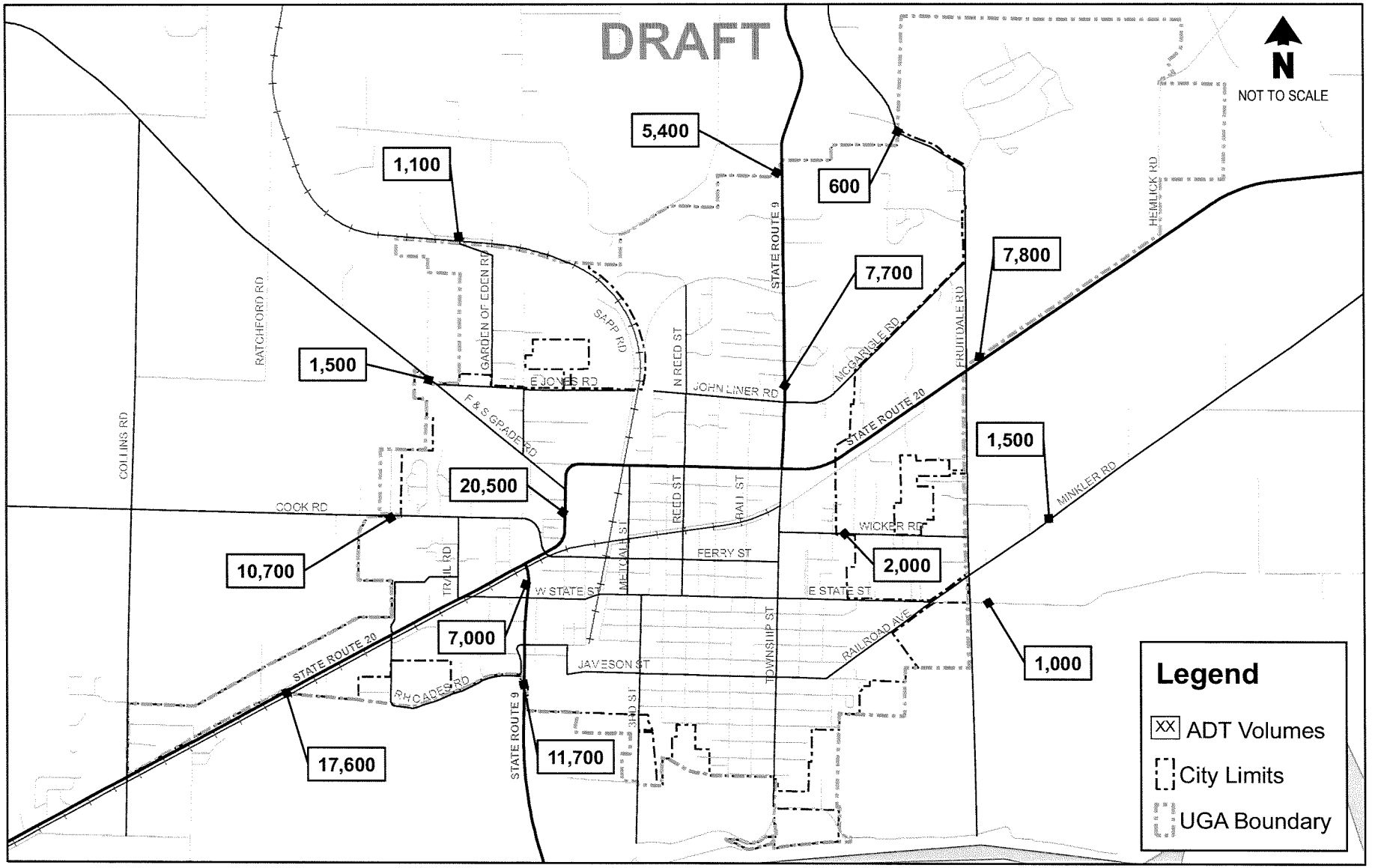

Figure 2

2005 Average Daily Traffic Volumes

Sedro Woolley Transportation Plan

The Transpo Group

Figure 3. 2005 PM Peak Hour Weekday Traffic Volumes

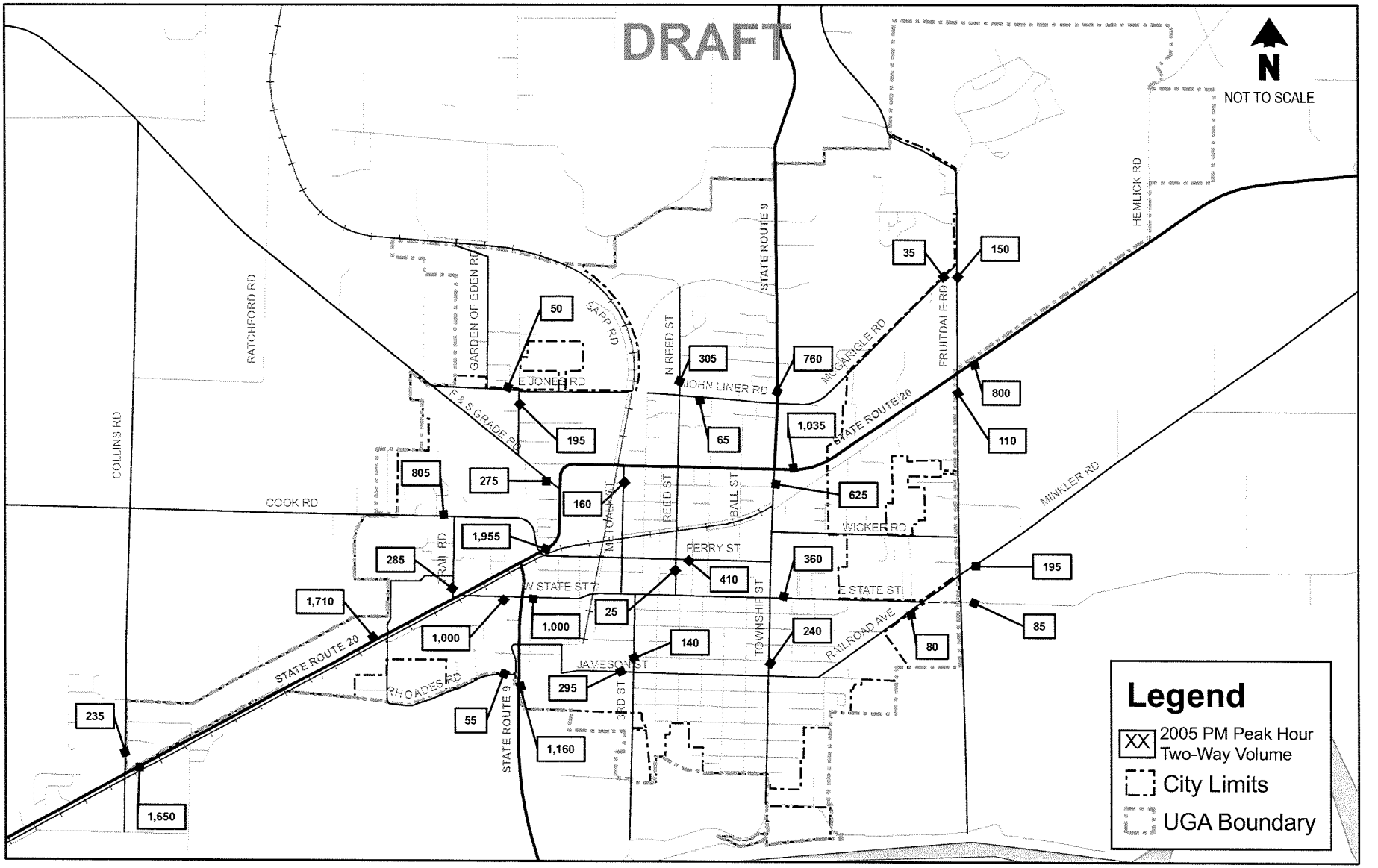

Figure 3

2005 Existing Weekday PM Peak Hour Traffic Volumes

Sedro Woolley Transportation Plan

The Transpo Group

PM Peak Hour Volumes

Figure 3 shows the existing two-way traffic volumes during the PM peak hour. The PM peak hour is typically observed between 4:30 PM to 5:30 PM, and generally represents the highest number vehicles on the roadway for a one hour period during the day. The PM peak hour volumes have consistent patterns with the daily volumes described above. The state highways have the highest traffic volumes during the PM peak hour ranging from 760 vehicles per hour (vph) on SR 9 north of John Liner Road to almost 2,000 vpd on SR 20 north of Cook Road. Traffic volumes on the City arterials in the central area typically fall within 200 to 400 vph, with State Street averaging almost 1,000 vph in the downtown area.

Vehicle Classification Counts

Daily vehicle classification counts were collected in early 2005 along main arterials that provide regional access to the City of Sedro-Woolley. Generally, vehicles are classified into two groups; passenger cars/SUVs and heavy vehicles. Heavy vehicles represent vehicles with more than four tires and include RVs, delivery trucks, and semi-trucks. On a daily basis, the percentage of heavy vehicles range between 2 and 14 percent on arterials such as SR 20, SR 9, and Cook Road.

Classification counts along Cook Road west of the City limits indicate 14 percent of the traffic is heavy vehicles. In contrast, only 2 percent of SR 20 traffic west of the City limits is classified as heavy vehicles. East of the City limits along SR 20, 7 percent of daily traffic is heavy vehicles. Heavy vehicle traffic north and south of the City limits along SR 9 represent 8 and 7 percent of daily traffic, respectively.

Traffic Operations

Traffic operations analysis provides a quantitative method for evaluating existing and future transportation alternatives. The City's operational standard is presented along with the analysis methodology. A discussion of existing traffic operations is also provided.

As required under GMA, the City has adopted level of service (LOS) standards for its street system. The City's adopted LOS standards are set based on roadway functional classification. The LOS standards are:

- Principal arterials – LOS D or better
- Secondary arterials – LOS C or better
- Collector arterials – LOS C or better
- Local Streets – LOS B or better

The City's LOS D standard for SR 20 is consistent with Washington State's standard for Highway's of Statewide Significance (HSS). Since SR 20 is an HSS, the City cannot apply concurrency to developments impacting the highway. The City may, however, require developments to mitigate their traffic impacts on the highways through SEPA or transportation impact fees.

SR 9 is classified by the City as a secondary arterial, both north and south or SR 20. This results in a LOS C standard. The City's LOS C standard for SR 9 is not consistent with the state and SCOG standard of LOS D for SR 9 in Skagit County. The City's standard will result in a lower level of allowable congestion, consistent with City goals.

The City's LOS C standard for other secondary and collector arterials reflect the City's desire to minimize peak hour congestion. Reducing peak hour congestion will reduce the potential traffic that may cut through neighborhoods on local streets, which have a LOS B standard.

Table 2 compares the City's LOS standard with the standards for Skagit County and WSDOT.

Table 2. Level of Service Standards

Sedro-Woolley Functional Classification	City of Sedro-Woolley Standard	Skagit County Standard[1]	WSDOT Standard[2]
Principal Arterials	LOS D	Intersection LOS D, Segment LOS C	Urban LOS D Rural LOS C
Secondary/Minor/Collector Arterials	LOS C	Intersection LOS D Segment LOS C	Urban LOS D Rural LOS C
Local Access Streets	LOS B	Intersection LOS D Segment LOS C	Not Applicable

1. See *Skagit County Comprehensive Plan* (2003). Segment LOS D if: AADT greater than 7,000 vehicles; Not federally functionally classified as an 09-Local Access Road; and, designated as a County Freight and Goods Transportation Systems Route
2. See *Washington State Highway Systems Plan 2003-2022*. Urban/Rural applies to roadways within/outside urban growth areas, respectively. SR 20 is classified as a Highway of Statewide Significance

Analysis Methodology

Traffic operations were evaluated based on the LOS methodologies of the *Highway Capacity Manual* (HCM) (Transportation Research Board, 2000). The HCM is a nationally recognized and locally accepted method of measuring traffic flow and congestion. Criteria range from LOS A, indicating free-flow conditions with minimal vehicle delays, to LOS F, indicating extreme congestion with significant vehicle delays. At signalized intersections, LOS is defined in terms of average delay per vehicle. The procedures also calculate a volume-to-capacity (v/c) ratio; a v/c ratio of 1.0 or greater represents an intersection at its theoretical capacity. At unsignalized intersections, LOS is measured in terms of the average delay per vehicle and is typically reported for the worst traffic movement instead of for the whole intersection. LOS descriptions are provided in Appendix A.

As discussed previously, traffic volumes used for the operations analysis reflect summer 2005 traffic conditions. January 2005 daily and peak hour counts along state highways were increased by 14 percent to establish summer traffic levels. Traffic counts at other locations were not adjusted.

LOS Results

Intersection LOS analyses were conducted for major intersections within the study area. Intersections were selected based upon location and likelihood that they might be impacted by future growth. At signalized intersections, specific signal timing details were provided by WSDOT. Table 3 summarizes the LOS results, delay, and v/c ratio, or worst movements at the study intersections for 2005.

Based on HCM methodology, the PM peak hour traffic operations for all signalized intersections are within the City's standard at LOS D or better. However, 95th percentile vehicle queue lengths for eastbound movements at several of the intersections along SR 20 are 500 feet or longer. HCM methodology does not fully account for delays and congestion caused by traffic queues extending into upstream intersections. For example, at the SR 20/Cook Road intersection, the observed eastbound queue length is over 900 feet during the PM peak hour. This results in vehicles blocking the SR 20/SR 9 intersection, which is approximately 475 feet west of Cook Road.

Due to the vehicle queuing caused by the traffic congestion at the SR 20/Cook Road intersection, vehicles typically wait through several intersection cycles at the SR 20/SR 9 intersection. This causes the intersection to operate much more poorly than the calculated LOS B results in Table 3 indicate. As a result of the vehicle queuing issues at the SR 20/Cook Road intersection, LOS results calculated for the signalized intersections along SR 20 from Cook Road to Rhodes Road are inconclusive and the intersections more generally operate close to LOS F. Further analysis was completed to understand the improvements that would be necessary to improve operations along the corridor. (See the next section on Signal Synchronization.)

For unsignalized intersections, the LOS results indicate that three intersections do not meet the City's LOS standards. Side street traffic at the intersections of SR 20/F&S Grade Road, SR 20/Reed Street, and SR 9/Nelson Street are currently operating at LOS F conditions. The poor traffic operations are the result of high traffic volumes along SR 20, and not enough lane capacity to serve those through movements. At the SR 9/Nelson Street intersection, traffic volumes along each approach contribute to increased delay at the intersection, causing the operations to fail.

Table 3. Existing (2005) LOS Results at Study Intersections

#	Signalized Intersection	2005 Existing PM Peak Hour		
		LOS	Delay	V/C
1	SR 20 / Collins Rd	B	12.8	0.70
2	SR 20 / Rhodes Rd	B	15.4	0.72
3	SR 20 / Trail Rd	B	16.2	0.68
4	SR 20 / SR 9 (West)	B	11.9	0.60
5	SR 20 / Cook Rd	D	48.7	0.88
9	SR 20 / SR 9 (Township St)	D	35.0	0.77
12	SR 9 / W State St	C	21.9	0.78
#	**Unsignalized Intersections**	**LOS**	**Delay**	**WM**
6	SR 20 / F&S Grade Rd	[F]	88.6	EB
7	SR 20 / Metcalf St	D	26.7	NB
8	SR 20 / Reed St	[F]	140.8	NB
10	SR 20 / Fruitdale Rd	D	27.9	NB
11	SR 9 / Nelson St	[F]	52.9	WB
13	SR 9 / John Liner Rd	C	19.5	WB
16	John Liner Rd / Reed St	B	10.1	WB
17	McGarigle Rd / Fruitdale Rd	A	9.3	EB
18	Cook Rd / Trail Rd	C	21.3	NB
19	Ferry St / Metcalf St	B	13.4	EB
20	Ferry St / Reed Ave	B	12.3	NB
21	Ferry St / Township St	C	19.8	EB
22	Railroad St / Fruitdale Rd	B	10.5	NB
23	W State St / Metcalf St	C	15.4	EB
24	W State St / Reed Ave	B	13.8	SB
25	W State St / Township St	C	18.3	EB
26	W State St / Railroad St	A	8.4	EB
27	W State St / Fruitdale Rd	A	9.6	NB
28	Jameson St / Third St	A	8.7	EB
29	Jameson St / Township St	B	11.1	EB

NOTE: Brackets [] indicate intersection operations do not meet City's adopted LOS standards.
1. Level of service, A through F, see Appendix A for definitions
2. Average vehicle delay in seconds
3. Intersection volume-to-capacity ratio for signalized intersections
4. Worst movement for unsignalized intersections

SR 20 Signal Coordination and Synchronization

As discussed in the LOS results, additional analyses of the traffic operations of the signalized intersections along SR 20 were conducted to address the observed delays associated with vehicle queues. The analyses focused on the weekday, PM peak hour conditions, and evaluated several strategies to improve existing traffic operations along the SR 20 corridor. These strategies included coordination of corridor signals, signal timing adjustments to minimize queue impacts, and improvements to existing channelization and the geometric design of the roadway.

The results of the SR 20 corridor analysis showed that proper coordination of signals with minor channelization changes would improve mainline SR 20 operations in the short-term.

However, these mainline improvements would be at the expense of side-street operations particularly along Cook Road. Without more extensive widening of SR 20, mainline and side-street operations will not improve to an acceptable level of operation in the long-term. Based on the analysis that was conducted, WSDOT has agreed to implement signal coordination with minor channelization changes to improve mainline operations to address short-term operations. More extensive widening of SR 20 is supported as part of specific projects outlined in the Transportation System Plan chapter to improve long-term operations along the corridor. Appendix B contains a memorandum summarizing the signal coordination analyses and results.

Traffic Safety

Within Sedro-Woolley, traffic safety analysis is limited to state highways where traffic volumes are the highest and records are the most accessible. Conversions with Police Department and School District personal confirm that safety issues are primarily limited to these state routes. Historical accident data along both SR 20 and SR 9 were provided by WSDOT for the three-year period from 2001 to 2003 (the most recent data available as of January 2005). Analysis and statistics were summarized by accidents related to fatalities, intersections, roadway segments, and pedestrians or bicycles.

Fatalities

During the three year study period, three fatal accidents occurred in the study area. All three fatalities occurred in separate accidents in 2003 at or near the SR 20/Hemlick Road intersection (milepost 67.82). This section of state highway, in rural Skagit County east of Sedro-Woolley, is a straight two-lane roadway with 55 mph speed limit. Passing is permitted outside the immediate vicinity of the SR 20/Hemlick Road intersection.
SR 20/Hemlick Road is a minor stop-controlled intersection with no mainline acceleration or deceleration lanes. One of the fatality accidents involved an eastbound stopped vehicle likely waiting to make a left-turn into Hemlick Road. The other two accidents were caused by drivers making "evasive maneuvers."

Intersection Safety Analysis

The summary of reported accidents associated with each state highway study intersection is shown in Table 4. Typically any intersection with an accident rate greater than one accident per million entering vehicles (MEV) should be monitored closely to determine if improvements could be made to increase safety.

Table 4. 2001 - 2003 Accident History for Major Intersections

Intersection	Average Accidents per Year	Daily Total Entering Vehicles[1]	Accidents per MEV[2]	Accident Type (Majority)
SR 20 / Collins Rd	4.0	22,050	0.50	Rear-end
SR 20 / Rhodes Rd	3.0	22,200	0.37	Rear-end
SR 20 / Trail Rd & W State St	8.7	25,300	0.94	Rear-end
SR 20 / SR 9 (south)	16.0	20,400	2.15	Rear-end
SR 20 / Ferry St & Cook Rd	9.3	33,750	0.76	Rear-end
SR 20 / F & S Grade Rd	2.3	24,800	0.26	Rear-end
SR 20 / Metcalf St	9.7	23,250	1.14	Rear-end
SR 20 . Reed St	5.3	23,700	0.62	Rear-end
SR 20 / SR 9 & Township Rd	16.0	25,750	1.70	Rear-end
SR 20 / Fruitdale Rd	2.7	12,950	0.56	Angle
SR 9 / W Nelson St & Rhodes Rd	2.7	16,650	0.44	Rear-end
SR 9 / W State St	4.0	22,700	0.48	Rear-end/Angle
SR 9 / John Liner Rd & McGarigle Rd	2.0	11,150	0.49	Rear-end

Source: WSDOT historical accident records (2001 to 2003)
1. Based on 2005 traffic counts
2. Accidents per million entering vehicles

The historical accident rates suggest that there are three intersections which pose safety concerns within Sedro Woolley. The intersection with the highest rate (2.15) is at the SR 20/SR 9(south) intersection where 63 percent are rear-end collisions. The main cause for a rear-end collision is traffic congestion (vehicles following too closely). As noted previously, traffic operations at this location are congested associated with long queues extending back from the SR 20 and Cook Road/Ferry Street intersection. The Sedro-Woolley Police Department confirmed this and contributed these accidents to drivers following too closely. Congestion and associated rear-end collisions and are most common at the other high accident rate intersections of SR 20/Metcalf Street and SR 20/SR 9(Township Street). Since 2003, the SR 20/Metcalf Street intersection has had safety improvements that prohibits northbound left-turns, and provides a westbound left-turn pocket.

Within Sedro-Woolley, WSDOT has identified Hazardous Accident Locations (HALs) along SR 20. WSDOT identifies state highway HALs that meet certain criteria to identify potentially unsafe accident locations. The first HAL is SR 20 (mileposts 64.69 to 64.90) between SR 9 (south) and Cook Road/Ferry Street intersections. The second HAL is at the SR 20 and SR 9/Township Street intersection (mileposts 66.08 to 66.14). As noted previously, both areas have a majority of rear-end accidents resulting from congestion.

Roadway Safety Analysis

The average accident rates were analyzed for both the SR 20 and SR 9 corridors to identify highway segments with potential safety problems. The results of the highway segment analysis are summarized in Table 5. The highway segments listed in Table 5 vary in length and traffic volume. To provide meaningful comparison, accidents along highway segments are typically analyzed in terms of accidents per million vehicle miles (acc/mvm) traveled. No universally accepted guidelines exist for identifying hazards based on accident rates for

highway segments alone; however, WSDOT publishes average accident rates by roadway classification. Table 6 lists the average accident rates for highway segments based on functional classification.

Table 5. 2001 - 2003 Accident History for Highway Segments

Segment	Average Accidents per Year	Average Daily Vehicles2	Accidents per MVM3	State Average Rate4	Accident Type (Majority)
SR 20 West (Collins Rd to Cook Rd)	50.0	20,150	3.33	1.51 R 3.21 U	Rear-End
SR 20 Central (East of Cook Rd to Township St)	41.3	22,000	4.40	3.21	Rear-End
SR 20 East (East of Township St to UGA limits)	13.7	8,900	2.58	1.51 R 3.21 U	Other
SR 9 South (City limits to south of SR 20)	6.7	13,400	3.68	2.99	Rear-End
SR 9 North (North of SR 20 to City limits)	4.3	8,550	1.45	2.99	Rear-End

Source: WSDOT historical accident data (2001-2003)
1. Based on 2005 traffic counts
2. Accidents per million vehicle miles
3. Washington state average accidents per MVM based on roadway classifications (R for Rural, U for Urban)

Table 6. Average Accident Rates by Roadway Functional Classification

Functional Classification	WSDOT Rural Arterial (Accidents/MVM)	WSDOT Urban Arterial (Accidents/MVM)
Principal or Major Arterial	1.17	2.53
Minor or Secondary Arterial	1.51	3.21
Collector Arterial	1.67	2.99

Source: *2001 Washington State Highway Accident Report* (latest available)
1. Annual accidents per million vehicle miles

The WSDOT State Highway Log (2004) classifies SR 20 as an urban minor arterial and SR 9 as an urban collector within the City of Sedro Woolley. Just outside the City limits, SR 20 and SR 9 are classified as a rural minor arterial and a rural collector, respectively. The historical accident data and existing highway classifications obtained from the WSDOT indicate that the accident rates for all three SR 20 segments and the south SR 9 segment are above the average accident rate for a similar state facility.

Within Sedro-Woolley, WSDOT has identified High Accident Corridors (HACs) along SR 20 and SR 9. Like HALs, WSDOT identifies state highway HACs that meet certain criteria to identify potentially unsafe accident locations. The first HAC is along SR 20 (mileposts 60.52 to 64.01) generally between District Line Road and Rhodes Road intersections. The second HAC is along SR 9 (mileposts 55.12 to 55.89) generally north of the Skagit River to SR 20. As noted previously, both areas have a majority of rear-end accidents resulting from congestion.

Pedestrian/Bicycle Safety

No section of the SR 20 or SR 9 corridor is currently listed as a High Pedestrian Accident Location (PAL) by WSDOT. Between 2001 and 2003, only one accident along the SR 9

corridor involved bicyclist, none involved a pedestrian. The bicycle accident occurred at the Rhodes Road intersection (MP 55.57).

SR 20 had more pedestrian and bike accidents. There were seven total, one involving a pedestrian, the rest involving bicycles; all but one occurred between the intersection of SR 20/SR 9 and SR 20/Township Street. Five bicycle accidents were at or near intersections: two occurred at the Ferry Street intersection (MP 64.9), one happening at the Puget Avenue intersection (MP 65.65), and two more near the SR 9 intersection (MP 66.08). The only pedestrian accident occurred at the SR 9 intersection as well. This intersection was identified as dangerous by the Sedro-Woolley School District's Transportation Department., who also identified SR 20 in town as a dangerous road segment. This is corroborated by the number of bicycle accidents occurring within the downtown area. The other bicycle accident occurred just outside the City Limits, between Carter Road and Carriage Court. No other pedestrian or bicycle related accidents were reported between 2001 and 2003.

Transit and Public Transportation Review

Sedro-Woolley transit and public transportation facilities are operated by Skagit Transit (SKAT) and include bus transit, carpooling and vanpooling, dial-a-ride service, and park-and-ride lots. As of February 2005, two transit routes provide weekday service within the Sedro-Woolley area. Skagit Transit also offers limited weekday and weekend service in the City through its dial-a-ride program. Additionally, Skagit Transit offers services to encourage carpooling and vanpooling, including three park-and-ride lots within or near the City.

Bus Routes

SKAT offers two bus routes through Sedro-Woolley. Route 300 provides local service between Burlington and Sedro-Woolley. Route 717 provides commuter service between smaller Skagit river communities and Mount Vernon. Acting as Sedro-Woolley's transit hub, the Sedro-Woolley Food Pavilion bus shelter is served by both routes. Transit service characteristics are summarized in Table 7.

Route 300 provides service along SR 20 between the Cascade Mall in Burlington and the Cascades Job Corps Center in Sedro-Woolley. The route operates from 7:00 AM to 8:45 PM, though the times differ slightly according to route direction. Headways range from 60 minutes during the PM peak hours to 90 minutes during off peak hours. Average total daily ridership is approximately 140 persons per day for both directions, based on a yearly average of seven riders per hour of operation for both directions.

Route 717 operates as a commuter bus route with only one morning trip and one evening trip. The main purpose of the route is to provide Skagit river communities (Sedro-Woolley, Lyman, Hamilton, Concrete, and Cape Horn) access to the Skagit Valley College area of Mount Vernon. With two exceptions, the routes are generally one-way: westbound from 6:15 AM to 7:30 AM and eastbound from 5:30 PM to 6:50 PM. The first exception is in the morning, where patrons may catch this bus in Sedro-Woolley and ride non-stop to Cape Horn as the bus prepares for the morning run. The second exception is offered after the bus has finished its evening run, where patrons may catch this bus in Concrete and ride non-stop

to the Cascade Mall in Burlington. Average total daily ridership is approximately 13 persons per day, based on a yearly average of 12 riders per operating hour.

Table 7. Sedro-Woolley Transit Service Characteristics

Route	Scheduled Daily Trips	Service Span (Daily)	Headway (Approx.)	Ave. Daily Ridership
300	10 trips (Weekday EB & WB)	EB: 7:45 AM - 8:45 PM WB: 7:00 AM - 8:15 PM	60 to 90 minutes	138
717	2 trips (Weekdays: AM trip & PM trip)	AM: 5:30 AM -7:30 AM PM: 5:30 PM - 7:45 PM	None[1]	13

Source: Skagit Transit, February 2005.
1. Route 717 has only one morning trip and one evening trip

Park & Rides

Three park-and-rides are located in and around Sedro Woolley. The SR 9/State Street park-and-ride located on the southwest corner accommodates 20 vehicles. The SR 20/F&S Grade Road park-and-ride located on the northwest corner accommodates approximately 30 vehicles. South of the City and the Skagit River, the Sedro-Woolley South park-and-ride along SR 9 accommodates 52 vehicles. Given the lot locations relative to bus routes, these park-and-ride lots provide services for vanpool and carpool patrons more than bus patrons.

Vanpooling/Carpooling

To reduce the traffic volumes on Skagit County roadways, SKAT offers tools to encourage carpooling and vanpooling. Carpooling and vanpooling arrangements vary in cost and complexity depending on the number of persons involved. More information can be found on Skagit Transit's website (www.skat.org)

Dial-A-Ride

Skagit Transit operates one dial-a-ride route within the City of Sedro-Woolley. The service is provided to persons with disabilities or conditions which prevent them from using the normal fixed-route service. Dial-a-ride operates from 7:00 AM. to 9:00 PM on the weekdays, with more limited service on the weekends. More information can be found on Skagit Transit's website (www.skat.org).

Pedestrian and Bicycle Facilities

The City roadways act as the primary facilities to accommodate pedestrians and bicyclists. Many of these roadways have sidewalks to accommodate pedestrians and the City has designated some roadways as formal bicycle routes. Along with a system of regional trails, these facilities are used to promote non-motorized travel within the City.

Pedestrian Facilities

At this time, Sedro-Woolley's pedestrian system consists primarily of sidewalks adjacent to streets. The highest concentration of available sidewalks is in the central business district and surrounding neighborhoods. These areas originally encompassed the urban area of the City when it was first incorporated. New developments in the northern part of the City also have sidewalks. Figure 9 in the *Transportation Systems Plan* section shows locations along the arterial roadway system where sidewalks currently exist.

The current minimum standard for the width of new sidewalks is 4 feet, although in many areas 5-foot sidewalks are provided. Within the urban growth area approximately 40 percent of local streets have sidewalks on one or both sides. As development occurs within the City, property owners are required to dedicate right-of-way and construct sidewalks as part of frontage improvements or new roadways. Most of the roadways outside the central core area of the City, were built when the area was unincorporated Skagit County and were designed to rural arterial standards. No sidewalks exist on any of the rural roadways.

Bicycle Facilities

There are limited formal bicycle facilities in Sedro-Woolley. The City roadway design standards identify that new arterials will include separate bicycle facilities, as sidewalks are not a substitute for on-street bicycle facilities. The City also has designated several roadways as bicycle routes to provide access to public building, parks, schools, and other trail and bicycle facilities. Many of the existing bicycle routes are shown in Figure 10 in the *Transportation Systems Plan* section. For the most part, bicyclists share the road with motorized traffic or use paved roadway shoulders, where available. Formal bike lanes are present on both sides of Cook Road within the City limits.

Two regional bicycle routes intersect within the City of Sedro-Woolley. These routes provide regional bike connections to the west and east.

- **Bayview to Sedro-Woolley:** This route follows the old logging railroad grades from Bayview to Sedro-Woolley via the F&S Grade Road.
- **Skagit River:** This route follows the SR 20 corridor from Concrete. It enters the City from the east on Hoehn Road then taking a turn onto Township Street, a turn onto Jameson Street, until finally turning south onto SR 9.

Freight System

The arterial roadway system and the Burlington Northern and Santa Fe (BNSF) railroad line provide for the movement of freight and goods through the City. Given its location along two state highways, Sedro-Woolley experiences a large amount of truck freight traffic. There are three regional freight corridors that lead into and out of the City (SR 20, SR 9, and Cook Road). These roadway facilities, along with the BNSF railroad and other designated truck routes, serve both local and regional freight operations within the City.

Truck Routes

The City has adopted a formal truck route plan in an effort to manage truck traffic within its City limits. City Municipal Code 10.20.030 designates the following roadways as truck routes within the City.

- SR 20 and SR 9
- West State Street, East State Street, and State Street
- Township Street, Third Street, and River Road
- West Nelson Street (west of Batey Road)
- Batey Road
- West Jameson Street and Jameson Street (Batey Road to Third Street)
- West Ferry Street and Ferry Street
- East Jones Road and West Jones Road
- F&S Grade (West Jones Road to Borseth Road)
- Cook Road
- Sapp Road (south of East Jones Road)
- Metcalf Street (north of Ferry Street)
- Puget Avenue
- Garden of Eden Road (F & S Grade Road to East Jones Road)

Several of the roadways have existing weight restrictions. Township, Moore and Bingham Streets are rated between 300,000 and 4 million tons but have seasonal weight restrictions. Portions of F & S Grade Road are also rated between 300,000 and 4 million tons, but do not have seasonal weight restrictions. West Nelson and Jameson Street (utilized by the sawmills), are rated 100,000 to 300,000 tons per year. Cook Road, on which truck traffic accounts for 14 percent of the total traffic, is rated 4 million to 10 million tons from the western City limits to the intersection with SR 20 and is occasionally subject to weight restrictions.

A total of five vehicle classification counts were performed along the corridors in 2005 in support of the WSDOT Freight Mobility Plan. These data were summarized previously in the *Vehicle Classification Count* section. The data collected was used as the basis for updating the WSDOT truck route classifications assigned to each facility. The data were collected at the following locations:

- SR 9 at northern City limits (MP 58.2)
- SR 9 at southern City limits (MP 55.9)
- SR 20 east of Fuitdale Road (MP 66.9)
- SR 20 at western City limits (MP 63.7)
- Cook Road east of Collins Road

Based on the WSDOT truck route classification definitions, each route was classified based on the estimated tons of freight per year each roadway served. Table 8 shows the resulting truck route classifications that were calculated based on the recent vehicle classification counts.

Table 8. "T" Classifications

Location	Freight in tons per year	"T" Classification
SR 9 at north city limits	2,496,000	T-3
SR 9 at south city limits	2,300,750	T-3
SR 20 east of Fuitdale	2,141,750	T-3
SR 20 west of city limits	1,440,875	T-3
Cook Rd east of Collins	4,810,000	T-2

Table 8 indicates that all the major routes have a T-3 classification, with the exception of Cook Road with a T-2 classification. Most trucks heading to and from the west use Cook Road to bypass the congestion along SR 20 through the City of Burlington. In addition, the Cook Road corridor provides a direct link to I-5.

Railroad System

The railroad system within the City of Sedro-Woolley is operated by BNSF Railroad. While the rail lines form a crossroads within the City, only the west and north lines are typically used. The south and east lines are used primarily for storage purposes. These west and north lines are part of a BNSF branch line from Burlington to Sumas at the US - Canadian border. Rail traffic is typically two freight trains per day, seven days a week. The daily train schedule is not set through Sedro-Woolley, but trains typically operate within the time periods of 5 PM to 8 PM and Midnight to 4 AM.

TRAVEL FORECASTS & ALTERNATIVES EVALUATION

To provide a framework for future transportation system needs, the Plan must consider the transportation needs of future growth. The GMA requires that the transportation planning horizon be at least ten years in the future. The City of Sedro-Woolley selected a 2025 horizon year. Year 2025 is consistent with Skagit County's Regional Transportation Plan. It also provides a longer range look at the transportation system than City's annual six-year Transportation Improvement Program (TIP).

Primary analyses of the 2025 traffic forecasts were initially based on the following travel forecasting assumptions:

- City of Sedro-Woolley's 2006-2011 TIP;
- Skagit County's 2006-2011 TIP;
- WSDOT's Highway System Plan (2003-2022);
- City of Sedro-Woolley's 2005 and 2025 land use data;
- Skagit County Council of Government's land use data.

Based on these assumptions, traffic forecasts were developed using Sedro-Woolley's travel demand model. The model is a tool that is used to convert existing and future land uses into traffic volumes. Alternative improvement projects were evaluated in order to understand the effect they would have on travel patterns within the study area and their ability to resolve existing or future capacity and operational deficiencies.

The following provides an overview of the land use assumptions, travel demand model, baseline improvement project assumptions, and the alternatives analysis used in preparing the traffic forecasts. The draft framework of improvement projects and the resulting traffic forecasts are also presented. The draft framework of improvement projects identify specific improvements that were assumed to be necessary by 2025 based on the alternatives analysis. The resulting traffic forecasts provide a technical basis for identifying the transportation improvement projects in the transportation systems plan.

The *Travel Demand Model Documentation Report* (November 2005) details the process by which the model was constructed and used to support the 2005 Transportation Plan and Transportation Impact Fee Program.

Land Use

Future transportation improvements recommended in the Transportation Systems Plan have been defined to support Sedro-Woolley's adopted Land Use Plan. Land use and socio-economic data were used to develop traffic forecasts for the study area. The base year (2005) and forecast year (2025) land use totals were compiled from data provided by the City of Sedro-Woolley and the Skagit County Council of Governments (SCOG). The land use data provided by the SCOG was used for all areas outside the City and UGA. The County data were originally compiled for the SR 20 Corridor Study that was completed in 2000.

Table 9 summarizes the 2005 and 2025 total number of dwelling units and employees by study area district (see Figure 4). These districts provide a summary of existing and forecasted land use patterns within the City and UGA. A more detailed land use table that summarizes data by Transportation Analysis Zone (TAZ) for the City and the entire County is found in the Travel Demand Model Documentation Report. The model documentation report also includes a more detailed description of the process used to develop the land use forecasts.

Table 9. Study Area Land Use and Socio-Economic Data

	Number of Dwelling Units			Number of Employees		
Study Area District	**2005**	**2025**	**Percent Increase**	**2005**	**2025**	**Percent Increase**
1. CBD	269	269	0%	1,169	1,532	31%
2. Northwest City	345	1,238	259%	238	309	30%
3. Southwest City	406	842	107%	1,255	1,713	36%
4. Southeast City	1,126	1,451	29%	314	393	25%
5. East City	1,010	1,349	33%	225	247	10%
6. Northeast City	1,192	2,736	99%	940	1,051	12%
Total	**4,348**	**7,525**	**73%**	**4,141**	**5,245**	**27%**

1. Data provided by City of Sedro-Woolley.
2. Refer to Figure 4 for District locations.

Household Growth

Table 9 summarizes the total number of households within the City and UGA for 2005 and 2025. The following summarizes key findings of the household growth.

- Approximately 4,350 dwelling units were in the City as of spring 2005.
- Within the City and UGA, the number of dwelling units is forecast to grow by more than 3,175 dwelling units, a 73-percent increase between 2005 and 2025.
- The largest numbers of new dwelling units are expected to be built in the northern part of the City and UGA. Approximately 2,400 new dwelling units are estimated to be constructed in this part of the City and UGA by 2025.
- The southwest area of the City is expected to more than double from 406 to 842 dwelling units.
- The CBD area of the City is expected to continue to be primarily commercial land uses with no residential growth.
- The older neighborhoods of the City, primarily to the east and southeast of the CBD, are expected to grow by approximately 30 percent in the number of new dwelling units by 2025. Much of this development is assumed to be infill.

Figure 4. Land Use by District

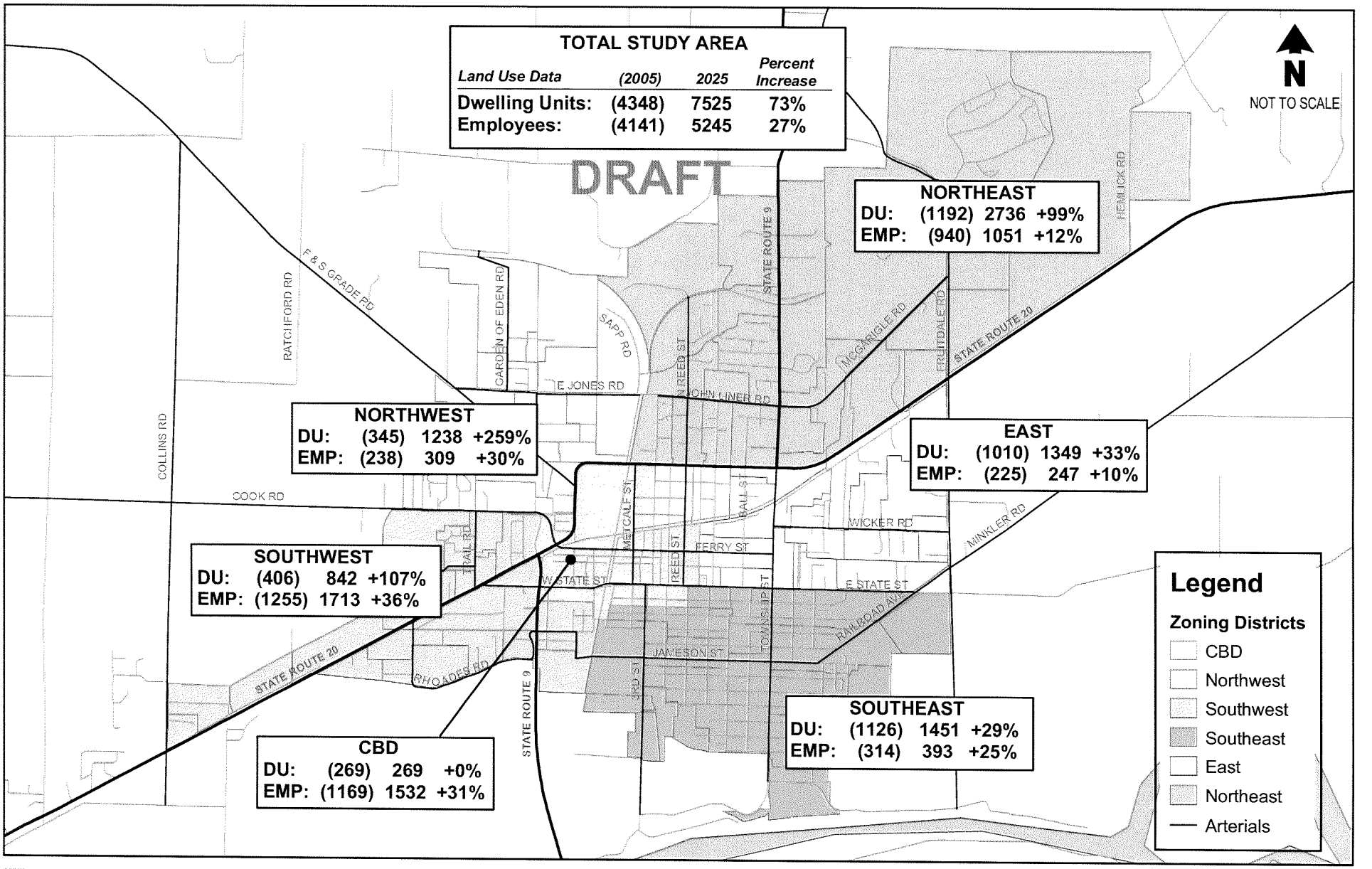

Figure 4

Land Use Growth by District (2005 - 2025)

Sedro Woolley Transportation Plan

The Transpo Group

Employment Growth

Existing and forecast employment within the City and UGA are also detailed in Table 9 and summarized by study area district. Key findings related to employment growth include the following:

- Total employment is forecasted to increase by a moderate 27-percent by 2025, from 4,140 to 5,245 employees.
- Much of the employment growth is focused within the CBD and southwest area of the City with over a 30-percent increase in the number of employees by 2025.
- A majority of employment growth will be in the retail and service land uses with an increase of more than 600 employees throughout the City over the next 20 years.
- Medical and office land use growth is targeted for the southwest district with approximately a 30-percent increase in the number of employees by 2025.

Travel Forecasting Model

A travel demand forecasting model was developed and used to assist in defining future transportation system needs. The model was constructed to support the update of the 2005 Transportation Plan and Transportation Impact Fee Program. It is based on the Skagit County Council of Governments (SCOG) regional model, but is focused on the City of Sedro-Woolley and its UGA. The SCOG model was used as a starting point, and was modified and refined within the Sedro-Woolley study area in order to reflect local travel patterns and future growth projections within the City. The model uses the VISUM software package and forecasts weekday PM peak hour traffic volumes based on the 2025 land use forecasts. The model roadway network includes most arterial roadways within Skagit County. Within the City of Sedro-Woolley and its UGA, all local streets have also been included.

The *Sedro-Woolley Travel Demand Model Documentation Report* (November 2005) details the process by which the model was constructed and used to develop the 2025 traffic forecasts. The report includes information about the model roadway network, transportation analysis zone system, external growth rate assumptions, trip generation, trip distribution, trip assignment, and model calibration.

2025 Baseline Transportation Improvements

The model was calibrated to match existing base year traffic volumes (2005) and then used to develop a baseline 2025 traffic forecast. City, county, and state transportation improvement projects likely to be funded and built by 2025 were reviewed and included as appropriate in the future baseline model. The improvements were defined based on the City's and County's Transportation Improvement Program and the WSDOT Highway Systems Plan. Table 10 provides a description of the major baseline transportation improvements included in the model.

Table 10. 2025 Baseline Transportation Improvements

Roadway	Project Limits	Project Description
Jones Rd / John Liner Rd	F&S Grade to Township Rd (SR 9)	Widen to 3 lanes and construct new railroad undercrossing.
Township Rd	Jameson St to North City Limits	Widen to 3 lanes.
Jameson St / Railroad St	SR 9 to Fruitdale Rd	Widen to 3 lanes.
SR 20	SR 237 (Fredonia) to I-5	Widen to 5 lanes and improve I-5 interchange.

After updating the travel demand model to include the baseline transportation projects, the 2025 baseline traffic forecasts were prepared. The 2025 baseline forecasts were used to determine where future operational and capacity deficiencies were likely to occur. Improvement alternatives were then identified and evaluated with the model to determine whether the projects addressed the future deficiencies. The results of the alternatives analyses were used in developing a draft framework of improvements to be included as part of the recommended 2025 transportation network.

Alternatives Analysis

The evaluation of the baseline travel forecasts indicated a need for additional east-west capacity and circulation options within the City of Sedro-Woolley. Options to address these issues ranged from adding more capacity along SR 20 to providing a new arterial circulation roadway on the north side of SR 20. These alternative roadway improvements were evaluated using the City's travel demand model. Separate model scenarios were created for each alternative to evaluate the shifts in traffic due to the proposed new roadway connection and/or the SR 20 widening projects. The alternatives analysis used the 2025 baseline model as a starting point. Results from each alternative model scenario were reviewed in order to understand whether the proposed projects:

- Provided congestion relief along adjoining roadways;
- Attracted a significant amount of vehicle trips to justify the need for the project;
- Reduced impacts on non-arterials; and
- Supported future growth within the City and its UGA.

The alternatives analyses included an evaluation of the following groups of projects listed in Table 11. These alternative roadway projects would each provide additional capacity to serve the significant amount of residential growth forecast for the northern part of the City. A summary of the results of each alternative is provided below.

Table 11. Transportation Alternatives Evaluated

Alternative Scenario	Project Limits	Project Description
Limited SR 20 Widening	SR 9 to Sapp Rd	Widen to 5 lanes.
Full SR 20 Widening	SR 9 to Township Rd (SR 9)	Widen to 5 lanes.
Full SR 20 Widening & Completion of Arterial Loop	SR 9 to Township Rd (SR 9) & Cook Rd to Jones Rd	Widen SR 20 to 5 lanes and construct new 3 lane arterial.

Limited SR 20 Widening

Traffic forecasts were developed for an alternative scenario that widened SR 20 from 3 to 5 lanes from SR 9 on the west side of the City to Sapp Road. The roadway would be reduced to its current 2-lane cross-section before reaching the existing railroad overpass. This alternative would also provide additional intersection capacity at the intersections with SR 9, Cook Road, and F&S Grade. While the roadway widening significantly improved the intersection operations at SR 9 and Cook Road, it moved the congestion problems farther east along SR 20 and created a difficult merging issue at the railroad bridge. In addition, a large amount of vehicles were still shown to be using local streets to avoid congestion along SR 20. The limited widening of SR 20 does not sufficiently accommodate local and regional land use growth. Additional widening of SR 20 is needed to provide sufficient capacity to serve the high growth areas in the northeast part of the City.

Full SR 20 Widening

Based upon the traffic forecasts developed as part of the limited SR 20 widening alternative, the 5-lane cross section was extended farther east along SR 20 to the intersection with Township Road (SR 9). Widening the highway through the core part of the City provided much more capacity to serve local and regional traffic. However, a large amount of vehicles were still shown to be using local arterials as cut-through routes. Improvements at intersections along Ferry Street and State Street would be necessary to accommodate the cut-through traffic caused by local and regional land use growth. In addition, residents on the north side of SR 20 would have to rely on SR 20 when traveling to and from the west. The SR 20 widening alone provides needed congestion relief for the community for the short-term; however, it does not address capacity and circulation needs over the long-term to serve the northern residential areas of the City and regional growth.

Full SR 20 Widening & Completion of Arterial Loop

The large amount of residential growth in the City over the next 20 years results in more vehicles traveling to and from the employment centers to the west such as Burlington and Mount Vernon. This results in a high demand on east-west roadways such as SR 20 and Cook Road. To provide better circulation options and more east-west capacity within the City, a new roadway connection between Cook Road and Jones Road was evaluated.

The traffic forecasts and operations analyses indicate that the new roadway would be needed in addition to the full SR 20 widening previously described. The new roadway would reduce the need for further improvements to the SR 20 / Cook Road intersection and several intersections in the CBD along Ferry Street and State Street. The new arterial connection would complement the Jones Road / John Liner Road extension project which will provide a new railroad underpass to connect the northwest and northeast neighborhoods. Residents in the northeast area of the City would have an alternate route to access Cook Road and SR 20, or to travel to the commercial areas in the southwest part of the City.

Framework of Improvements

Based on the evaluation of the alternatives, the City of Sedro-Woolley established the basic framework for the update of the Transportation Plan. The framework for the 2025 traffic

forecasts is based upon the completion of the full SR 20 widening between SR 9 and Township Road and the new roadway connection between Cook Road and Jones Road. These new major roadway improvement projects form the backbone of the future transportation system within the City and are needed to serve the City's 20-year land use plan. The resulting 2025 PM peak hour traffic forecasts and analyses are discussed in the next section.

Traffic Forecasts and Analysis

The results of both the future baseline analysis and the alternatives analysis were used to develop the framework for the recommended transportation network and ultimately the transportation systems plan. A recommended transportation network model scenario was created to estimate forecast 2025 traffic volumes within the City. The resulting 2025 PM peak hour traffic forecasts are shown in Figure 5. The 2025 forecasts are compared to the existing 2005 traffic volumes.

The 2025 traffic volumes are estimated to increase from 2005 traffic volumes on all the major routes entering the City. The most significant growth is estimated to occur along routes such as Cook Road, F&S Grade, SR 9 (south of the City), and SR 20 (east of the City). The traffic volume growth is the result of the high number of vehicles traveling between the commercial areas to the west (Mount Vernon and Burlington) and the existing and future residential areas within the City. In addition, about 40-percent of the traffic growth represents regional through-traffic, with no origin or destination within the City. As a result of local and regional land use growth, several of the major routes are anticipated to have more than a 50-pecent increase in traffic volumes over the next 20-years.

No widening on SR 20 between the City of Burlington and SR 9 on the west side of the City was assumed to occur by 2025. As a result, SR 20 west of SR 9 is anticipated to have little growth in the next 20 years because it is nearing capacity today. Traffic volumes are expected to only grow by 15-percent along SR 20 as it enters the City from the west. However, east of Cook Road, SR 20 is estimated to have a 50-percent growth in PM peak hour traffic volumes due to the identified need for widening the highway to five lanes through the City. Much of the growth in traffic volumes along SR 20 through the City is due to the increase in traffic along other intersecting roadways such as Cook Road and SR 9. These other roadways are estimated to have a significant increase in traffic volumes due to the fact that vehicles switch to alternative routes to avoid congestion along SR 20 west of the City.

With the completion of the City's arterial circulation loop, most of the secondary arterials are expected to also see a large increase in traffic volumes by 2025. Forecast traffic volumes on Jones Road and John Liner Road will be between 350 and 450 vehicles per hour (vph) after completion of the Jones Road / John Liner Road extension project. Jameson Street and Rhodes Road traffic volumes will more than double to serve new development in the southern areas of the City. These roadways also will serve as

Figure 5. 2025 Weekday PM Peak Hour Traffic Volumes

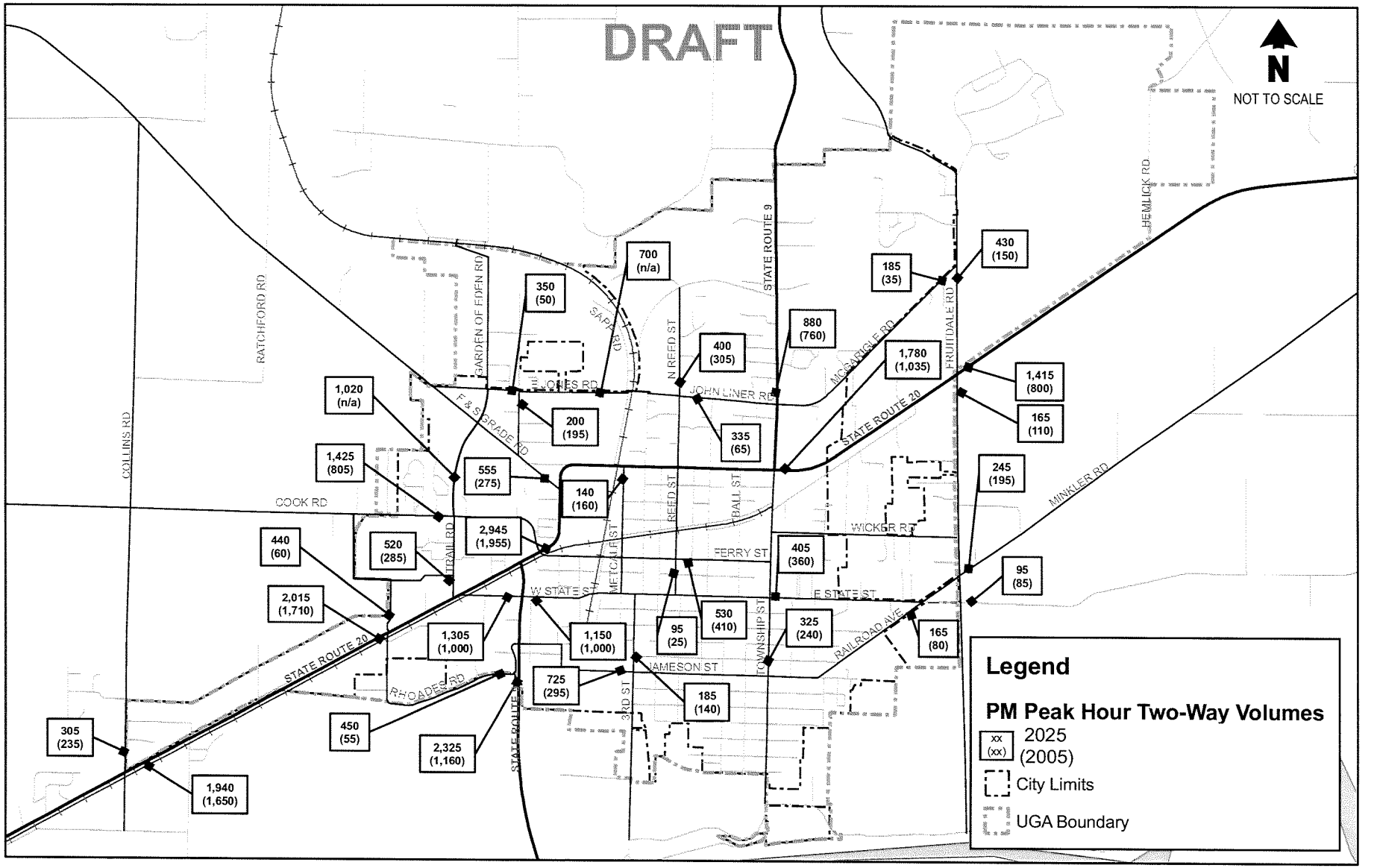

Figure 5

2025 Weekday PM Peak Hour Traffic Volumes

Sedro Woolley Transportation Plan

The Transpo Group

alternative routes to avoid delays on SR 20. Fruitdale Road and McGarigle Road volumes more than double, or in some cases triple, from 2005 traffic volumes. The increase in traffic volumes along both of these corridors is the result of the significant residential growth that is expected in the northeast part of the City and UGA.

The new Trail Road extension project on the west side of the City, connecting Cook Road and Jones Road, is expected to attract in excess of 1,000 by 2025. Most of this traffic is associated with the residential growth in the northern parts of the City.

Transportation Systems Plan

The transportation systems plan provides a long-range strategy for the City of Sedro-Woolley to address current and forecast transportation issues and identified needs, implement transportation goals and policies, and realize the intent of the community's Vision. The Plan is based upon an analysis of the existing transportation system, forecasts of future travel demands, the anticipated availability of resources, and the desire of the City of Sedro-Woolley to create an efficient transportation system that puts a priority on community livability. The Plan builds upon the City's policies and standards and seeks to give specific shape to the City's transportation goals and vision.

The Sedro-Woolley Transportation Plan focuses on four components of the transportation system:

- Streets and Highways
- Pedestrian and Bicycle System
- Public Transit and Travel Demand Management
- Waterborne, Rail, and Air Transportation

These are the basic elements of the transportation system upon which mobility within and through Sedro-Woolley depends. The core of the transportation systems plan covers street and highway improvements with a focus on the major corridors within the City. The street system serves the primary movement of automobiles and truck traffic. The street system also provides the framework for other travel modes in the community, including transit, pedestrian, and bicycle modes.

Streets and Highways

Streets and highways serving Sedro-Woolley provide for the general movement of people and goods. They also serve other travel modes, including pedestrians, bicyclists, and transit. The street and highway section identifies the functional roadway system, roadway design standards, designated truck routes, and improvement projects and programs needed to maintain and expand the system.

Functional Classification

Roadway functional classification provides for a hierarchy of roadways. These classifications also act as a guide for future development of the overall street system. The purpose of the functional classification plan is to provide a hierarchy of arterial and local streets. Arterial streets serve higher traffic volumes and may have few access points. Local streets provide neighborhood circulation and access to individual parcels. Collector streets link arterials and local streets and may provide access to individual parcels. A well-connected system of streets enhances overall mobility and facilitates greater opportunities for pedestrian and bicycle travel.

The City of Sedro-Woolley has classified its street system into four categories: principal arterials, secondary arterials, collector arterials, and local access streets and has developed

standards for each street type. A description of the roadway classifications are provided in Table 12.

Table 12. Roadway Functional Classification Definitions

Functional Classification	Description	Typical Range of Daily Traffic Volumes
Principal Arterial	Inter-community roadways connecting community centers or major facilities. Principal arterials are generally intended to serve predominately "through" traffic with minimum direct service to abutting land uses. The minimum right-of-way width is typically 80 feet. No parking is usually allowed within the right-of-way. At volumes over 20,000 ADT these streets are generally five lanes wide with two through lanes in each direction and a two-way left-turn lane. Other channelization such as turn lanes at intersections is also provided as needed.	10,000 to 50,000
Secondary Arterial	Provides for intra-community travel for areas bounded by the principal arterial system. Secondary arterials serve trips of moderate length and provide more direct access to abutting properties than principal arterials. The minimum right-of-way width is typically 60 feet. Traffic lanes vary in width based upon traffic volume, design speed and the context of the roadway environment. Parking may be allowed and parking lanes are typically 8-10 feet wide.	2,000 to 15,000
Collector Arterial	Provides for movement within a community, including connecting neighborhoods with smaller community centers. Collectors also provide connections to secondary and principal arterials. Property access is generally a high priority for collectors, with a lower priority for through traffic movements. The minimum right-of-way width is typically 50 feet. Traffic lanes are at least 10 feet wide and parking lanes are 8 feet minimum. One through lane is provided in each direction, with parking and channelization as necessary.	500 to 3,000
Local Streets	Provides access to abutting properties and include a variety of designs to match the surrounding land uses.	Up to 1,000

The future demand for local circulation and regional access support a need for changes in the classification of some of the streets in the system. Figure 6 shows the classification of existing and planned streets within the City and its UGA. The major changes in the roadway functional classifications from the previous Transportation Plan include the following:

- **Arterial Circulation Loop Roadways:** Addition of planned streets to complete the arterial circulation loop. Each of the arterial loop roadways have been designated as secondary arterials.
- **Township Street:** Designated the portion of Township Street between Jameson Street and State Street as a secondary arterial. This is consistent with the classifications of State Street, Jameson Street, and the northern portions of Township Street.
- **Cook Road:** Reclassified Cook Road as a principal arterial since it serves as a regional connection between I-5 and SR 20. In addition, it is identified as a T-2 freight corridor by Skagit County and WSDOT, serving more truck traffic than both SR 20 and SR 9.

Figure 6. Roadway Functional Classifications

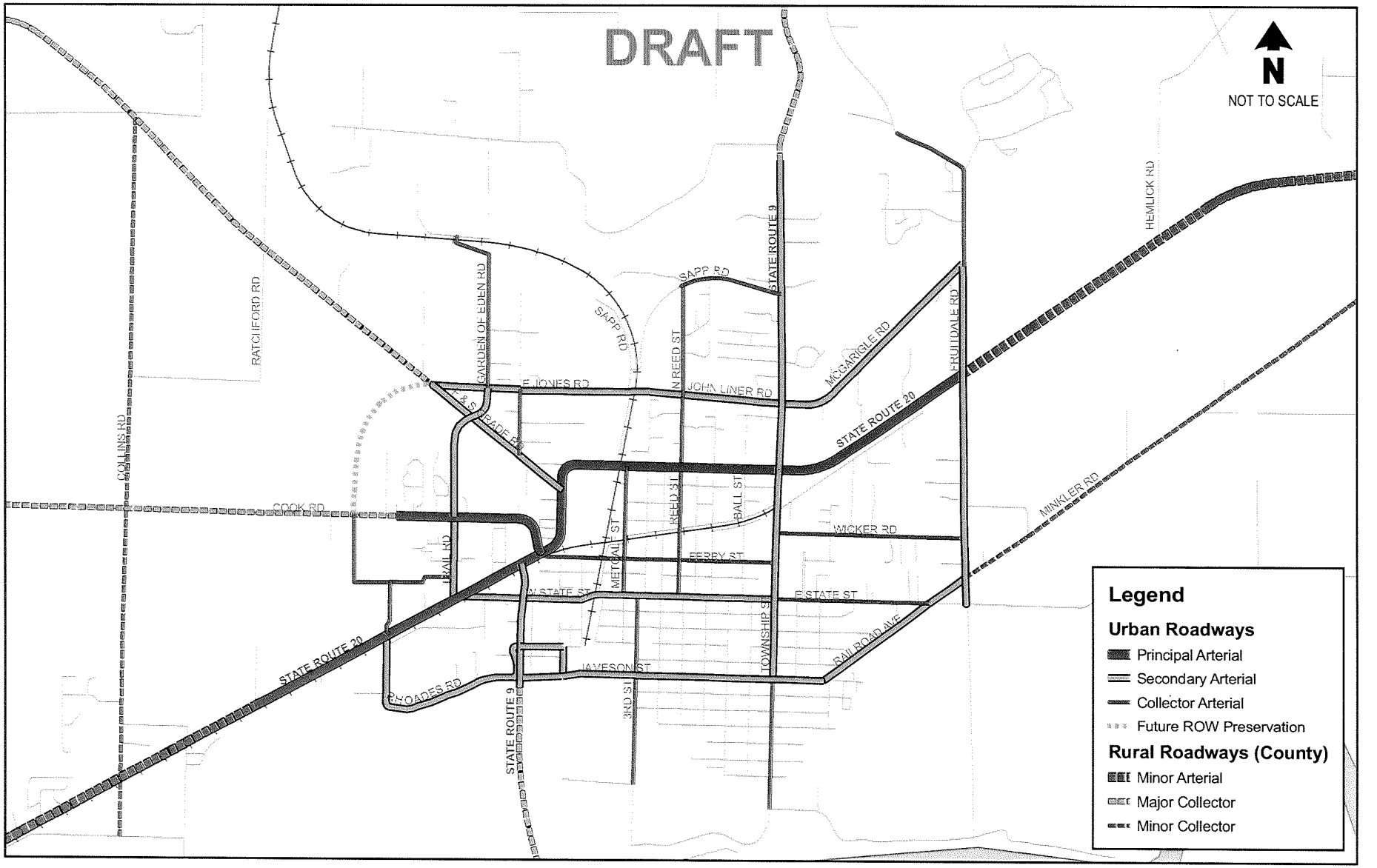

Figure 6

Roadway Functional Classification

Sedro Woolley Transportation Plan

The Transpo Group

- **Jameson Extension:** The proposed future extension of Jameson to connect between SR 9 and Batey Road would become a secondary arterial, providing a direct east-west route in the south part of the City. At that time Batey Road and Nelson Street would be reclassified as local streets. The future extension of Jameson Street depends on future redevelopment of the property in the corridor.
- **Rhodes Road:** Designated the planned roadway between SR 20 and Cook Road as a collector. Serves mostly local land uses, but provides a needed connection and route between SR 20 and Cook Road.
- **Wicker Road:** Designated this corridor as a collector arterial because it serves over 2,000 daily vehicle trips and connects the eastern UGA areas with the City.
- **Sapp Road:** Between Reed Street and SR 9, classified this roadway as a collector arterial. This is consistent with the North Township Street Subarea Transportation Plan. It provides primary access to the northern neighborhoods of the City.
- **Future Arterial between Cook Road and F&S Grade:** Addition of planned long-term roadway connection outside the existing UGA. The roadway is not part of the current 20-year Plan; however right-of-way (ROW) preservation policies have been established. As such, right-of-way preservation will meet secondary arterial roadway standards.

Overall, the changes reflect the desired function of the streets and the existing and forecast traffic volumes.

Skagit County roadway classifications are also shown in Figure 6. All roadways outside the UGA are classified as either rural minor arterials or collectors. These classifications are consistent with the WSDOT classifications for SR 20 and SR 9. SR 20 is classified by WSDOT as a rural minor arterial (R2) and SR 9 is classified as a rural major collector (R3).

Roadway Standards

The Public Works Construction Standards, with which all new development must comply, are detailed in Ordinance No. 952. The standards include items such as right-of-way needs, pavement width, and type and width of pedestrian and bicycle facilities. The standards are intended to support the City's goals in providing adequate facilities to meet the mobility and safety needs of the community. The standards are intended to assist design professionals and developers for all new and reconstructed roadways and right-of-way facilities, both public and private, within the City.

These standards have been used as the basis for evaluation of the roadway system. Many existing roadways are not constructed to these standards. Roadways in the UGA are typically rural in nature with few urban features. Some of the major design guidelines are described in Table 12 for each roadway type. Access conditions are outlined in the ordinance for each type of street. Standards common to all streets include the construction of curb and gutter and five-foot wide sidewalks on both sides of the street.

Truck Routes

The City of Sedro-Woolley is expected to continue to have a large amount of trucking activity due to its location at the intersection of two state highways. In the future, it is projected that truck traffic will increase proportional to anticipated commercial growth. Most of the increase in truck traffic will be from local industry to support the increase in industrial and manufacturing land uses within the City. Surrounding forestry/agricultural uses will generate truck traffic as well. Overall, trucks are expected to comprise a lower percentage of the future traffic volumes due to much more significant residential development over the next 20 years.

Trucks have a significant impact on traffic operations, safety, and roadway maintenance. They also impact air quality and noise levels in the City. Therefore, the City has designated principal arterials and secondary arterials as truck routes. The primary routes for trucks traveling through the City are the two state highways (SR 20 and SR 9) and Cook Road. The other truck routes include the arterial circulation loop roadways and remaining secondary arterials. These routes provide connections from the surrounding land uses to the regional transportation system.

SR 20 and Cook Road are the only east-west arterials for trucks heading between Sedro-Woolley and I-5. These routes also serve truck traffic heading to or from the areas to the east of the City along the SR 20 corridor. The arterial circulation loop roadways and other secondary arterials will primarily provide local access for trucks and should not be used as regional truck routes. If trucks have an origin/destination within the City, they should limit travel on non-designated streets to the shortest distance between the origin/destination and a designated truck route.

Transportation Improvement Projects

Based on the evaluation of existing and forecast traffic volumes, traffic operations, safety, and connectivity, a recommended list of transportation improvement projects and programs was defined. The projects and programs were organized into the following three categories:

- State Highway Improvements
- Arterial Improvements
- Citywide Transportation Programs

Table 13 identifies each of the projects and programs. Figures 7 and 8 show the locations of state highway improvements and arterial improvements, respectively.

Table 13 provides a brief description of each project including the roadway or intersection project limits, and a planning level description of the scope of work that is needed. A map identification number is also provided for referencing between Table 13 and Figures 7 and 8. Table 13 also identifies if a project is currently in an agency's Transportation Improvement Program (TIP). This is useful for identifying projects that may already be in planning, design, or construction phases.

Table 13. Transportation Improvement Projects and Programs

Table 13 Continued…..

Table 13 Continued…..

TABLE 13
Sedro-Woolley Transportation Improvement Projects and Programs

Project Type	MAP ID [1]	Project Name	Project Limits	Project Description	In Existing TIP? [2]	Total Cost ($1,000's) [3][4]	Timing [5]	Relative Priority	Comments
STATE HIGHWAY IMPROVEMENTS	S1	SR 20 / F&S Grade Rd Improvements (Skagit Steel Access)	F&S Grade Rd to Sapp Rd/RR Bridge (MP 65.15 to 65.47)	Install traffic signal, realign F&S skew, and improve access into Skagit Steel site. Widen SR 20 from F&S Grade to RR Bridge. Realign 90-degree corner ("Bendix Corner")	Yes $1,650	**$1,650**	Short	H	Joint project with WSDOT and Skagit County. In design phase.
	S2	SR 20 / Reed St Intersection Improvements	Intersection (MP 65.70 to 65.72)	Construct intersection improvements including traffic signal.	Yes $350	**$430**	Short	M	
	S3	SR 20 / N Ball St Intersection Improvements	Intersection (MP 65.90 to 66.02)	Improve intersection with SR 20 on north side of SR 20; Widen N Ball St, improve radii, add curb, gutter, and sidewalk. May require right-of-way.	Yes $350	**$350**	Short	L	WSDOT and developer funded
	S4	SR 20 / Fruitdale Rd Intersection Improvements	Intersection (MP 66.70 to 66.88)	Construct intersection improvements including traffic signal.	Yes $350	**$740**	Short	H	
	S5A	SR 20 Widening - Phase 1	SR 9 to Sapp Rd (MP 64.75 to 65.46)	Widen roadway to 5 lanes. Construct to principal arterial standards including curb & gutter, sidewalks, and bike lanes.	No	**$3,760**	Mid	H	
	S5B	SR 20 Widening - Phase 2 Widen RR Bridge / Remove Sapp Rd Intersection	Intersection (MP 65.45 to 65.48)	Replace BNSF RR overpass with structure wide enough to accomodate roadway widening along SR 20 (approximately 90 feet).	Yes $2,500	**$6,790**	Mid	M	Cost assumes construction of temporary structure to maintain RR operations during project.
	S5C	SR 20 Widening - Phase 3	Sapp Rd to Township Rd (MP 65.46 to 66.30)	Widen roadway to 5 lanes. Construct to principal arterial standards including curb & gutter, sidewalks, and bike lanes.	No	**$3,990**	Long	M	
	S6A	SR 20 Safety Improvements	SR 9 to Fruitdale Rd (MP 66.30 to 67.00)	Improve illumination, signing, and intersection sight distance. Provide right-turn deceleration lanes.	No	**$370**	Short	H	
	S6B	SR 20 Improvements	SR 9 to Fruitdale Rd (MP 66.30 to 67.00)	Improve roadway to principal arterial standards with 3 lanes, curb & gutter, planter strip, and sidewalks.	No	**$1,900**	Long	L	
	S7	SR 20 / Township Rd (SR 9) Intersection Improvements	Intersection (MP 57.17 to 57.25)	Widen roadway to include dedicated northbound and southbound left-turn lanes. Revise and upgrade traffic signal to include permissive/protected north-south phasing.	No	**$450**	Mid	M	
	S8	SR 20 / Cook Rd Intersection Improvements	Intersection	Widen the north approach of Cook Road to include duel SB left-turn lanes. Coordinate improvements with SR 20 widening project (#S10A).	No	**$430**	Short	H	
	S9	North Township St (SR 9) Arterial Improvements	SR 20 to city limits	Rebuild Township St to secondary arterial standards including 3 lanes, curb & gutter, bike lanes, planter strip, sidewalks. Some right-of-way may be required.	Yes $2,400	**$3,480**	Short	L	
	S10	SR 9 / Nelson St Intersection Improvements	Intersection	Construct intersection improvements to include traffic signal or roundabout.	No	**$620**	Mid	M	
	S11	SR 9 / W State St Intersection Improvements	Intersection	Construct intersection improvements to include traffic signal or roundabout.	No	**$620**	Long	L	
	S12	SR 9 / John Liner Rd Intersection Improvements	Intersection	Construct intersection improvements to include traffic signal or roundabout.	No	**$430**	Short	L	

TABLE 13
Sedro-Woolley Transportation Improvement Projects and Programs

Project Type	MAP ID [1]	Project Name	Project Limits	Project Description	In Existing TIP? [2]	Total Cost ($1,000's) [3][4]	Timing [5]	Relative Priority	Comments
ARTERIAL IMPROVEMENTS	C1A	Jones Rd Arterial Improvements	F&S Grade Rd to John Liner Rd/BNSF	Rebuild Jones Rd to secondary arterial standards including 3 lanes, bike lane, curb and gutter, planter strip, sidewalk. Some right-of-way may be required.	Yes $150	**$2,570**	Mid	H	
	C1B	Jones Rd / John Liner Rd RR Undercrossing	Jones Rd to John Liner Rd	Construct new BNSF Railroad undercrossing wide enough for secondary arterial improvements along Jones Rd & John Liner Rd (approximately 90 feet). Contruct through existing embankment tying Jones Rd to John Liner.	Yes $2,000	**$3,680**	Mid	H	
	C1C	John Liner Rd Arterial Improvements	Jones Rd/BNSF to SR 9	Widen and improve John Liner Rd to secondary arterial standards from new RR crossing to SR 9. Includes 3 lanes, curb and gutter, bike lanes, and sidewalk.	Yes $1,200	**$2,220**	Mid	M	
	C2	F&S Grade Arterial Improvements	SR 20 to city limits	Improve and widen F&S Grade to secondary arterial standards including sidewalks and bike lanes. Coordinate with needed sewer installation.	Yes $1,500	**$1,940**	Long	L	
	C3	Cook Rd / Trail Rd Intersection Improvements	Intersection	Construct intersection improvements including traffic signal.	Yes $175	**$290**	Short	H	
	C4	Reed Ave Reconstruction	Ferry St to SR 20	Widen and reconstruct existing roadway facilities to include 3 lanes, curb & gutter, sidewalks,on-street parking, and stormwater facilities.	Yes $1,750	**$1,590**	Mid	L	
	C5	3rd St Resurfacing	Sterling St to State St	Overlay 3rd St and coordinate crossing improvements at high school with school district. Improve drainage.	Yes	**$350**	Short	H	
	C6A	South Township St Arterial Improvements	Jameson St to SR 20	Widen and rebuild Township St to secondary arterial standards including 3 lanes, curb & gutter, bike lanes, planter strip, and sidewalks. Some right-of-way may be required.	Yes	**$2,250**	Long	M	
	C6B	South Township St Arterial Improvements	River Rd to Jameson St	Widen and rebuild Township St to secondary arterial standards including 3 lanes, curb & gutter, bike lanes, planter strip, and sidewalks. Some right-of-way may be required.	Yes	**$1,290**	Long	L	Project supports traffic circulation around the south end of town.
	C7A	Jameson St Arterial Improvements	SR 9 to Railroad St	Widen and rebuild Jameson St to secondary standards including 3 lanes, curb & gutter, bike lanes, planter strip, and sidewalks. Some right-of-way may be required.	Yes $2,500	**$3,330**	Long	M	Coordinate with Project C14 when mill property redevelops.
	C7B	Jameson St / 11th St Intersection Improvements	Intersection	Change access on 11th St to right-in right-out	Yes	**$50**	Short	L	
	C7C	Railroad St / Jameson St Intersection Improvements	Intersection	Improve intersection. Construct roundabout.	Yes	**$400**	Mid	L	
	C7D	Railroad St Arterial Improvements	Jameson St to Fruitdale Rd	Widen and rebuild Railroad St to secondary arterial standards including 3 lanes, curb & gutter, bike lanes, planter strip, and sidewalks. Some right-of-way may be required.	Yes $1,500	**$1,890**	Long	L	
	C8	State St Sidewalks	Murdock St to Township St	Construct sidewalks, ADA ramps, and other pedestrian improvements along north side of State St.	Yes $100	**$100**	Short	H	
	C9A	Trail Rd Extension	Cook Rd to F&S Grade	Construct new secondary arterial.	No	**$2,340**	Mid	H	
	C9B	Garden of Eden Rd Extension	F&S Grade to Jones Rd	Construct new secondary arterial.	No	**$1,000**	Long	H	

TABLE 13
Sedro-Woolley Transportation Improvement Projects and Programs

Project Type	MAP ID (1)	Project Name	Project Limits	Project Description	In Existing TIP? (2)	Total Cost ($1,000's) (3)(4)	Timing (5)	Relative Priority	Comments
ARTERIAL IMPROVEMENTS	C10	Township St / Ferry St Intersection Improvements	Intersection	Construct intersection improvements to include an all-way stop.	No	**$50**	Long	M	Timing is dependent on widening of SR 20.
	C11	Fruitdale Rd	SR 20 to Railroad Ave	Reconstruct roadway to secondary arterial standards including curb & gutter, bike lanes, sidewalks, and stormwater facilities. Enhance pedestrian safety.	No	**$2,580**	Long	L	
	C12	Hemlick Rd Improvements	SR 20 to Hemlick Lane	Reconstruct roadway to improve drainage and roadway standards.	Yes	**$4,660**	Short	L	Joint project with Skagit County and the Upper Skagit Tribe / Bureau of Indian Affairs. Improved roadway will serve as main access for the Skagit Tribal Center and adjacent recreation areas.
	C13	Rhodes Rd Arterial Improvements	SR 9 to SR 20	Reconstruct roadway to secondary arterial standards including curb & gutter, bike lanes, sidewalks, and stormwater facilities.	No	**$2,870**	Long	M	
	C14	Jameson St	SR 9 to Batey Rd	Extend existing secondary arterial and relocate intersection with SR 9.	No	**$700**	Long	M	Would be implemented with redevelopment of the mill property. Condition of development.
	C15	Rhodes Rd Extension	SR 20 to Cook Rd	Construct new collector arterial.	No	**$1,220**	Short	M	Joint project with Skagit County. Initial roadway may include 90 degree turns. A more direct route with a horizontal curve is desired and should be pursued with development in the corridor.
	C16	McGarigle Rd / Fruitdale Rd Arterial Improvements	Township St to Fruitdale Rd / McGarigle Rd to SR 20	Reconstruct roadway to secondary arterial standards including curb & gutter, bike lanes, sidewalks, and stormwater facilities. Enhance pedestrian safety.	Yes $2,150	**$5,220**	Short	H	Joint project with Skagit County.
CITYWIDE TRANSPORTATION PROGRAMS		State Highway Safety, Operations and Non-motorized Improvement Program	SR 9 and SR 20 within City	Spot improvements along SR 20 and SR 9 within City to resolve safety, operational, and non-motorized deficiencies if needed prior to specific identified improvements.	Yes	**$1,000**			Coordinate with projects S1 thru S12. Approximately $50,000/year.
		Central Business District Sidewalk Improvements	Downtown	Improve various sidewalks within downtown Central Business District and widen to 12 feet. Install bulb-outs and improve pedestrian crossings.	Yes	**$150**			
		Sidewalk Improvement Program	Citywide	Annual program to construct missing sidewalk links, repair existing sidewalks, improve crosswalk signing and markings, and install ADA accessible curb ramps at intersections.	No	**$500**			Approximately $25,000/year.
		Miscellaneous Street Improvement Program	Citywide	Annual program to address miscellaneous capital improvements to arterials and collectors.	Yes	**$1,000**			Approximately $50,000/year.
		Street Overlay, Maintenance and Operations	Citywide	Annual program to maintain and operate the City's transportation infrastructure.	No	**$13,000**			Approximately $650,000/year.
					TOTAL	$84,250			

Notes:

(1) Use the MAP ID to locate the project on Figures.
(2) In Existing TIP? - Project is identified in City's current Transportation Improvement Program (2005 to 2010) or is funded as part of State's Transportation Plan.
(3) Planning level project cost estimate in $1,000s of year 2005 dollars. Costs were obtained from the City's current TIP or estimated based on average linear foot costs from recent projects.
(4) Includes projects funded by WSDOT, Skagit County, SCOG, or other agencies.
(5) Timing: Short (2006 - 2011)
Mid (2012 - 2018)
Long (2019 - 2025)

Figure 7. State Highway Improvement Projects

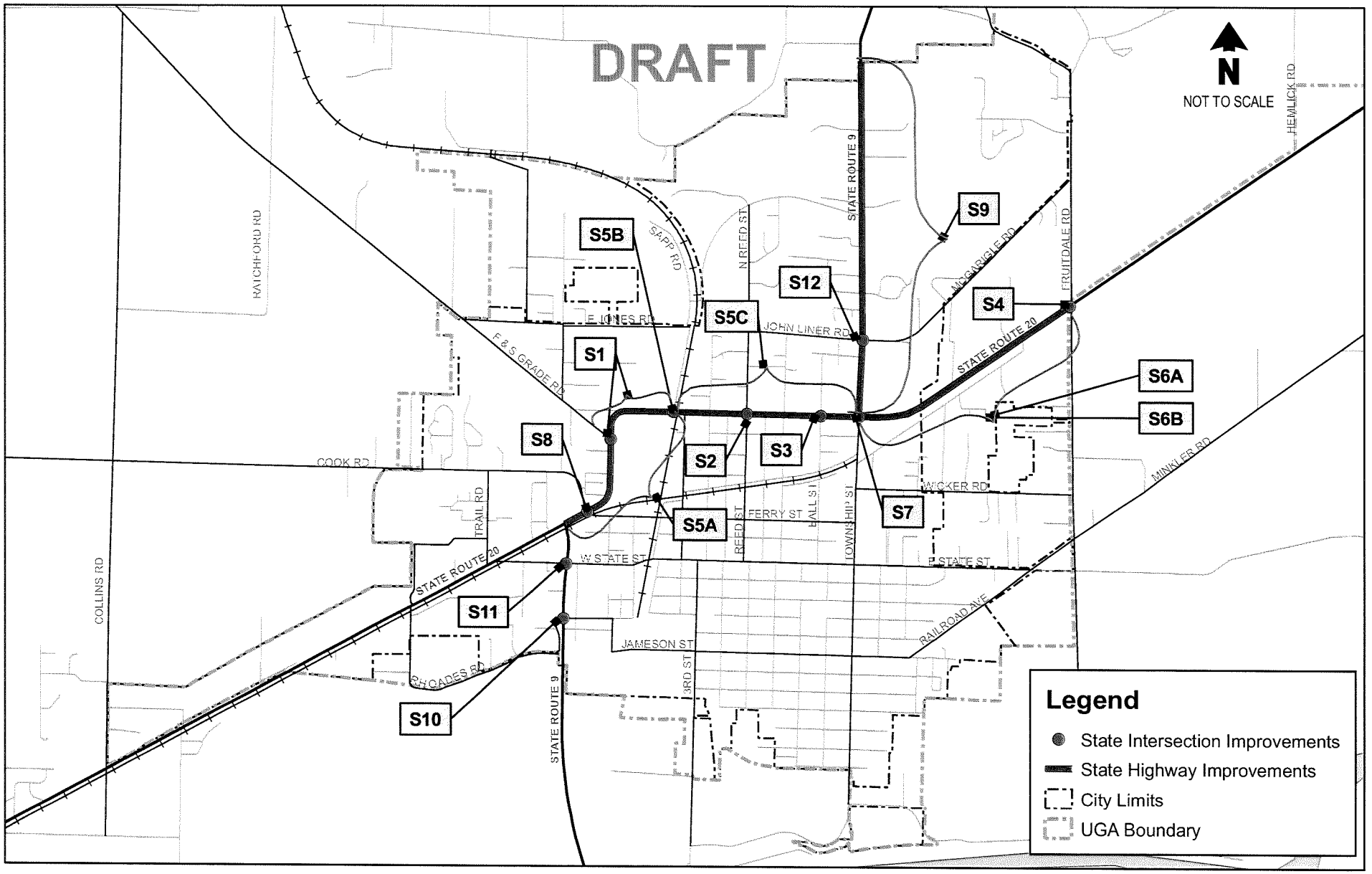

Figure 7

State Highway Improvement Projects

Sedro Woolley Transportation Plan

The Transpo Group

Figure 8. Arterial Improvement Projects

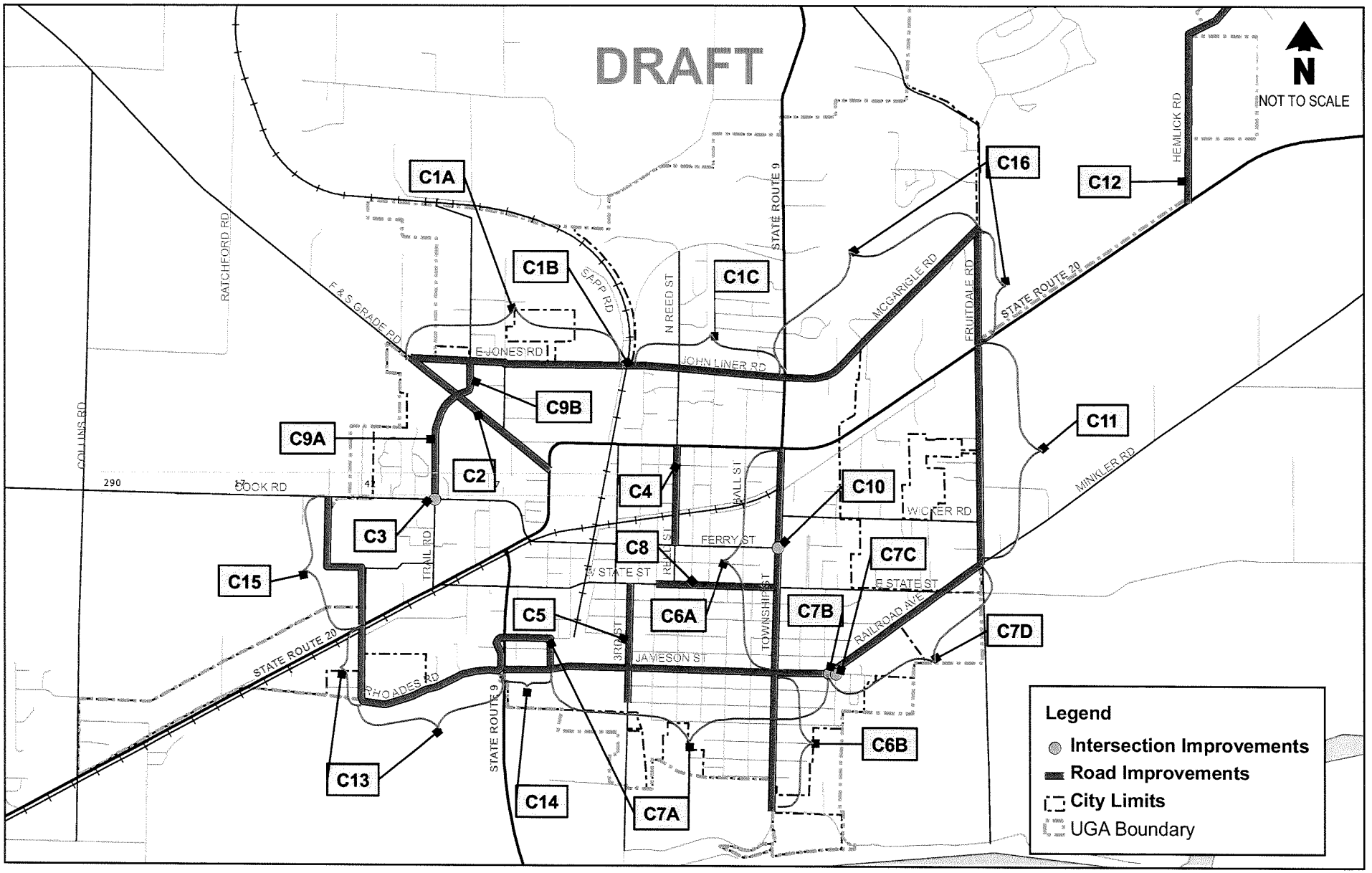

Figure 8

Arterial Improvement Projects

Sedro Woolley Transportation Plan

The Transpo Group

Planning level cost estimates are also included for each project. The cost estimates were prepared based on typical per unit costs, by type of roadway and scope of the improvement. The cost estimates also include allowances for right-of-way acquisition, based on generalized needs to meet the City's street standards. Adjustments to construction costs were included, as need, to reflect any specific implementation issues such as environmental impacts or impacts on adjacent properties. The cost estimating worksheets are included in Appendix C.

A relative priority and timing of each project is also included in Table 13. A relative priority of high, medium, or low was assigned to reflect the relative need of the project to address existing on forecast deficiencies. The priorities takes into account safety issues, the level of traffic and congestion, non-motorized travel, connectivity, and maintenance needs. The map identification number does not reflect the relative need for a project, but simply provides a way to reference the improvement.

Each project also has been assigned a timing horizon of short (2006-2011), mid (2012-2018) or long (2019-2025). The timing take into account the relative priority and the likely time needed to fund, design, and construct a project. It also takes into account when an improvement may be needed to support growth in the study area. For example, widening of SR 20 is very important, and a high priority project, for the City. However, it will be at least six years before funding, design and construction could be accomplished; therefore, it was assigned a timing of mid (2012-2018).

State Highway Improvements

SR 20 carries the highest volume of traffic within and through Sedro-Woolley. It connects the City to I-5, Burlington, and Mount Vernon to the west. It also connects to the North Cascades Highway to the east. SR 9 also provides for regional traffic flows to/from and through Sedro-Woolley. The Transportation Plan identifies improvements to both state highways to meet existing and future travel demands and transportation needs of the community.

SR 20 – The Plan identifies several improvement projects along SR 20 within the Sedro-Woolley study area. The improvements are needed to improve safety and traffic operations and add capacity along the state highway. The 2025 travel forecasts show a need/demand for widening SR 20 within the City to four lanes plus turn lanes at intersections. This is consistent with the Washington State Highway System Plan (2003-2022). The widening would be phased, with the section from SR 9 to the Sapp Road as the initial phase. Widening of the highway east of Sapp Road will require constructing a new railroad bridge with a longer span to allow a five lane roadway crossing below the tracks. This will be an expensive project, given the need to maintain rail operations during the construction. This project is also needed to support trucks that travel through the corridor. The third phase of the major widening would be from the railroad bridge to SR 9 (Township Road). This could be completed with the widening of the railroad bridge. The final phase would include widening SR 20 to three lanes east of SR 9 to Fruitdale Road. This improvement would also include urban design features such as curbs, gutters, and sidewalks.

Funding, design, and construction of the major widening projects will likely occur over the life of the Plan. During the near-term, several intersection improvements are included in the Plan to enhance safety and operations along SR 20. Improvements to the intersections of SR 20 with F&S Grade Road, Reed Street, Ball Street and Fruitdale Road are included in the City's current Six-Year TIP. Improvements to add a double left-turn lane are identified for the SR 20/Cook Road intersection. This improvement at Cook Road would likely be incorporated into the Phase 1 widening of SR 20 between SR 9 and Sapp Road. The Plan also identifies a need for improvements at the intersection of SR 20 with SR 9 to add turn lanes and improve signal operations.

SR 9 – Improvements are identified for SR 9 both north and south of SR 20. North of SR 20, the Transportation Plan calls for rebuilding SR 9 (North Township Street) to three-lane, secondary arterial standards. The improvement project which is included in the City's current TIP, includes bike lanes, curb, gutters, and sidewalks. This improvement would support growth within the City and forecast through traffic. In addition, the Plan includes a project to improve the intersection of SR 9/John Liner Road. This improvement could be a traffic signal with turn lanes or a roundabout. A roundabout may serve as a "gateway" to the City from the north. A design study would be needed to identify the most appropriate solution for this intersection based on traffic, costs and impacts. The improvement will support growth in the north part of the City and will be a key intersection with the future connection of Jones Road with John Liner Road.

South of SR 20, the Plan includes intersection improvements at SR 9/Nelson Street and SR 9/ W State Street. Installation of traffic signals with turn lanes, or roundabouts would improve safety and operations. Roundabouts may serve as a gateway to the City from the south and help slow traffic speeds. A future design study would be needed to identify the most appropriate solution based on traffic flows, safety, casts, and project impacts.

The Washington State Highway System Plan (2003-2022) does not identify specific improvements along SR 9 within Sedro-Woolley. However, the state Highway System Plan does identify a possible need to widen SR 9 to four travel lanes both north and south of the City.

Arterial Improvements

Improvements are also needed on other arterials within the City and UGA to address existing deficiencies and to support future growth. The improvements include upgrading and widening the arterials to City standards and developing a system of arterials to enhance mobility and circulation within and around the City. Many of the improvements will provide a set of arterials that provide a circulation loop near the edge of the City. These will allow trips to more directly reach their destinations. Improvements are also identified for intersections, completion of sidewalks, or for major resurfacing.

Jones Road/John Liner Road/McGarigle Road – Upgrading and connecting Jones Road and John Liner Roads comprise some of the major arterial improvements in the Plan. When constructed, the set of improvements will provide an alternative to SR 20 for east-west traffic flows to/from the residential growth in the north part of the City. The improvements include constructing an under crossing at the railroad tracks and connecting the two existing

arterials. The City and County are jointly funding improvements to McGarigle Road east of North Township Street (SR 9). This improvement will serve growth in the UGA. Combined, the improvements will provide a secondary arterial route between F&S Grade Road to Fruitdale Road.

Fruitdale Road – Fruitdale Road serves as a north-south secondary arterial in the east part of the City. The Plan calls for rebuilding the roadway to meet secondary arterial standards between McGarigle Road and Railroad Avenue. These projects would include improved facilities for non-motorized travel that will be needed with higher traffic volumes. As part of that project, improvements would include installation of a traffic signal at its intersection with SR 20. This will allow safer and easier access at the intersection for left-turning vehicles along SR 20 and traffic volumes at the Fruitdale Road approaches.

Rhodes Road/Jameson Street/Railroad Avenue – Improvements are identified for Rhodes Road, Jameson Street, and Railroad Avenue to provide a secondary arterial serving east-west traffic in the south part of the City. These improvements would include upgrading the roadways to standards including turn lanes and improved non-motorized facilities. The Plan calls for extending Jameson Street between Batey Road and SR 9 when (and if) the existing lumber business site is redeveloped. These improvements would provide a continuous secondary arterial route between Fruitdale Road and SR 20.

West Side Arterial Connections – To complete the arterial loop system, several new or improved connections are included in the Plan. Project C-15, or otherwise referred to as the Rhodes Road extension, provides a north-south collector arterial route between SR 20 and Cook Road. The Plan shows the route with a couple of 90 degree corners. A more direct route with horizontal curves meeting City design standards is desired and should be pursued as properties in the corridor are developed.

A new arterial in the Trail Road/Garden of Eden Road corridor is identified to serve traffic connections between Cook Road and Jones Road and is also needed to meet future transportation demands. This would reduce the need for local traffic to use SR 20 to access Cook Road to/from I-5. It also would provide improved connections for non-motorized travel.

City Center Improvements – In addition to improvements to complete the arterial loop system, the Plan includes projects to address needs on other arterials and intersection in the City. Improvements to upgrade South Township Street to arterial standards between the south city limits and SR 20 will serve existing and future growth in these residential areas.

The Plan also includes projects to improve sections of Reed Street, 3rd Street, and State Street to improve traffic circulation, capacity, and safety.

The City also has identified improvements to widen F&S Grade Road to secondary arterial standards from SR 20 to the west City limits. This will serve increases in traffic to/from the City on F&S Grade Road which will occur as traffic volumes on Cook Road approach its capacity.

Citywide Transportation Programs

In addition to specific capital improvement projects shown on Table 13 and discussed above, the Plan includes Citywide Transportation Programs to address maintenance and operations, and miscellaneous improvement needs. To maximize the use and efficiency of the existing and future transportation infrastructure, the City will continue to apply a systematic maintenance and overlay program. The program will be used to address pavement condition, street signing and markings, illumination, and traffic controls.

The Plan also includes programs to address spot safety and operations issues on the state highways and other city arterials. These are needed to address issues that may arise prior to implementation of specific capital projects identified in the Plan. This allows the City Engineer to better address specific needs over the life of the Plan.

Public Transit Plan and Transportation Demand Management Program

In order to provide a comprehensive transportation system, the City of Sedro-Woolley recognizes the importance of other modes of travel, such as public transit and transportation demand management (TDM) programs. In general, these programs build on regional programs with some refinements to reflect the specific needs of the City.

Transit Plan

Transit service in the Sedro-Woolley area is provided by Skagit Transit (SKAT). The Sedro-Woolley Transportation Plan has been coordinated with Skagit Transit's Six-Year Transit Development Plan (TDP). The TDP provides a framework to guide SKAT's service delivery through the next six-years. Transit service in Sedro-Woolley is focused on the SR 20 corridor which connects Sedro-Woolley and communities in the east to the rest of the region via I-5. As the population increases in and around Sedro-Woolley, increasing commuter traffic will increase the need for alternatives to the single occupancy vehicle. Transit service to Sedro-Woolley's three park & ride lots will become increasingly important in providing commuters convenient access to transit and ridesharing alternatives.

Investments in transit service and capital facilities will be needed to accommodate the future demands of a growing population in the Sedro-Woolley area. The City encourages SKAT to consider increasing service frequency of the two existing transit routes (300 and 717) as growth occurs. Increased service will make transit a more convenient and attractive alternative to driving alone. In addition, the Sedro-Woolley Transportation Plan recommends the following transit improvements.

- **Regional Routes** – Continue to create and enhance linkages to regional destinations. Improve connections to regional hubs, such as to the Amtrak Depot and Greyhound Bus Depot in Mount Vernon, as well as the Washington State Department of Transportation (WSDOT) Ferry Terminal in Anacortes. Changes to future routes should be consistent with the needs of the Sedro-Woolley community and should be based on a collaborative route planning process involving the citizens of Sedro-Woolley.

- **Transit Center** - Consider developing a Sedro-Woolley Transit Center in the downtown area. Development of a transit center would provide an opportunity to consolidate the three existing park & ride lots into one central and convenient location.

- **Carpooling and Vanpooling** – Provide incentives to encourage carpooling and vanpooling by Sedro-Woolley commuters.

- **Transit Accessibility** – Improve access to transit for all users in compliance with the Americans with Disabilities Act (ADA) by evaluating accessibility to public transportation from future developments.

The City will continue to coordinate with Skagit Transit in the development of a convenient, integrated, and efficient transit system that supports future growth in the City of Sedro-Woolley.

Transportation Demand Management Program

In addition to improving the transit system, reducing travel demand by supporting transportation demand management (TDM) programs is an effective component in the City's comprehensive transportation system. TDM programs consist of measures for reducing peak hour single occupancy vehicle travel that are largely focused on major employers. The Washington Commute Trip Reduction Law (RCW 70.94.521) requires TDM performance targets for firms with over 100 employees. Coordination with regional agencies, such as Skagit County, Skagit Transit, and the Skagit Council of Governments (SCOG), will improve the effectiveness of the City's TDM program in providing commuting alternatives to the citizens of Sedro-Woolley.

Sedro-Woolley will experience more urban levels of development as a result of future growth in employment and households within the City. TDM programs provide effective strategies for reducing single occupancy vehicles during the commute hours in areas that are higher in density and more urban in character. TDM programs can also provide effective alternatives for smaller developing communities such as Sedro-Woolley. Potential TDM strategies for Sedro-Woolley need to be regionally coordinated. The following strategies should be considered:

- **Encouraging car and van pools.** Employer incentives for commuters to carpool and vanpool can be in the form a financial incentive or as simple as reserved car and vanpool parking closest to the building.

- **Transit fare subsidies.** Employer subsidies for transit passes provide an incentive for those who are able to commute by transit the incentive to do so.

- **Bicycle lockers/showers at work sites.** Bicycle lockers and shower facilities at work sites provide the means for workers to commute by bicycle.

- **Telecommuting.** The use of telecommunications technology can allow some employees to work from home. This reduces the need for travel to/from a work site for some work days.

- **Flexible work schedules.** Flexible work hour schedules allow employees to adjust start/end times to accommodate carpools, vanpools, or transit options. Alternative work schedules may be used to reduce the number of days an employee commutes during peak travel periods. These programs help reduce the need for adding capacity to highways and arterials, and reduce the levels of peak hour congestion.

- **Guaranteed ride home programs.** Many commuters who have children or have unpredictable schedules rely on their cars. This employer incentive provides the option of a guaranteed ride home in case of an emergency or unexpected schedule change.

Pedestrian and Bicycle Plan

The projects and programs presented in Table 13 include pedestrian and bicycle facilities as part of the identified roadway improvements. Pedestrian and bicycle facilities promote mobility without the aid of motorized vehicles. A well established system encourages healthy recreational activities, reduces vehicle demand on city roadways, and enhances safety within the community. The proposed facilities are needed to supplement the existing facilities and provide a more comprehensive system of facilities to accommodate non-motorized transportation in the City and UGA.

Pedestrian

Sidewalks, walkways, and trails are integral parts of the pedestrian system. The City desires to have sidewalks on both sides of the streets, unless special circumstances prevent it or topography or environmental impacts make it cost prohibitive. Sidewalks should especially be located along streets providing access to the CBD, schools, parks, public buildings, and transit routes.

The major pedestrian system includes providing sidewalks along all classified arterials as shown in Figure 9. Much of the system will be constructed concurrent with future developments adjacent to the arterials or local streets and as part of the future roadway improvement projects. The Sidewalk Improvement Program is identified as an annual program that will be used to construct key missing links. It will also fund repairs of existing sidewalks and other pedestrian improvements such as crosswalks, ADA ramps, or signing.

Along with the system of planned and existing sidewalks, Skagit County has invested in two unused railroad corridors that could provide opportunities for development as a series of regional trails to serve the Sedro-Woolley community. One trail includes parts of the abandoned BNSF line running north-south along SR 9 between Snohomish County and Sedro-Woolley. This will be an extension of the Centennial Trail in Snohomish County. The

other trail includes the unused stretch of BNSF line linking Sedro-Woolley and Concrete along the Skagit River. The City then envisions a trail along

Figure 9. Major Pedestrian System Plan

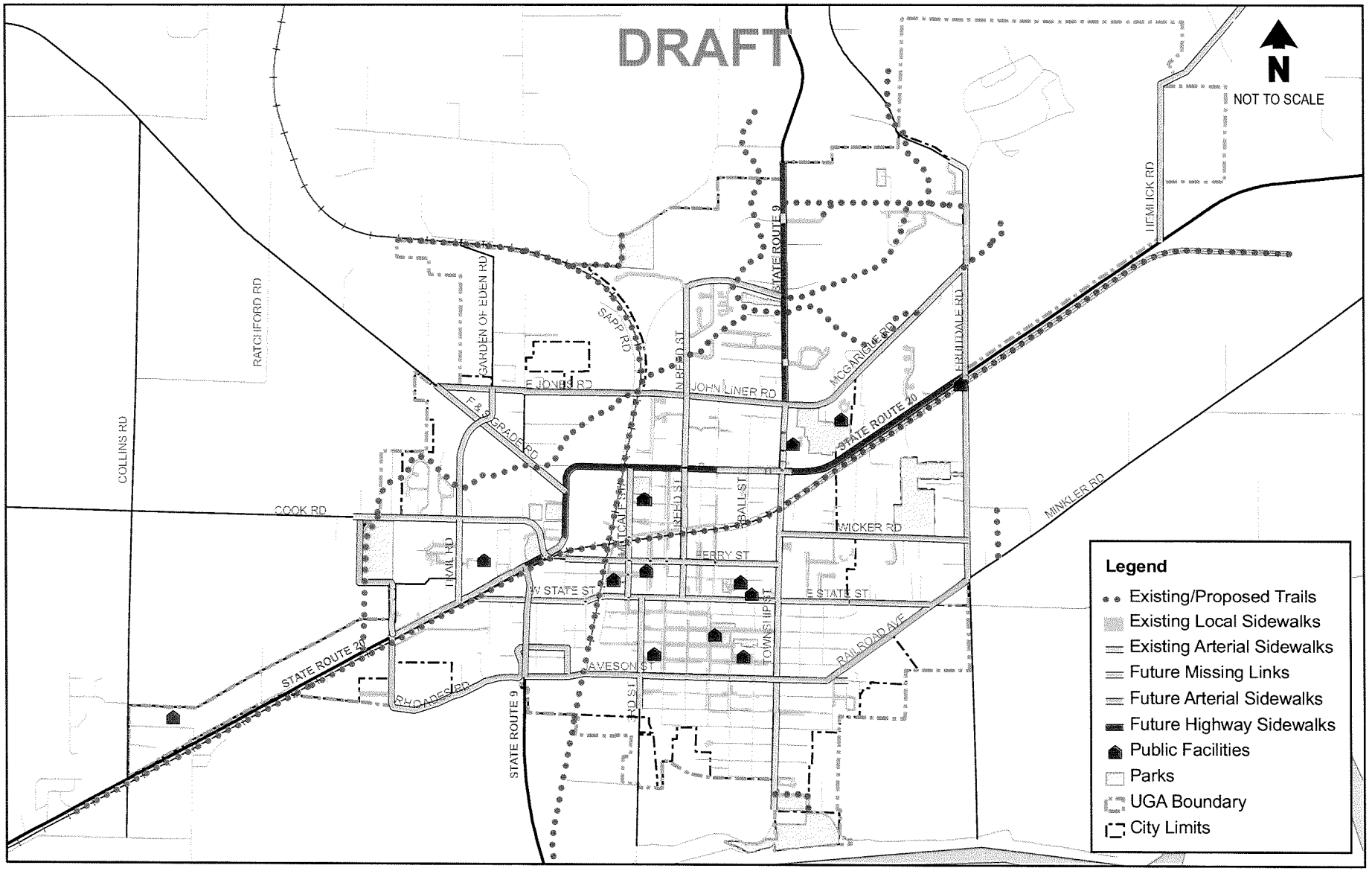

Figure 9

Major Pedestrian System Plan

Sedro Woolley Transportation Plan

The Transpo Group

the operational BNSF line that connects to the City of Burlington and the City of Sumas to the north. This trail would convert a portion of the existing right-of-way to a trail. These proposed "rail" trails would be linked to the rest of the pedestrian system by sidewalks and other community trails as shown in Figure 9.

Bicycle

The bicycle route plan provides a system of roadways and trails to connect residential areas of the City with schools, parks, and employment centers. The bicycle routes and trails also serve recreational bike travel. The Sedro-Woolley bicycle plan is comprised of bicycle routes along arterials and local streets in the City. Bicycle routes are streets that are signed for bicycle travel and will occasionally have separate bicycle lanes or wide, paved shoulders to promote the safe and efficient movement of bicyclists. The City has identified that all arterials shown as bicycle routes should accommodate use by bicycles, including possible striped bicycle lanes. However, it is recognized that most of the bicycle routes in the city will require bicyclists sharing the roadway with motorized traffic.

The major improvements for bicycle travel will be the completion of the trail projects discussed as part of the pedestrian system plan. Other significant improvements will be part of the arterial roadway projects. The existing and proposed bicycle routes and trails are shown in Figure 10. The Trail Road extension will provide a bicycle connection between SR 20 and F&S Grade Road. This new route also provides a connection to the regional Bayview to Sedro-Woolley bicycle route that follows an old railroad right-of-way along F&S Grade Road. Trail Road will also link up with bicycle improvements along Jones Road and John Liner Road. These roadway projects will provide important linkages for bicyclists heading to/from the northern residential areas of the City and UGA. Together with the system of new trails, the existing and proposed bicycle routes will help complete a bicycle system throughout the City, with important connections to the regional system.

Rail and Air Transportation

There are no airports within the immediate Sedro-Woolley planning area. Regional air travel for Sedro-Woolley is provided by three airports within 30 miles; Skagit Regional Airport, Anacortes Airport, and Concrete Municipal Airport. Skagit Regional Airport, also known as Bayview Airport, is a general aviation airport operated by the Port of Skagit County and is located west of Burlington. Anacortes Airport is a general aviation airport operated by the Port of Anacortes. Concrete Airport operates charter service for business and tourist travel for eastern Skagit County. Other commercial air travel is provided from Bellingham International Airport (30 miles) and Seattle-Tacoma International Airport (80 miles).

Figure 10. Bicycle and Trail System Plan

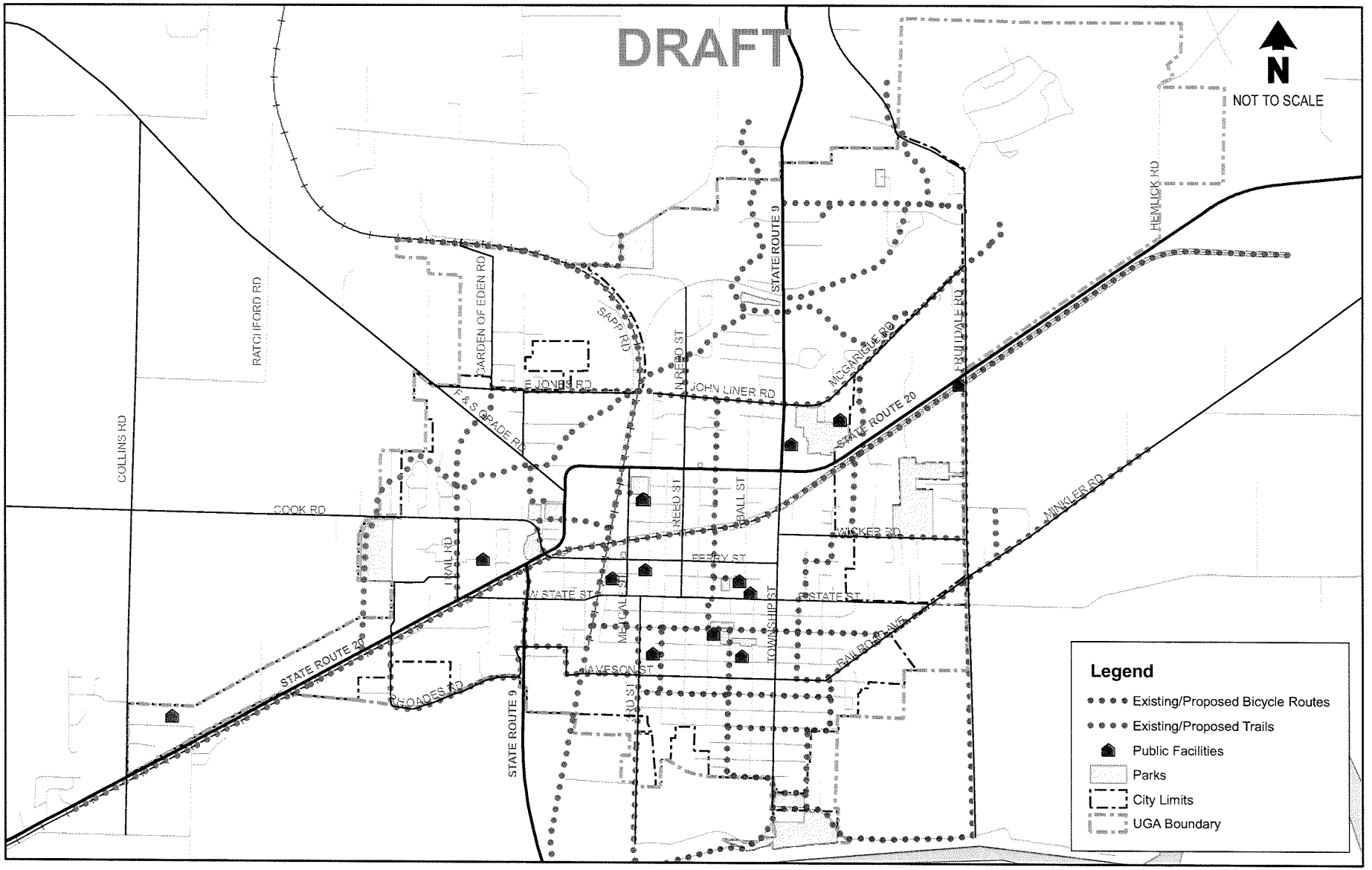

Figure 10

Bicycle and Trail System Plan

Sedro Woolley Transportation Plan

The Transpo Group

Rail passenger facilities and services are provided by Amtrak at Skagit Station 10 miles away in Mount Vernon. From Mount Vernon, Amtrak provides service from Vancouver B.C. to Eugene, Oregon along the Amtrak Cascades route. For freight, Burlington Northern Santa Fe (BNSF) Railroad is the major railroad that serves Skagit County. BNSF operates one mainline and two branch lines, and numerous active spurs in the western part of Skagit County which provides freight rail service with connectivity regionally, nationally, and internationally. The main switching yards for Skagit County are located in Burlington.

There is no waterborne transportation serving Sedro-Woolley. The Transportation Plan does not identify waterborne transportation as a component of the City transportation system.

Finance and Implementation Program

The list of transportation improvement projects must be funded and implemented to meet existing and future travel demands in and around the City of Sedro-Woolley. Estimated project costs and future revenues are presented and options to fund the projects are described. Implementation strategies are discussed and include items such as coordination with WSDOT and Skagit County to prioritize and fund regional highway and arterial improvements. Other strategies include strengthening the concurrency and transportation impact fee programs to ensure development helps fund transportation improvements necessary to support new growth. The implementation plan sets up the framework for the City to prioritize and fund the improvements identified in the transportation systems plan.

Financing Program

The GMA requires the Transportation Element of the Comprehensive Plan to include a multi-year financing plan based on the identified needs in the transportation systems plan. The financing plan is to be the basis of the annual Six-Year Transportation Improvement Program (TIP) that is required of the City. If probable funding is less than the identified needs, then the transportation financing program must also include a discussion of how additional funding will be raised or how land use assumptions will be reassessed to assure that the LOS standards will be met. Alternatively, the City can adjust its LOS standards.

The transportation financing program becomes a subset of the City's Capital Facilities Plan (CFP) Element. The GMA requires the CFP Element to include at least a six-year plan that finances capital facilities and identifies the sources of public money for the projects.

Based on the travel forecasts and the City's LOS standards, the comprehensive list of transportation improvement projects was defined (see Table 13). Planning level cost estimates were prepared for each project and program. Analysis of the City's capability to fund the projects was also conducted. This included review of existing and projected revenues and potential grants or other agency funding. In addition, the Plan provides a strategy for adjusting the funding program over time if identified revenues fall short of expectations.

Project Cost Summary

Table 13 summarizes the list of improvement projects and programs. Planning level cost estimates are included for each project and program item. The cost estimates were derived based upon average unit costs provided by the City of Sedro-Woolley and developed as part of other plans in the region. Table 14 provides a summary of the project cost estimates, by improvement category. The project costs assume that right-of-way will be needed for some projects to match the City street design standards. Table 14 also summarizes the estimated costs of citywide programs such as miscellaneous safety, non-motorized, and street maintenance and overlay programs. All costs are presented in constant 2005 dollars. The detailed planning level cost estimating assumptions are summarized in Appendix C.

Table 14. Project Cost Summary

Improvement Category[2]	Costs[1]
Capital Improvements	
• State Highway Improvements	$26,010,000
• Arterial Improvements	$42,590,000
Subtotal	*$68,600,000*
Cost Per Year[3]	**$3,267,000**
Citywide Programs	
• Street overlay maintenance and operations	$13,000,000
• Miscellaneous safety, operations, and non-motorized improvement programs.	$2,650,000
Subtotal	*$15,650,000*
Cost Per Year[3]	**$745,000**
Total Project Costs	**$84,250,000**
Total Project Cost Per Year[3]	**$4,012,000**

1. Planning level costs in 2005 dollars
2. Cost for projects that City would lead or participate in. Does not include projects that are fully funded by private development.
3. Cost per year based on the 21 year time period from 2005 to 2025, inclusive.

Approximately $84.3 million (in 2005 dollars) will be needed to fully fund the City's identified transportation needs through 2025. Over 80 percent of the costs will be needed in capital improvements to upgrade the state highway and arterial system serving the City and its UGA. The Plan also identifies over $15.6 million for maintenance, operations, street overlays, and miscellaneous sidewalk and safety improvement programs. The total Plan would require an average of $4 million per year (in 2005 dollars) to fully fund the Plan by 2025.

Over 37 percent of the $68.6 million in capital transportation improvements is needed for improvements to SR 20 and SR 9 in the study area. Of the $26 million in improvements to state highways, almost $21 million is needed for improvements on SR 20. The SR 20 improvements include widening the state highway to add travel lanes within the City. These improvements would also include widening the existing railroad bridge to allow addition of travel lanes on SR 20. The remaining $5.2 million in state highway improvements would be on SR 9 with the majority of the costs associated with SR 9 (North Township Road) north of SR 20.

The highest cost for arterial improvements include the rebuilding of Jones Road and John Liner Road and a new under crossing of the railroad tracks to connect these arterials. The improvements to this corridor account for 20 percent of the non-state highway arterial improvements.

Development of the new arterials to serve the west part of the City also accounts for a significant portion of the arterial capital costs. A total of $3.3 million is included for development of new arterials between Cook Road and Jones Road in the vicinity of Trail Road and Garden of Eden Road. Between Cook Road and SR 20, the Plan includes $1.2 million for a collector arterial extension of Rhodes Road. Upgrading Rhodes Road to secondary arterial standards between SR 20 and SR 9 adds another $2.9 million.

Over $5 million is identified for improvements to McGarigle Road and Fruitdale Road in the northeast part of the City and UGA. Skagit County's improvement to Hemlick Road, northeast of the City, accounts for another $4.7 million of the total costs.

Most of the remaining costs for arterial improvements is associated with upgrading arterials and intersections in the residential areas south of SR 20. Improvements to Jameson Street, Railroad Street, Fruitdale Road, South Township Road, and Reed Street account for nearly $14 million or nearly 17 percent of the total program costs.

Existing Revenues and Projections

The City of Sedro-Woolley utilizes a number of fees and tax revenues to construct and maintain their transportation facilities. The description of available funding sources and projected average yearly revenue is listed in Table 15. The revenue projections were estimated based upon the City's 2005 budget, historical revenues, and input from the City's finance department. It is estimated that annual revenues will be approximately $1.05 million if an average of approximately $320,000 in grant and transportation impact fee funding is collected each year based on recent historical data. The largest revenue sources are the City's general fund and fuel taxes. Appendix D includes a detailed summary of historical revenues used to estimate the future projections.

The annual revenues were used to provide a total estimate per revenue source over the life of the Plan. All estimates are in 2005 dollars. Based on projected revenue from existing fund sources, approximately $22 million would be generated over the life of the Plan. The existing revenues would be used to fund and implement a portion of the transportation systems plan and programs.

Table 15. Projection of Existing Transportation Revenues

Revenue Category	Estimated Average Annual Revenues[1]	2005 to 2025 Projected Revenues[1]
Motor Vehicle Fuel Taxes	$233,500	$4,900,000
Property Taxes	$193,700	$4,070,000
General Fund Contribution	$293,800	$6,170,000
Traffic Impact Fees	$119,000	$2,500,000
Grant Funding	$204,300	$4,290,000
Total	**$1,044,300**	**$21,930,000**

1. Estimates in 2005 dollars.

Funding Options

Funding options include the use of existing revenue sources such as motor vehicle fuel taxes and other City revenues identified in Table 15. Grant programs will continue to be another funding component for the City. Developers will also continue to contribute through frontage improvements, environmental mitigation, and transportation impact fees. To help cover the $84 million in total project costs, additional revenues will need to be generated from these sources or new sources.

Other agencies such as WSDOT will need to share in the cost of state highway improvements to meet regional transportation needs. The City and Skagit County also could continue to join together to fund transportation projects within the UGA. To generate more revenue, the City also could increase transportation impact fees further, require developers to contribute through SEPA or other mitigation programs, and seek additional grants. Even with increased fees or new revenue sources, several projects could be unfunded during the life of the Plan. However, the Plan will provide capacity for growth beyond 2025.

Tax Revenues

The existing tax revenues identified in Table 15 will need to be maintained as one source of revenue to fund transportation projects and programs. These revenue sources include the motor vehicle fuel taxes, property taxes, and other tax revenues that support the City's general fund. These sources of revenue contribute approximately $15.1 million over the life of the Plan. An increase in tax revenues to support implementation of the Plan is not assumed. The majority of the existing tax revenue sources will be used for maintenance, or to provide the matching funds for grants or to complete a portion of the roadway widening projects not covered by other agencies or traffic impact fees.

Grants

Over the past several years the City has secured grants for transportation improvements. Based on the recent grant revenues, this source would provide up to $4.3 million in revenues to fund the Plan. This estimate does not account for a joint County/City grant for improvements to McGarigle Road/Fruitdale Road.

Grant funding is typically tied to specific improvement projects and distributed on a competitive basis. Given the types and costs of improvements, the City will need to secure a higher level of grant funding in the future. Grants may be available for major improvements to SR 20, SR 9, and the John Liner/Jones Road corridor. The City and Skagit County also may be able to obtain grants for upgrading arterials in the UGA, similar to the $760,000 obtained for McGarigle Road/Fruitdale Road improvements. The City also should seek grants for upgrading its older arterials such as Jameson Street, Rhodes Road, Railroad Street, and South Township Road.

Based on analysis of grant funding options, other funding sources and specific projects, approximately $13.1 million in grant funding would be needed during the life of the Plan. This equates to approximately $625,000 per year. Including the joint City/County grant for McGarigle/Fruitdale Road, this amount is relatively consistent with grant revenues over the past couple of years.

Other Agency Funding

The City will need to partner with WSDOT and Skagit County to fund and implement the Transportation Plan. SR 20 and SR 9 serve regional traffic, consistent with the designation as state highways. The City anticipates contributing funding to state highway projects in an amount consistent with its share of the forecast growth for these highways. The travel forecasts indicate that approximately 50 percent of the growth traffic on SR 20 and SR 9 is

related to City growth. Therefore, the remaining 50 percent could be reasonably allocated to WSDOT, Skagit County, or grant funding.

In addition, some of the transportation improvements included in the Plan are outside the City limits or are in recently annexed areas. These include the joint City/County project for McGarigle Road/Fruitdale Road and Hemlick Road northeast of the City. Improvements to the Fruitdale Road, south of SR 20, and the extension of Rhodes Road between SR 20 and Cook Road also are partially located in unincorporated Skagit County. The City should continue to partner with the County to fund these types of joint projects.

Combined funding from WSDOT and Skagit County could approach $23 million. Alternatively, the agencies could join together to seek additional funding through grants for these improvements.

Trabsportationc Impact Fees

The GMA allows agencies to develop and implement a transportation impact fee (TIF) program to help fund some of the costs of transportation facilities needed to accommodate growth. State law (Chapter 82.02 RCW) requires that TIFs are:

- Related to improvements to serve new developments and not existing deficiencies
- Assess proportional to the impacts of new developments
- Allocated for improvements that reasonably benefit new development
- Spent on facilities identified in the CFP

TIFs can only be used to help fund improvements that are needed to serve new growth. The projects can include recently completed projects to the extent that they serve future growth and did not solely resolve existing deficiencies. The cost of projects needed to resolve existing deficiencies can not be included.

The City has previously developed and adopted a transportation impact fee program. The program is defined in Chapter 15 of the City's Municipal Code.

A detailed evaluation of potential impact fee revenues was conducted as part of the 2005 Transportation Plan. The analysis included the following tasks which are documented separately:

- Identification of TIF eligible projects
- Develop and define growth components of forecast traffic volumes
- Develop and define districts or service areas for the City and UGA
- Calculation of TIF rates for each district or service area.

Figure 11 shows the transportation projects identified as eligible for inclusion in the TIF program. A description of each project and the cost estimates are included in Table 13.

Figure 11. Traffic Impact Fee Eligible Improvement Projects

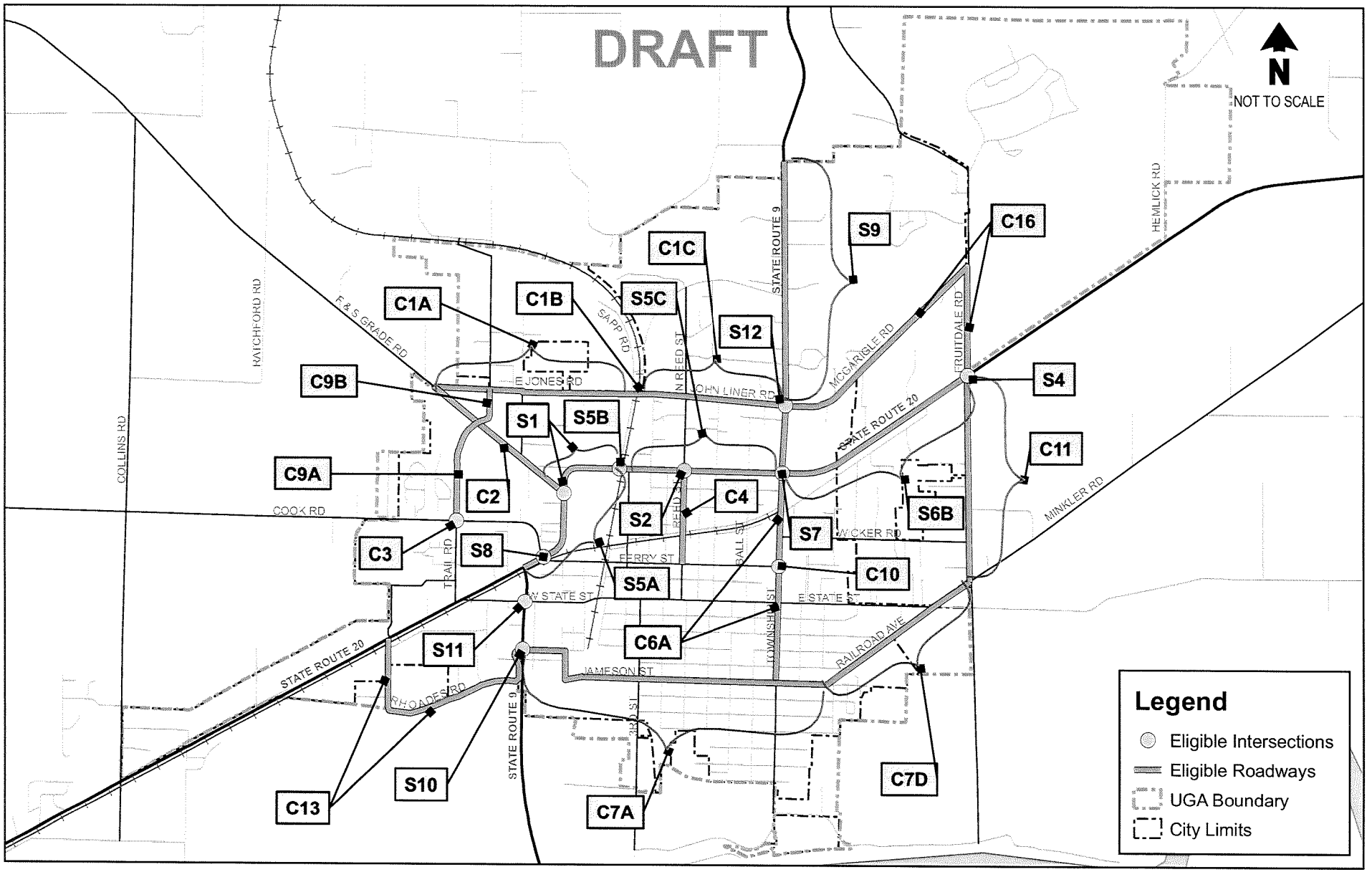

Figure 11

Traffic Impact Fee Eligible Improvement Projects

Sedro Woolley Transportation Plan

The Transpo Group

These improvements were identified as being needed to support growth, both in the City and by regionally generated traffic.

To meet the requirements of GMA, the travel forecasting model was applied to disaggregate the total travel forecasts into existing traffic and growth-related traffic. The model also was used to separate the growth traffic into trips that have either an origin or destination (or both) within the City, versus through trip growth.

The City and UGA were divided into 15 districts, as shown on Figure 12. The districts were defined to identify the proportional impact of growth from various parts of the study area. The districts were defined based on the type and amount of growth, the location of improvement projects, and travel patterns. The districts also consider the existing City limits and UGA boundaries.

The analysis resulted in a maximum TIF for each district service area. The TIF rates ranged from approximately $3,000 to over $10,200 per new PM peak hour trip. The calculated fee for a single citywide district would be almost $5,000 per new PM peak hour trip. The lowest fees would be for districts in the west part of the City including the central business district. The highest fees would be for developments in the east and north part of the City and UGA. This reflects the predominate travel patterns to/from the west, which results in new growth trips generated in the east and north parts of the City impacting more of the transportation improvements in the City than new developments in the west part of the City.

If the maximum allowable fee is enacted, the revised impact fee program could generate up to $29 million over the life of the Plan. If a lower value is adopted, then the City will need to identify other funding sources to make up the difference.

The cost per new PM peak hour trip can be converted into a mitigation cost per unit of new development. This would be done based on trip generation rates as compiled in the latest edition of *Trip Generation* (Institute of Transportation Engineers, 7th Edition, 2003). Adjustments would be made to account for "pass-by" trips. This provides the City a relatively simple tool for implementing the TIF. The TIF program would also need to provide for consideration of additional studies and/or data provided by the development applicant when determining the impact fee for transportation.

The program also must allow developers to receive credits against the TIF if they are required to construct all or a portion of system improvements to the extent that the required improvements were included in the TIF calculation. Costs associated with dedication of right-of-way for improvements included in the TIF also would be eligible for credits.

The City's TIF program accounts for developments and transportation projects located within the unincorporated UGA. The City should work with Skagit County to develop agreements to apply the TIF to developments within the UGA and allocate the funds to implement the improvements within the study area needed to support the forecast growth.

Figure 12. Traffic Impact Fee Districts

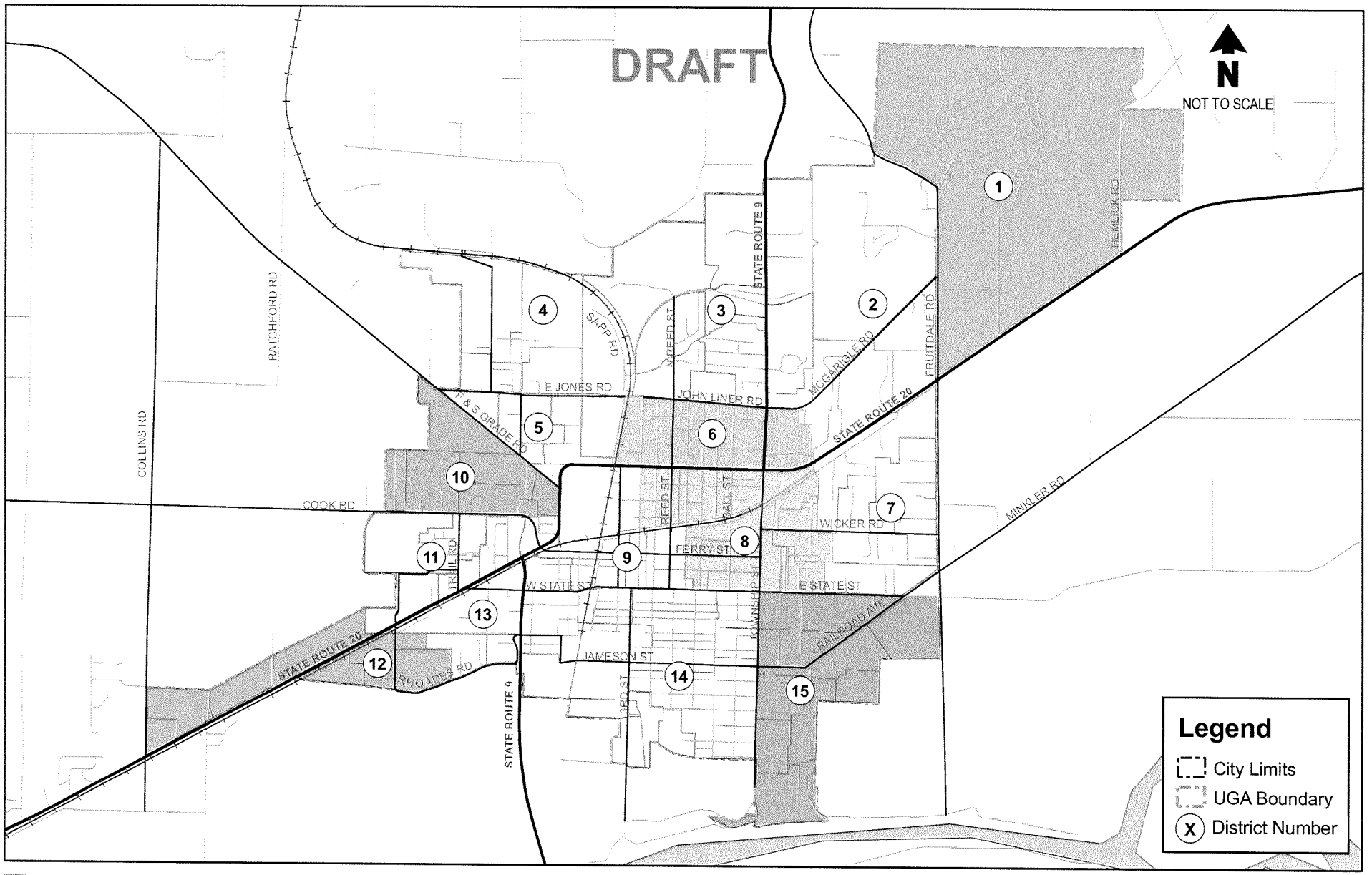

Figure 12

Traffic Impact Fee Districts

Sedro Woolley Transportation Plan

The Transpo Group

Other Developer Requirements

The City also has adopted specific development related requirements which will help fund the Transportation Plan. These include frontage improvements and mitigation under the State Environmental Policy Act (SEPA) or concurrency.

The City requires developments to fund and construct certain roadway improvements as part of their projects. These typically include constructing abutting local streets and arterials to meet the City's design standards. These improvements can include widening of pavement, drainage improvements, and curbs, gutter, and sidewalks. Several of the projects identified in the Plan could be partially funded and constructed as part of new developments. As noted above, to the extent that costs of a transportation improvement are included in the TIF then credits would be required. If the improvements to an abutting arterial local street are not included in the TIF, then credits against the TIF would not be required.

The City also evaluates impacts of development projects under SEPA. The SEPA review may identify adverse transportation impacts that require mitigation beyond payment of the TIF. These could include impacts related to safety, traffic operations, non-motorized travel, or other transportation issues. The needed improvements may or may not be identified as specific projects in the Transportation Plan. As with frontage improvements, if the required improvements are included in the TIF, then the City must provide credits to the extent that the costs are included in the impact fee.

The City also requires an evaluation of transportation concurrency for development projects. The concurrency evaluation may identify impacts to facilities that operate below the City's level of service standard. To resolve that deficiency, the applicant can propose to fund and/or construct improvements to provide an adequate level of service. Alternatively, the applicant can wait for the City, another agency or another developer to fund improvements to resolve the deficiency.

Finance Strategy

Table 16 summarizes the financing strategy for the 2005 Transportation Plan. To achieve a balance between revenues and estimated costs the Plan identifies $15.1 million in City funding. This represents approximately 18 percent of the total revenues. Almost $33 million would come from developments through impact fees or other mitigation requirements. This represents almost 39 percent of the total cost of the Plan. Grants and other agency funding account for the remaining $36.4 million, or 43 percent.

Almost $69 million in these revenues would be used for capital improvements on state highways or arterials. The remaining $15.7 million would be allocated to citywide programs, with $13 million used for maintenance, operations, and street overlay programs.

Table 16. Financing Strategy Summary

Estimated Revenues (2005-2025)	
City Funding	
• Fuel Taxes	$4,900,000
• Property Taxes	$4,070,000
• General Fund Contribution [1]	$6,170,000
Subtotal	*$15,140,000*
Developer Funding	
• Traffic Impact Fees[2 3]	$29,040,000
• Developer Mitigation [4]	$3,700,000
Subtotal	*$32,740,000*
Grants/Other Agency [5]	$36,370,000
Total Revenue	**$84,250,000**
Estimated Costs (2005-2025)	
Capital Project Costs[6]	
• State Highway Improvements	$26,010,000
• City Arterial Improvements	$42,590,000
Subtotal	*$68,600,000*
Citywide Programs[7]	
• Maintenance, Operations, and Street Overlay	$13,000,000
• Other Citywide Programs	$2,650,000
Subtotal	*$15,650,000*
Total Costs	**$84,250,000**

NOTE: All costs and revenues in 2005 dollars
1. Include sales and use taxes and miscellaneous revenues directed to transportation
2. Existing is based on average traffic impact fees from 2002-2005 for 21years
3. Forecast traffic impact fee revenues based on revised transportation improvement project list, cost estimates and growth forecasts. The forecast value represents the estimated maximum potential impact fee over the life of the Plan
4. Developer funding beyond Transportation Impact Fees. Could include frontage improvements, local improvement districts, business improvement district, or other similar funding programs.
5. Includes federal and state grants as well as cost sharing agreements with WSDOT and Skagit County.
6. Includes cost for state highway and arterial capital improvements.
7. Includes local street improvements, maintenance, operations, administration, identified safety and operations, and sidewalk improvement programs.

Reassessment Strategy

The financing strategy identifies a balance between revenues and expenditures over the life of the Plan. However, the City is committed to reassessing their transportation needs and funding sources each year as part of their annual Six-Year Transportation Improvement Program (TIP). This allows the City to match the financing program with the shorter-term improvement projects and funding. The Plan also includes goals and policies to periodically review land use growth, adopted level of service standards, and funding sources to ensure they support one another and meet concurrency requirements.

In order to successfully implement the City's Transportation Plan, the City will apply the following principles in its funding program:

- As part of the development of the annual Six-Year Transportation Improvement Program, the City will balance improvement costs with available revenues;
- Review project design standards to determine whether costs could be reduced through reasonable changes in scope or deviations from design standards;

- Coordinate and partner with WSDOT and vigorously pursue grants from state and federal agencies to fund and implement improvements to SR 20 and SR 9.
- Work with SCOG and Skagit County to develop multi-agency grant applications for projects that serve growth in the City and its UGA;
- Review transportation impact fee revenues each year to determine whether the impact fees should be increased to account for project cost increases;
- If the actions above are not sufficient, consider changes in the level of service standards and/or possibly limit the rate of growth in the City or UGA.

Implementation Program

Implementation of the Sedro-Woolley Transportation Plan involves several strategies. These include partnering with other agencies to fund and construct the transportation improvement projects. The City also should consider re-prioritizing roadway projects as new funding sources become available or by focusing on areas most impacted by new development. In addition, the City should continue to mitigate the impacts of traffic growth through the TIF, SEPA, Concurrency Management and other development to ensure infrastructure is completed concurrent with new development.

The City will need to continue to coordinate and partner with WSDOT and Skagit County on transportation needs within the City and its UGA. Widening of SR 20, including the railroad over crossing is critical to the long-term transportation needs of the City. Roughly 50 percent of the traffic using SR 20 within the City are regional through trips that do not have an origin or destination within the City. Improvements on SR 9, both north and south of the SR 20, are also important to serve regional traffic. The improvements to SR 9 and SR 20 also are important to serve movement of freight traffic. The City should work with WSDOT, Skagit County, and Skagit Council of Governments to seek grants, legislative "earmarks" and other outside funding. The City and County would also contribute to these improvements through the application of impact fees or other local revenues

The City and County also should continue to partner on arterial improvements serving growth in the UGA, similar to the McGarigle Road/Fruitdale Road improvement project. Together the agencies can increase the potential for grants for some of these projects. The City and County can also enter into agreements based on the updated TIF to have growth in the UGA mitigate its impacts the identified City and County arterials.

Project Priorities and Timing

The City of Sedro-Woolley will use the annual update of the Six-Year Transportation Improvement Program (TIP) to re-evaluate priorities and timing of projects. Throughout the planning period, projects will be completed and priorities will be revised. This will be accomplished by annually reviewing traffic growth and the location and intensity of land use growth in the City and the UGA. The City will then be able to direct funding to areas that are most impacted by growth or to arterials that may fall below the City's LOS standard. The development of the TIP will be an ongoing process over the life of the Plan and will be reviewed and amended annually.

Concurrency Management and Development Review

Concurrency refers to the ongoing process of coordinating infrastructure needs with community development. This concept was formalized in the GMA to ensure that adequate public facilities are provided in concert with population and employment growth. For transportation facilities, the GMA requirement is fulfilled if the City's LOS standards are met concurrent with the additional travel demand generated by each succeeding development action. GMA defines concurrents as having projects or strategies in place within six years of the development impact.

Concurrency determinations for the roadway network are closely linked with the City's development review process. As required by GMA, the City has adopted a Concurrency Management program for transportation. (Chapter 15.56 of the Municipal Code)

The City also reviews new developments under SEPA. As part of the SEPA review potential impacts to the transportation are identified and mitigation may be required. The City also has adopted development regulations and street standards that are applied to developments.

Consistency with Other Agencies

Implementation actions for transportation projects involve several agencies, each with different responsibilities and controls. A major focus of the GMA is to establish coordination among the responsible agencies and to increase the effectiveness of intergovernmental planning. The Sedro-Woolley Transportation Plan took into account planned improvements and policies of the Washington State Department of Transportation (WSDOT), Skagit Council of Governments (SCOG), Skagit County, Skagit Transit (SKAT), City of Mount Vernon, and the City of Burlington. Overall, the Sedro-Woolley Transportation Plan is consistent and supportive of these other transportation plans and policies.

The following summarizes the consistency of the Sedro-Woolley Transportation Plan with the state, regional, and county plans.

Washington State Department of Transportation (WSDOT)

As required by the 1998 amendments to the GMA (HB 1487), the Sedro-Woolley Transportation Plan fully addresses the state highway system serving the City.

The State has adopted LOS standards for Highways of Statewide Significance (HSS), establishing LOS D as the standard for HSS facilities in urban areas and LOS C for HSS facilities in rural areas. The City's standard of LOS D for SR 20 within the City is consistent with the State standard for HSS facilities in urban areas. The City's standard of LOS C for SR 9 within the City is higher than the State and regional LOS D standard for SR 9.

The Washington State Highway Systems Plan (2003-2022) identifies possible widening of SR 20 to four lanes both within the City of Sedro-Woolley and to the east. The State's Plan identifies a need for further study. The travel forecasting and operations analyses conducted for the City's Transportation Plan confirms the need to widen SR 20 to five lanes between SR 9 on the west and SR 9/Township Road on the east. The City's Plan identifies a need for three travel lanes on SR 20 between Township Road and Fruitdale Road serving the east UGA.

The State Highway Systems Plan (2003-2022) calls for widening SR 9 to four lanes both north and south of the City limits. The City's Plan only identifies a need for three lanes between SR 20 and the north UGA limits. South of SR 20, the City's Plan identifies projects for several intersections to improve traffic operations and safety.

In addition, the City and WSDOT have coordinated on near-term modifications to traffic signal timing and coordination that were identified as part of this Plan. WSDOT has agreed to implement timing changes and minor channelization improvements to address existing operations issues in the SR 20 corridor.

Skagit Council of Governments (SCOG)

SCOG prepared the Skagit Metropolitan Transportation Plan (MTP) and Sub-Regional Transportation Plan (S-RTP) Update in 2005 that guides transportation improvements in Skagit County. The Skagit MTP/S-RTP combines the Metropolitan and Sub-Regional Transportation Plans, which are required by federal and state law. The SCOG plan includes a range of goals and policies related to transportation in the region.

The projects, programs, and policies of the Sedro-Woolley Transportation Plan support the goals and policies of the regional plan. The Sedro-Woolley plan was developed with opportunities for public input and was coordinated with other agencies. The Plan also identifies improvements and policies to improve travel safety for all modes and connectivity of travel modes. The Sedro-Woolley Transportation Plan coordinates transportation and land use planning and identifies programs and policies to enhance use of other transportation modes, as identified in the regional plan.

The Sedro-Woolley Transportation Plan was prepared using a travel forecasting model developed from and coordinated with the SCOG regional model. Outside of the City limits and its UGA, the City model is based on land use and transportation system assumptions from the regional model. Within the City, the City's model is based on updated land u se data (consistent with the City's Land Use Element) and a refined transportation analysis zone system. These data are available to SCOG as it prepares its regional travel forecasts and transportation plans.

The City's Transportation Plan identifies improvement projects that are generally consistent with the Skagit MTP/S-RTP Update (August 2005). The City's Transportation Plan provides more detail which could be reflected in future updates of the regional MTP.

Skagit County

Skagit County transportation and capital improvement plans were reviewed as part of the Sedro-Woolley Transportation Plan update. In addition, the City and County are partnering on several improvement projects in the UGA. The City and County are currently working together to fund and construct improvements on McGarigle Road and Fruitdale Road (see project C-16). The City's Six-Year TIP also shows funding toward the County's improvements to Hemlick Road at the east edge of the UGA.

The City and County also are continuing to discuss joint regulations to apply to developments within the unincorporated UGA to ensure that the future transportation system can adequately support the growth projections. Application of street standards, impact fees and other development regulations are being addressed.

Figure 6 shows the City's and County's roadway functional classifications. The specific classification do not directly match due to the differences in urban and rural needs. For example, SR 20 is classified a principal arterial within the City and a minor arterial in the County. The principal arterial designation in the City is appropriate since SR 20 provides for through traffic and requires a higher standard. The County's minor arterial classification is consistent with the state highway classification system, since SR 20 does not carry as high of

volume as many other state highways. Similar differences in nomenclature are shown for other City/County arterial routes. The overall function of the routes in the City and County are, however, compatible.

Roadway improvement projects were included in the Skagit County's Six-Year Transportation Improvement Plan (2006-2011) were reviewed and incorporated, as appropriate, into the City's Plan. The most significant improvement projects in the County's TIP involving the City is the Fruitdale and McGarigle Road project, which will upgrade these roads to Sedro-Woolley standards. The City's Transportation Plan also reflects county projects on Hemlick Road. The County TIP includes some funding for the City's improvements at F&S Grade Road/SR 20. The City's Plan also is consistent with the County's TIP in identifying a new arterial connection between SR 20 and Cook Road.

The City Plan also supports and incorporates connections to the regional trail system. These include developing trails along the railroad rights-of-way.

Skagit Transit (SKAT)

Skagit Transit provides transit service for Sedro-Woolley. The Sedro-Woolley Transportation Plan acknowledges the need for coordination between the City and SKAT to work together to identify transit service improvements and strategies for serving growth in Sedro-Woolley, considering land uses, densities, cost of service, and revenues. The City has also identified policies to provide adequate streets and non-motorized facilities to support transit service in Sedro-Woolley.

APPENDIX A: LOS DEFINITIONS

APPENDIX B: SR 20 SIGNAL SYNCHRONIZATION

APPENDIX C: PROJECT COST ESTIMATES

APPENDIX D: EXISTING AND FUTURE REVENUE PROJECTIONS

CITY OF SEDRO-WOOLLEY
720 Murdock Street, Sedro-Woolley, WA 98284 (360) 855-1661

Memorandum

To: Mayor and City Council

From: Staff / PMH

Date: 11/4/2005

Re: Impact Fee Ordinance

I. Issue: Should the City Council adopt an updated impact fee ordinance which assesses more accurate park and traffic impact fees?

II. Background: The City has contracted for a transportation facilities study by Transpo, and has received both a proposed Transportation Plan, and also additional documentation, which presents a much expanded, more expensive, and no doubt more accurate assessment of the costs of transportation infrastructure necessitated by the unprecedented growth which this City is now experiencing. The Transpo study identified $84 million in needed improvements, and allocated about $29 million of that cost to new development. The allocation is in table 16, page 68 of the Transportation Plan:

Estimated Revenues (2005-2025)	
City Funding	
• Fuel Taxes	$4,900,000
• Property Taxes	$4,070,000
• General Fund Contribution [2]	$6,170,000
Subtotal	$15,140,700
Developer Funding	
• Transportation Impact Fees [3 4]	$29,040,000
• Developer Mitigation [5]	$3,700,000
Subtotal	$32,740,000
Grants/Other Agency [6]	$36,730,000
Total Revenue	$84,250,000

The projects proposed in the plan are:

Estimated Costs (2005-2025)	
Capital Project Costs	
• State Highway Improvements	$26,010,000
• City Arterial Improvements	$42,590,000
Subtotal	$68,600,000
Citywide Programs 8	
• Maintenance, Operations, and Street Overlay	$13,000
• Other Citywide Programs	$2,650,000
Subtotal	$15,650,000
Total Costs	$84,250,000

Only a limited amount of the funding can be charged to new development. The maximum amount is $29,040,000 based on the Transpo study, and further, this portion of the cost is attributable to new development.

Though no one favors any fees, the tough decision faced by the City Council is whether to charge this portion of the fee to new development, or to taxpayers in general, such as through transportation LIDs or other cost shifting mechanisms. Alternatively, the Council may remove projects from the transportation capital facilities plan, but this would preclude raising any mitigation funds form developers for the projects.

Staff presented the City Council with some alternatives, one of which would be to take the projects widening SR 20 off the Impact Fee calculation list, but leave them on the capital facilities plan and 6-year TIP, for purposes of SEPA. This would reduce the fees, but also reduce the revenue received by the City, as SEPA is less efficient than impact fees to collect.

Attached are the calculations (Plan B) showing the fee reduction that would result from removing the SR 20 widening projects from the computation of impact fees. If the Council adopts this option, the impact fee ordinance would be based on a list which is a subset of the 6-year TIP list.

The Park impact fee is incorporated from the Comp Plan, and the Fire impact fee is unchanged.

III. Recommended Action: Passage of Ordinance No. _____ titled: AN INTERIM ORDINANCE REPEALING SWMC CH. 15.60, AND ADOPTING A NEW CHAPTER SWMC CH. 15.60, PROVIDING FOR ASSESSMENT OF IMPACT FEES FOR PLANNED CAPITAL FACILITIES, PROVING FOR CREDITS FOR OTHER MITIGATION OF IMPACTS, AND PROVIDING FOR APPEALS FROM FEE DETERMINATIONS.

Sedro-Woolley Transportation Plan
Traffic Impact Fee Scenarios

Scenario A – Full Project List

- Includes proportional costs of all transportation impact fee (tif) eligible projects as presented at the October 12 City Council meeting

Scenario B – Full Project List Without Major Widening Projects on SR 20

- Scenario A without the following projects:
  - S5A – SR 20 Widening Phase 1 (SR 9 to Sapp Rd)
  - S5B – SR 20 Widening Phase 2 (Railroad Bridge)
  - S5A – SR 20 Widening Phase 3 (Sapp Rd to Township Rd)

Scenario C – Full Project List Without Major Widening Projects on SR 20 and Without John Liner Road Railroad Crossing

- Scenario B without the following project:
  - C1B – Jones Rd/John Liner Rd (Railroad Undercrossing)

Sedro-Wooley Transportation Plan
Traffic Impact Fee Comparison

District	Scenario A	Scenario B	Scenario C
1	$ 9,516	$ 6,624	$ 6,254
2	$ 10,287	$ 7,982	$ 6,659
3	$ 7,084	$ 5,308	$ 4,676
4	$ 4,456	$ 4,251	$ 3,273
5	$ 5,275	$ 4,543	$ 3,288
6	$ 6,210	$ 3,288	$ 2,413
7	$ 6,064	$ 5,396	$ 5,331
8	$ 3,625	$ 2,232	$ 1,958
9	$ 2,991	$ 2,386	$ 2,103
10	$ 3,030	$ 2,315	$ 2,254
11	$ 2,969	$ 1,980	$ 1,961
12	$ 3,615	$ 3,061	$ 2,961
13	$ 3,731	$ 3,038	$ 3,015
14	$ 3,680	$ 3,561	$ 3,427
15	$ 6,998	$ 6,853	$ 6,794
Citywide Average	$ 4,950	$ 3,897	$ 3,473

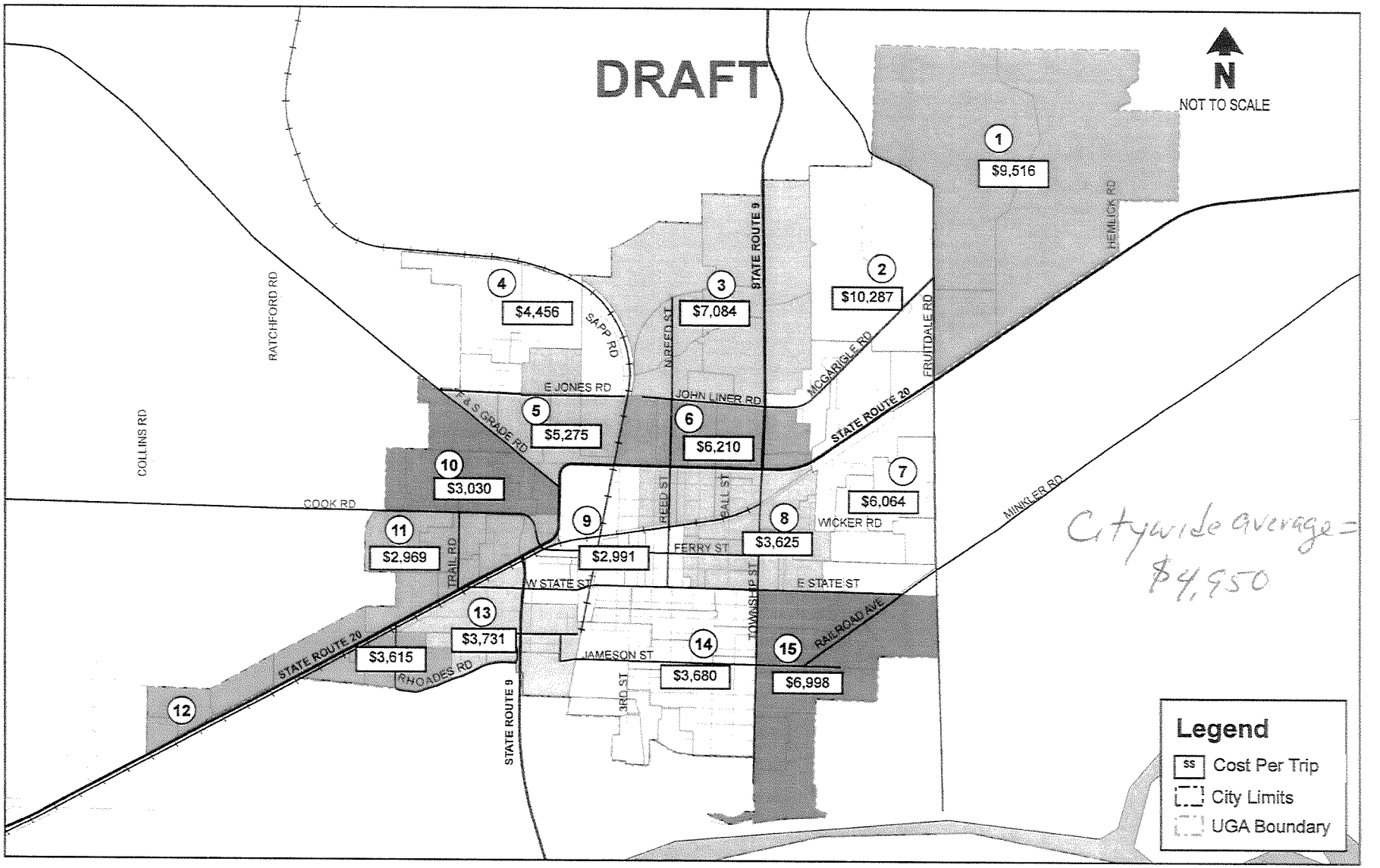

Figure X

Impact Fee Cost Per PM Peak Hour Trip by District — Scenario A

Sedro Woolley Transportation Plan

The Transpo Group

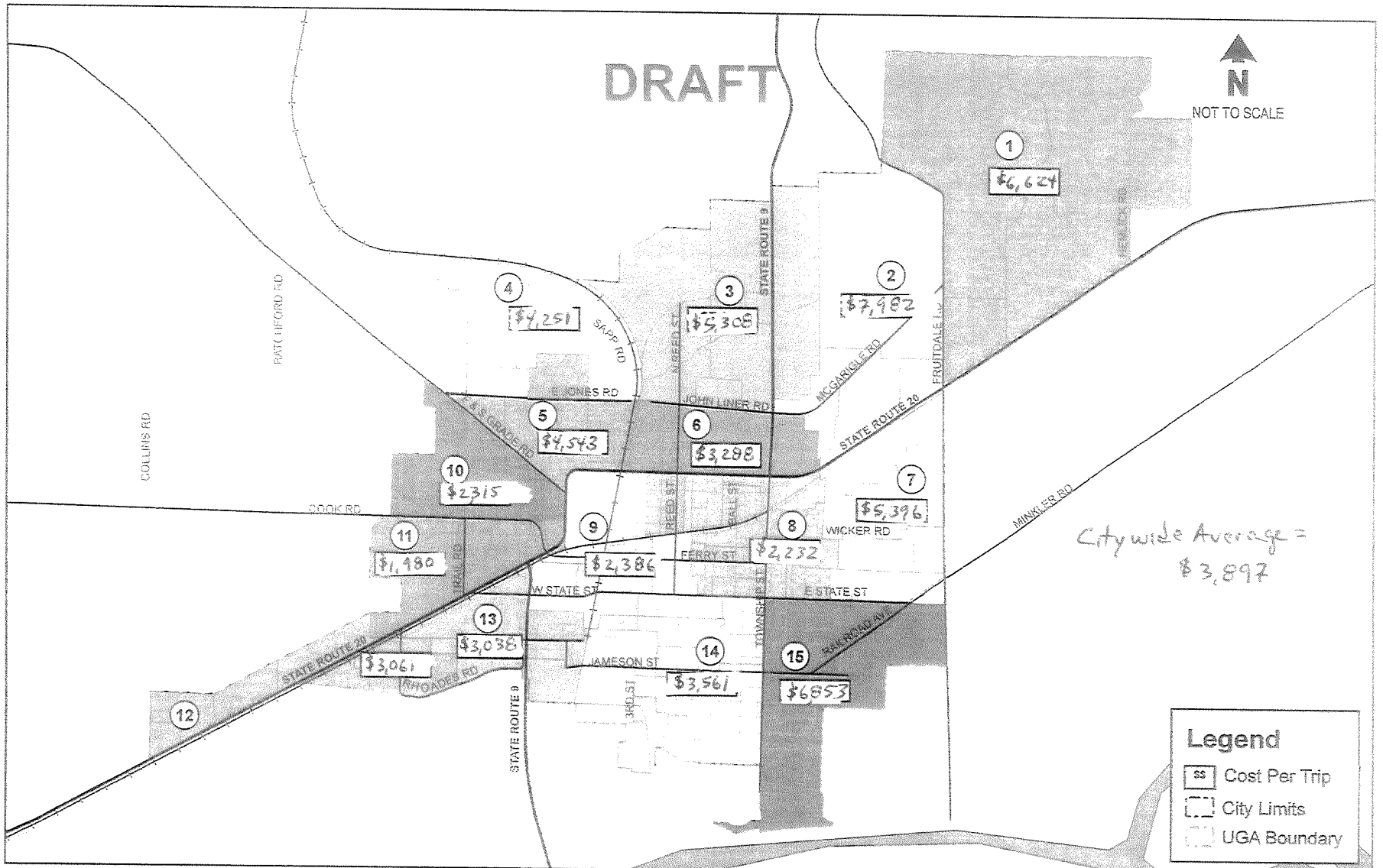

Figure X

Impact Fee Cost Per PM Peak Hour Trip by District – Scenario B

Sedro Woolley Transportation Plan

The Transpo Group

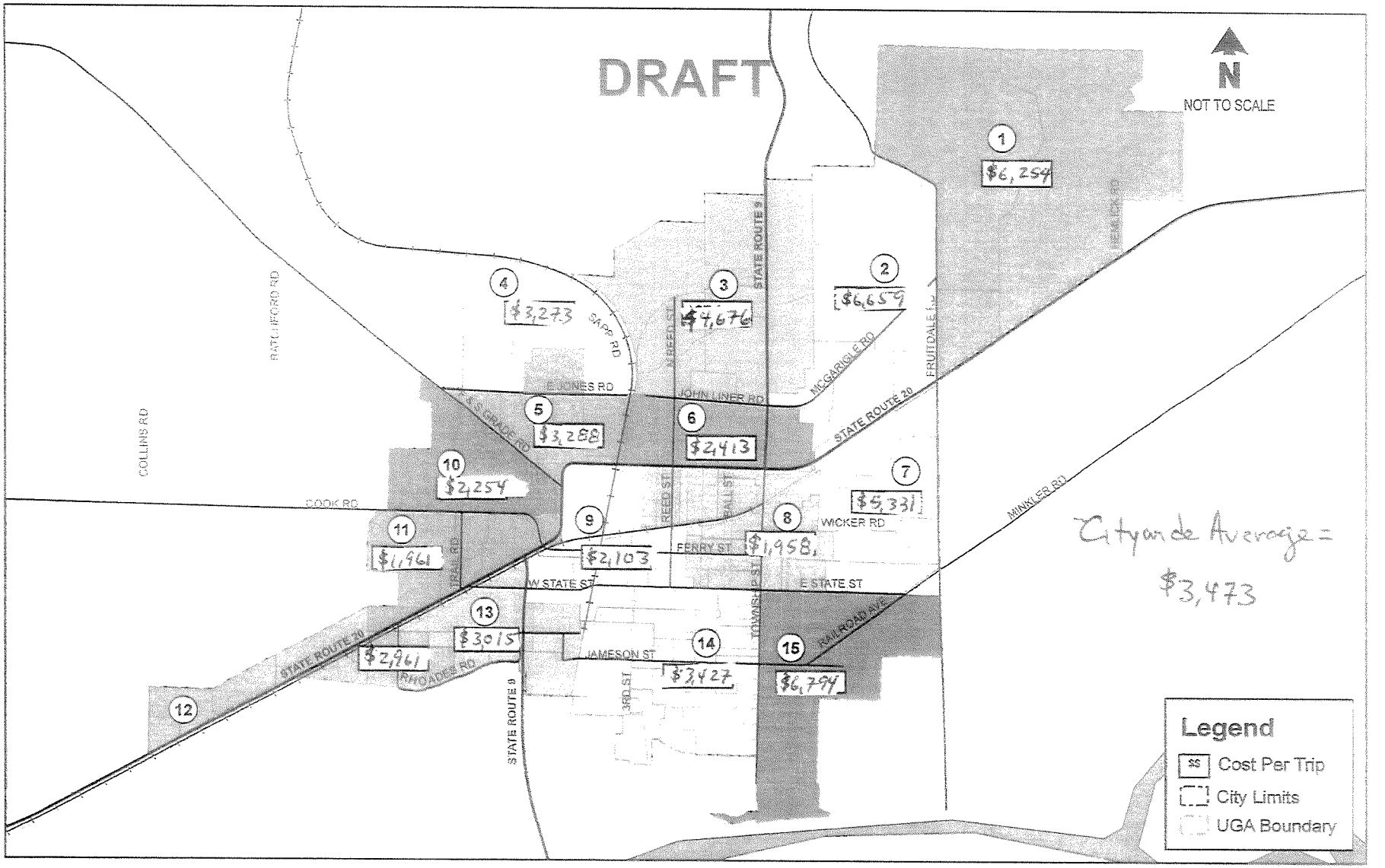

Figure X

Impact Fee Cost Per PM Peak Hour Trip by District — Scenario C

Sedro Woolley Transportation Plan

The Transpo Group

Ordinance No. _____

AN INTERIM ORDINANCE REPEALING SWMC CH. 15.60, AND ADOPTING A NEW CHAPTER SWMC CH. 15.60, PROVIDING FOR ASSESSMENT OF IMPACT FEES FOR PLANNED CAPITAL FACILITIES, PROVING FOR CREDITS FOR OTHER MITIGATION OF IMPACTS, AND PROVIDING FOR APPEALS FROM FEE DETERMINATIONS.

Whereas, the City Council of the City of Sedro-Woolley has adopted permanent and interim capital facilties plans for the City of Sedro-Woolley, providing for plans for expanding and constructing new transportation, park and fire facilities to cope with the increase in population and new development, and

Whereas, the City Council finds that the City of Sedro-Woolley is experiencing developemnt preasures which have cause the transportation, park and fire capital facilites to be expanded to cope with increased demands of new residents, and

Whereas, the City Council finds that the imposition of GMA impact fees pursuant to RCW 82.02.050 et seq. is necessary to ensure that these developments provide funding for their improvements based on the their actual impacts, in a manner that accurately measures the impacts,

Whereas, the City Council of the City of Sedro-Woolley finds that a temporary provision to adopt new impact fee ordinance is necessary for protection of the public health, safety, and welfare; and

Whereas, the City Council of the City of Sedro-Woolley should adopt for a period of six months, as a temporary measure, on an emergency basis, certain provisions for the location and construction of capital projects, until the capital facilities section of the Comprehensive Plan is adopted permanently as part of the 2006 necessary updates to the Comprehensive Plan; now, therefore,

THE CITY COUNCIL OF THE CITY OF SEDRO-WOOLLEY DO HEREBY ORDAIN AS FOLLOWS:

Section 1. Sedro-Woolley Municipal Code Chapter 15.60 is hereby repealed its entirety, and a new Chapter 15.60 is hereby adopted as set forth on the attached Appendix A and incorproated herein by reference.

Section 2. Notwithstanding Section 1, the previous codification shall continue to apply to any permits issued thereunder for which the impact fees provided by that chapter were assessed.

Section 3. **Duration of Ordinance.** This ordinance shall be in effect for a period of six months, unless extended by the City Council.

Section 4. **Public Hearing on Ordinance.** The City Council has held a public hearing on this ordinance and hereby adopts findings of fact justifying its actions, and is affirming the ordinance following the public hearing.

Section 4. **Findings.** The City Council hereby finds as follows:

1. It is necessary to update the impact fee ordinance (SWMC Ch. 15.60) to provide for impact fees which more accurately reflect the impacts of development in a manner consistent with the RCW 82.02.050.
2. The existing provisions of SWMC Ch. 15.60 are inadequate, in that they may not be compliant with RCW 82.02.050.
3. The revised Chapter 15.60 is compliant with RCW 82.02.050, and more accurately assesses the cost of development impacts to new development.
4. This ordinance shall be adopted in a final form as part of the 2006 GMA update.

Section 5. **Codification.** This ordinance shall not be codified as part of the Sedro-Woolley Municipal Code, but a copy of the municipal facilities section attached hereto as Exhibit A, shall be available for public review and copying at Sedro-Woolley City Hall.

Section 6. **Severability.** If any section, sentence, clause or phrase of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this ordinance.

Section 7. **Effective Date.** This ordinance shall be effective five (5) days after passage, approval and publication as provided by law.

Passed and approved this ____ day of November, 2005.

_____
MAYOR

Attest:

_____
CITY CLERK

APPROVED AS TO FORM:

_____
CITY ATTORNEY:

Appendix A

IMPACT FEES FOR PLANNED FACILITIES

Sections:

15.60.010 Authority and purpose.
15.60.015 Definitions.
15.60.020 Applicability.
15.60.030 Geographic scope.
15.60.040 Imposition of transportation impact fees.
15.60.050 Transportation Fee schedules and establishment of service area.
15.60.060 Calculation of trasnportation impact fees.
15.60.070 Park Impact fee and establishment of service area.
15.60.080 Calculation of park impact fees.
15.60.090 Fire Department Impact fee and establishment of service area.
15.60.100 Calculation of Fire Department impact fees.
15.60.110 Payment of fees.
15.60.120 Project list.
15.60.130 Funding of projects.
15.60.140 Refunds.
15.60.150 Appeals.
15.60.160 Relationship to SEPA.
15.60.170 Relationship to concurrency.
15.60.180 Necessity of compliance.

15.60.010 Authority and purpose.

A. This title is enacted pursuant to the city's police powers, the Growth Management Act as codified in Chapter 36.70A RCW, the enabling authority in Chapter 82.02 RCW, Chapter 58.17 RCW relating to platting and subdivisions, and the State Environmental Policy Act (SEPA) Chapter 42.21C RCW.

B. The purpose of this title is to:

1. Develop a transportation impact fee program consistent with the Sedro-Woolley Comprehensive Plan (2005) the Six-Year Transportation Improvement Program (2005), and capital facitilities plans for joint public and private financing of transportation, park and fire department improvements necessitated in whole or in part by development in the city;

2. Ensure adequate levels of transportation, traffic, park and fire department service within the city consistent with the Comprehensive Plan;

3. Create a mechanism to charge and collect fees to ensure that all new development bears its proportionate share of the capital costs of off-site facilities directly

necessitated by new development, in order to provide an adequate level of service consistent with the Comprehensive Plan;

4. Ensure that the city pays its fair share of the capital costs of transportation, park and fire department facilities necessitated by public use of the transportation, park, and fire department systems; and

5. Ensure fair collection and administration of such impact fees.

C. The provisions of this chapter shall be liberally construed to effectively carry out its purpose in the interests of the public health, safety and welfare..

15.60.015 Definitions.

The following are defitions provided for administering the impact fee ordinance. The public works director shall have the authority to resolve questions of interpretation or conflicts between definitions.

A. "Adequate level of transportation service" means a system of transportation facilities which have the capacity to serve development without decreasing levels of service below the city's established minimum as determined by SWMC Ch. 15.40, SWMC Ch. 15.56, and adopted plans and ordinances.

B. "Adequate level of parks service" means a system of parks facilities which have the capacity to serve development without decreasing levels of service below the city's established minimums as determined by adopted plans and ordinances.

C. "Adequate level of Fire department service" means a system of fire department facilities which have the capacity to serve development without decreasing levels of service below the city's established minimums as determined by adopted plans and ordinances.

D. "Capacity" means the maximum sustainable flow rate at which vehicles or persons can be expected to traverse a point or uniform segment of a lane or roadway during a specified time period, usually expressed as vehicles per hour, passengers per hour, or persons per hour.

E. "Development activity" means any construction or expansion of a building, or structure, or use, or any changes in the use of land, that creates additional demand and need for public facilities.

F. "Director" means the director of the department of public works of the city of Sedro-Woolley or his/her designee.

G. "Finance Director" means the Clerk-Treasurer of the city of Sedro-Woolley or his/her designee.

H. "Impact fee" means a payment of money imposed upon development approval to pay for public streets and roads, parks and fire department facilities needed to serve new growth and development, and that is reasonably related to the new development that creates additional demand and need for public streets and roads, parks and fire department facilites that is a proportionate share of the cost of the public streets and roads, parks and fire department facilities and that is used for public streets and roads, parks and fire department facilities that reasonably benefit the new development. "Impact fee" does not include a reasonable permit or application fee otherwise established by city council resolution, nor mitigation required by SEPA or other ordinance.

I. "Jurisdiciton" means a municipallity or county.

J. "Off-site transportation road improvement" means improvement, except a frontage improvement, to an existing or proposed city road or street outside the boundaries of a development, which improvement is required or recommended in accordance with this title."Off-site parks improvement" means improvement to an existing or proposed park facility outside the boundaries of a development, which improvement is required or recommended in accordance with this title.

K. "Off-site fire department improvement" means improvement to an existing or proposed fire department facility outside the boundaries of a development, which improvement is required or recommended in accordance with this title.

L. "Parks" means public parks; public recreational, community, cultural or civic facilities (including, without limitation senior centers and youth centers); public trails; and any other similar public facilities identified in the parks plan.

M. "Parks plan" means those specific projects and/or classes of projects for the development and/or improvement of public parks identified within the parks element of the Sedro-Woolley capital facilities plan, as may from time to time be amended.

N. "Project improvements" means site improvements and facilities that are planned and designed to provide service for a particular development project that are necessary for the use and convenience of the occupants or users of the project, and are not system improvements. No improvement or facility included in the capital facilities plan approved by the city council shall be considered a project improvement.

O. "Service area" means a geographic area defined by ordinance or intergovernmental agreement in which a defined set of public streets and roads, parks and fire department facilities provide service to the development within the area.

P. "Six-year Transportation Improvement Program (TIP)" means a subset of projects contained in the city's capital improvement program. The TIP is a set of comprehensive street programs/projects which after a public hearing is annually adopted by the city council for the purpose of advancing plans for not less than six years as a guide for carrying out the coordinated tansportation/street construction program. The six-year TIP shall contain a small group of capacity projects which

will be considered reasonably funded for determining transportation concurrency and impact fees. The adoption of the six-year TIP will obligate the city to actively pursue funds as to implement the capacity component of the transportation improvement program as best possible with the available resources.

Q. "System improvements" means public facilities that are included in the capital facilities plan and are designed to provide service areas within the community at large, in contrast to project improvements.

15.60.020 Applicability.

A. The requirements of this chapter apply to all development activity in the city of Sedro-Woolley.

B. Mitigation of impacts on transportation, park, and fire department facilities located in jurisdictions outside the city will be required when:

1. The other effective jurisdiction has reviewed the development's impact under its adopted impact fee/mitigation regulations and has recommended to the city that the city impose a requirement to mitigate the impacts; and

2. There is an interlocal agreement between the city and the effective jurisdiction specifically addressing transportation, park or fire department impact identification and mitigation.

15.60.030 Geographic scope.

The boundaries within which impact fees shall be charged and collected are co-extensive with the corporate city limits, and shall include all unincorporated areas annexed to the city on and after the effective date of the ordinance codified in this chapter. After the adoption of interlocal agreements with other local and regional governments, geographic boundaries may be expanded consistent therewith to include the unincorporated Urban Growth Area as identified in the current Comprehensive Plan Map as now adopted or hereafter amended.

15.60.040 Imposition of transportation impact fees.

A. The approving authority is hereby authorized to impose impact fees on new development according to the provisions of this chapter.

B. Impact fees:

1. Shall only be imposed for system improvements that are reasonably related to the new development;

2. Shall not exceed a proportionate share of the costs of system improvements that are reasonably related to the new development;

3. Shall be used for system improvements that will reasonably benefit the new development; and

4. May be collected and spent only for system improvements which are addressed by the Six-Year Transportation Improvement Program, as a subset of the Sedro-Woolley Capital Facilities Plan, or other capital facilites plan for parks and fire department improvements identifying:

    a. Deficiencies in public facilities serving existing development and the means by which existing deficiencies will be eliminated within a reasonable period of time;

    b. Additional demands placed on existing public facilities by new developments; and

    c. Additional public facility improvements required to serve new development;

5. Should not be imposed to mitigate the same off-site facility impacts that are mitigated pursuant to any other law;

6. Should not be collected for improvements to state facilities outside the city boundaries unless the state requests such improvements and an agreement to collect such fees has been executed between the state/county and the city;

7. Shall not be collected for improvements to facilities in other jurisdictions unless the affected jurisdiction requests such improvement and an interlocal agreement has been executed between the city and the affected jurisdiction for the collection of such fees;

8. Shall be collected only once for each building permit, unless changes or modifications to the building permit are proposed which result in greater direct impacts on public facilities than were considered when the building permit was first approved.

9. Shall not be collected from any new or expanded city facilities, post offices or libraries.

15.60.050 Transportation Fee schedules and establishment of service area.

A. Subject to the provisions of SWMC 15.60.060, the transportation impact fee shall be as set forth on Attachment A, attached hereto, and on file with the City Clerk. Attachment A shall provide:

    a. the schedule of projects for which impact fees may be collected, which shall be consistent with the 6-year TIP;

b. the cost of the projects on the schedule;

c. a map dividing the City into zones based upon probable impact on planned transportation capital facility projects of development within the zones;

d. the the amount of the transportation impact fees to be paid on a "per peak PM trip basis" to be paid by a development with a particular zone.

Attachment A shall not be codified, but shall be on file with this ordinance.

B. The impact fee schedule of costs, as set out in Attachment A, shall be updated annually at a rate adjusted in accordance with the Engineering News Record (ENR) Construction Cost Index for the Seattle area, using a June-June annual measure to establish revised fee schedules effective July 1 of the current year.

C. For the purpose of this chapter, the entire city shall be considered one service area.

15.60.060 Calculation of trasnportation impact fees.

A. The director shall calculate the transportation impact fees as set forth in SWMC 15.60.050, subject to the provisions of this chapter.

B. In determining the proportionate share, the method of calculating impact fees shall incorporate, among other things, the following:

1. The cost of public streets and roads necessitated by new development;

2. An adjustment to the cost of the public streets and roadways for past or future payments made or reasonably anticipated to be made by new development to pay for particular system improvements in the form of user fees, debt service payments, taxes, or other payments earmarked for or proratable to the particular system improvement;

3. The availability of other means of funding public street and roadway improvements;

4. The cost of existing public street and roadway improvements; and

5. The methods by which public street and roadway improvements were financed.

6. The most recent ITE Trip Generation Manual and a report titled "Traffic Impact Fee Methodology", dated November 2005, on file with the City Clerk.

C. A credit, not to exceed the impact fee otherwise payable, shall be provided for the value of any dedication of land for, improvement to, or new construction of any system improvements provided by the developer, to facilities that are identified in the capital facilities plan and on the TIF project list (Attachment A, attached to the ordinance codified in this section) and that are required by the city as a condition of approving the development activity. The determination of "value" shall be consistent

with the assumptions and methodology used by the city in estimating the capital improvement costs.

D. The director may adjust the standard impact fee at the time the fee is imposed to consider unusual circumstances in specific cases to ensure that impact fees are imposed fairly.

E. The amount of fee to be imposed on a particular development may be adjusted by the director giving consideration to studies and other data available to the director or submitted by the developer demonstrating to the satisfaction of the director that an adjustment should be made in order to carry out the purposes of this chapter.

F. The impact fee shall provide for system improvement costs previously incurred by the city to the extent that new growth and development will be served by the previously constructed improvements; provided, that such fees shall not be imposed to make up for any system improvement deficiencies.

15.60.070 Park Impact fee and establishment of service area.

A. Subject to the provisions of SWMC 15.60.080, the parks impact fee assessed pursuant to this chapter shall be set forth on Attachment B, for each equivalent single family residential dwelling unit, whether a single family structure, a unit in a multi-family structure, a mobile or manufactured home on an invidual lot or in a mobile home park, a detached relative cottage, or other dwelling unit, subject to the provisions in this chapter.

B. The impact fee set out in subsection A of this section shall be updated annually at a rate adjusted in accordance with the Engineering News Record (ENR) Construction Cost Index for the Seattle area, using a June-June annual measure to establish revised fee schedules effective July 1st of the current year.

C. For the purpose of this chapter, the entire city shall be considered one service area.

15.60.080 Calculation of park impact fees.

A. The director shall calculate the parks impact fees as set forth in SWMC 15.60.070, subject to the provisions of this chapter.

B. In determining the proportionate share, the method of calculating impact fees shall incorporate, among other things, the following:

1. The cost of public parks necessitated by new development;

2. An adjustment to the cost of the public parks for past or future payments made or reasonably anticipated to be made by new development to pay for particular system improvements in the form of user fees, debt service payments, taxes, or other payments earmarked for or proratable to the particular system improvement;

3. The availability of other means of funding public parks improvements;

4. The cost of existing public parks improvements; and

5. The methods by which public parks improvements were financed.

C. A credit, not to exceed the impact fee otherwise payable, shall be provided for the value of any dedication of land for, improvement to, or new construction of any system improvements provided by the developer, to facilities that are identified in the parks plan and that are required by the city as a condition of approving the development activity. The determination of "value"

shall be consistent with the assumptions and methodology used by the city in estimating the capital improvement costs.

D. The director may adjust the standard impact fee at the time the fee is imposed to consider unusual circumstances in specific cases to ensure that impact fees are imposed fairly.

E. The amount of fee to be imposed on a particular development may be adjusted by the director giving consideration to studies and other data available to the director or submitted by the developer demonstrating to the satisfaction of the director that an adjustment should be made in order to carry out the purposes of this chapter.

F. The impact fee shall provide for system improvement costs previously incurred by the city to the extent that new growth and development will be served by the previously constructed improvements; provided, that such fees shall not be imposed to make up for any system improvement deficiencies.

15.60.090 Fire Department Impact fee and establishment of service area.

A. Subject to the provisions of SWMC 15.60.100, the fire department facilities impact fee assessed pursuant to this chapter shall be calculated as set forth on Attachment C.

B. The impact fee set out in subsection A of this section shall be updated annually at a rate adjusted in accordance with the Engineering News Record (ENR) Construction Cost Index for the Seattle area, using a June-June annual measure to establish revised fee schedules effective July 1st of the current year.

C. For the purpose of this chapter, the entire city shall be considered one service area.

15.60.100 Calculation of Fire Department impact fees.

A. The director shall calculate the fire department impact fees as set forth in SWMC 15.60.090, subject to the provisions of this chapter.

B. In determining the proportionate share, the method of calculating impact fees shall incorporate, among other things, the following:

1. The cost of public fire department facilities necessitated by new development;

2. An adjustment to the cost of the fire department facilities for past or future payments made or reasonably anticipated to be made by new development to pay for particular system improvements in the form of user fees, debt service payments, taxes, or other payments earmarked for or proratable to the particular system improvement;

3. The availability of other means of funding fire department facilities improvements;

4. The cost of existing fire department facilities improvements; and

5. The methods by which public parks improvements were financed.

C. A credit, not to exceed the impact fee otherwise payable, shall be provided for the value of any dedication of land for, improvement to, or new construction of any system improvements provided by the developer, to facilities that are identified in the parks plan and that are required by the city as a condition of approving the development activity. The determination of "value" shall be consistent with the assumptions and methodology used by the city in estimating the capital improvement costs.

D. The director may adjust the standard impact fee at the time the fee is imposed to consider unusual circumstances in specific cases to ensure that impact fees are imposed fairly.

E. The amount of fee to be imposed on a particular development may be adjusted by the director giving consideration to studies and other data available to the director or submitted by the developer demonstrating to the satisfaction of the director that an adjustment should be made in order to carry out the purposes of this chapter.

F. The impact fee shall provide for system improvement costs previously incurred by the city to the extent that new growth and development will be served by the previously constructed improvements; provided, that such fees shall not be imposed to make up for any system improvement deficiencies.

15.60.110 Payment of fees.

A. All developers shall pay an impact fee in accordance with the provisions of this chapter at the time that the applicable building permit is ready for issuance.

   It is the intention of this ordinance that fees shall generally be due at time of issuance of building permits, rather than at time of subdivision or construction of unoccupied infrastructure not generating immediate impacts. However, if no building permit will be required of a project, then the impact fee may be assessed for any other development activity permit or development approval generating an impact for which the fee is required. The fee paid shall be the amount in effect as of the date of the permit application or approval is deemed completed and vested.

B. All developers shall pay an impact administrative fee at the time of application for a building permit or other permit or approval as set forth in the fee schedule adopted by resolution or ordinance of the city council.

C. The impact fee, as initially calculated after issuance for a building permit or other permit or approval, shall be recalculated at the time of payment if the development is modified or conditioned in such a way as to alter the trip generation rate for the development.

D. No building permit (or other applicable permit or approval) shall be issued until the impact fee is paid.

E. Impact fees may be paid under protest in order to obtain a permit or other approval of development activity.

15.60.120 Project list.

A. The director shall commonly review the city's comprehensive land use and transportation plan ("comprehensive plan"), capital facilities plan, and the projects in Attachment A, attached to the ordinance codified in this section, and shall:

   1. Identify each project in the comprehensive plan that is growth-related and the proportion of each such project that is growth-related;

   2. Forecast the total moneys available from taxes and other public sources for road improvements over the next six years;

   3. Calculate the amount of impact fees already paid; and

   4. Identify those comprehensive plan projects that have been or are being built but whose performance capacity has not been fully utilized.

B. The director may use this information to prepare an annual draft amendment to Attachment A, which shall comprise:

1. The projects on the comprehensive plan that are growth-related and that should be funded with forecast public moneys and the impact fees already paid;

2. The projects already built or funded pursuant to this chapter whose performance capacity has not been fully utilized; and

3. An update of the estimated costs of the projects listed.

C. The council, at the same time that it adopts the annual budget and appropriates funds for capital improvement projects, shall by separate ordinance establish the annual Attachment A by adopting, with or without modification, the director's draft list.

D. Once a project is placed on Attachment A, a fee shall be imposed on every development that impacts the project until the project is removed from the list by one of the following means:

1. The council by ordinance removes the project from Attachment A, in which case the fees already collected will be refunded if necessary to ensure that impact fees remain reasonably related to the traffic impacts of development that have paid an impact fee; provided, that a refund shall not be necessary if the council transfers the fees to the budget of another project that the council determines will mitigate essentially the same traffic impacts; or

2. The impact fee share of the project has been fully funded, in which case the director shall administratively remove the project from the project list.

15.60.130 Funding of projects.

A. A transportation impact fee restricted cash fund is hereby created. The finance director shall be the fund manager. Transportation impact fees shall be placed in appropriate deposit accounts within the transportation impact fee fund.

B. The transportation impact fees paid to the city shall be held and disbursed as follows:

1. The transportation, parks, and fire department impact fees collected shall be placed in separate deposit accounts within the impact fee fund;

2. When the council appropriates capital improvement project (CIP) funds for a project on the project list, the fees held in the appropriate impact fee fund shall be transferred to the appropriate CIP fund. The non-impact fee moneys appropriated for the project may comprise both the public share of the project cost and an advancement of that portion of the private share that has not yet been collected in impact fees;

3. The first money spent by the director on a project after a council appropriation shall be deemed to be the fees from the impact fee fund;

4. Fees collected after a project has been fully funded by means of one or more council appropriations shall constitute reimbursement to the city of the public moneys advanced for the private share of the project.

5. All interest earned on impact fees paid shall be retained in the account and expended for the purpose or purposes for which the transportation impact fees were imposed.

C. Projects shall be funded by a balance between impact fees and public funds, and shall not be funded solely by transportation impact fees.

D. Impact fees shall be expended or encumbered for a permissible use within six years of receipt, unless there exists an agreement extending the time or extraordinary or compelling reason for fees to be held longer than six years. The finance director may recommend to the council that the city hold fees beyond six years in cases where extraordinary or compelling reasons exist. Such reasons shall be identified in written findings by the council.

E. The finance director shall prepare an annual report on the transportation impact fee account showing the source and amount of all moneys collected, earned or received and projects that were financed in whole or in part by transportation impact fees.

15.60.140 Refunds.

A. A developer may request and shall receive a refund when the developer does not proceed with the development activity for which impact fees were paid, and the developer shows that no impact has resulted; however, the impact fee administrative fee shall not be refunded.

B. If an owner appears to be entitled to a refund of impact fees, the finance director shall notify the owner by first class mail deposited with the United States Postal Service at their last known address. The owner must submit a request for a refund to the finance director in writing within one year of the date the right to claim the refund arises or the date the notice is given, whichever is later. Any impact fees that are not expended or encumbered within the time limitations established by Sedro-Woolley Municpal Code 15.60 and for which no application for a refund has been made within this one-year period, shall be retained and expended on any project.

C. In the event that impact fees must be refunded for any reason, they shall be refunded with interest earned to the owners of the benefited property as they appear of record with the Skagit County assessor at the time of refund. In the event of a dispute or uncertainty as to who is entitled to receipt, the funds may be paid into the registry of the Skagit County Superior Court. The City may require a release and hold harmelss agreement from any receipient of refunded fees as a condition of payment.

D. When the city seeks to terminate any or all impact fee requirements, all unexpended or unencumbered funds shall be refunded pursuant to this section. Upon the finding that any or all fee requirements are to be terminated, the city shall place notice of such termination and the availability of refunds in a newspaper of general circulation at least two times and shall notify all potential claimants by first class mail to the last known address of claimants. Claimants shall request refunds as in subsection B of this section. All funds available for refund shall be retained for a period of one year. At the end of one year, any remaining funds shall be retained by the city, but must be expended on any city projects. This notice requirement shall not apply if there are no unexpended or unencumbered balances within an account or accounts being terminated.

15.60.150 Appeals.

A. A developer may appeal the amount of an impact fee determined by the director to the Sedro-Woolley Planning Commission as provided in Sedro-Woolley Municipal Code Title 2.90.

B. In order to appeal, the developer must pay the fee or post a bond or other acceptable security for the fee. Notice of appeal must be filed within 14 days of issuance of a building permit or other land use approval or decision for which the fee was required.

C. The developer shall bear the burden of proving:

1. That the director committed error in calculating the developer's proportionate share, as determined by an individual fee calculation or, if relevant, as set forth in the fee schedule, or in granting credit for the benefit factors; or

2. That the director based his determination upon incorrect data.

D. The hearing body shall shall affirm the decision of the director, modify the decision of the director and recalculate the fee or credit, or remand the matter back to the director for additional findings and recomputation of the fee or credit.

15.60.160 Relationship to SEPA.

A. All development shall be subject to environmental review as provided by SEPA and other applicable city ordinances and regulations.

B. Payment of the impact fee shall constitute satisfactory mitigation of those impacts related to the specific improvements identified on the project list (Attachment A, attached to the ordinance codified in this section).

C. Further mitigation in addition to the impact fee shall be required for identified adverse impacts appropriate for mitigation pursuant to SEPA that are not mitigated by an impact fee.

D. Nothing in this chapter shall be construed to limit the city's authority to deny building permits when a proposal would result in significant adverse impacts identified in an environmental impact statement and reasonable mitigation measures are insufficient to mitigate the identified impact.

15.60.170 Relationship to concurrency.

Neither compliance with this chapter or the payment of any fee hereunder shall constitute a determination of concurrency under Chapter 15.56 of the Sedro-Woolley Municipal Code.

15.60.180 Necessity of compliance.

A building permit issued after the effective date of the ordinance codified in this section shall be null and void if issued without substantial compliance with this chapter by the department, the approving authority and the director.

ATTACHMENT A ~ TRANSPORTATION IMPACT FEE PROJECT LIST AND MAP

ATTACHMENT B ~ SCHEDULE OF PARK IMPACT FEES

ATTACHMENT C ~ SCHEDULE OF FIRE DEPARTMENT IMPACT FEES

Attachment A Transportation Impact Fee Project List and Map

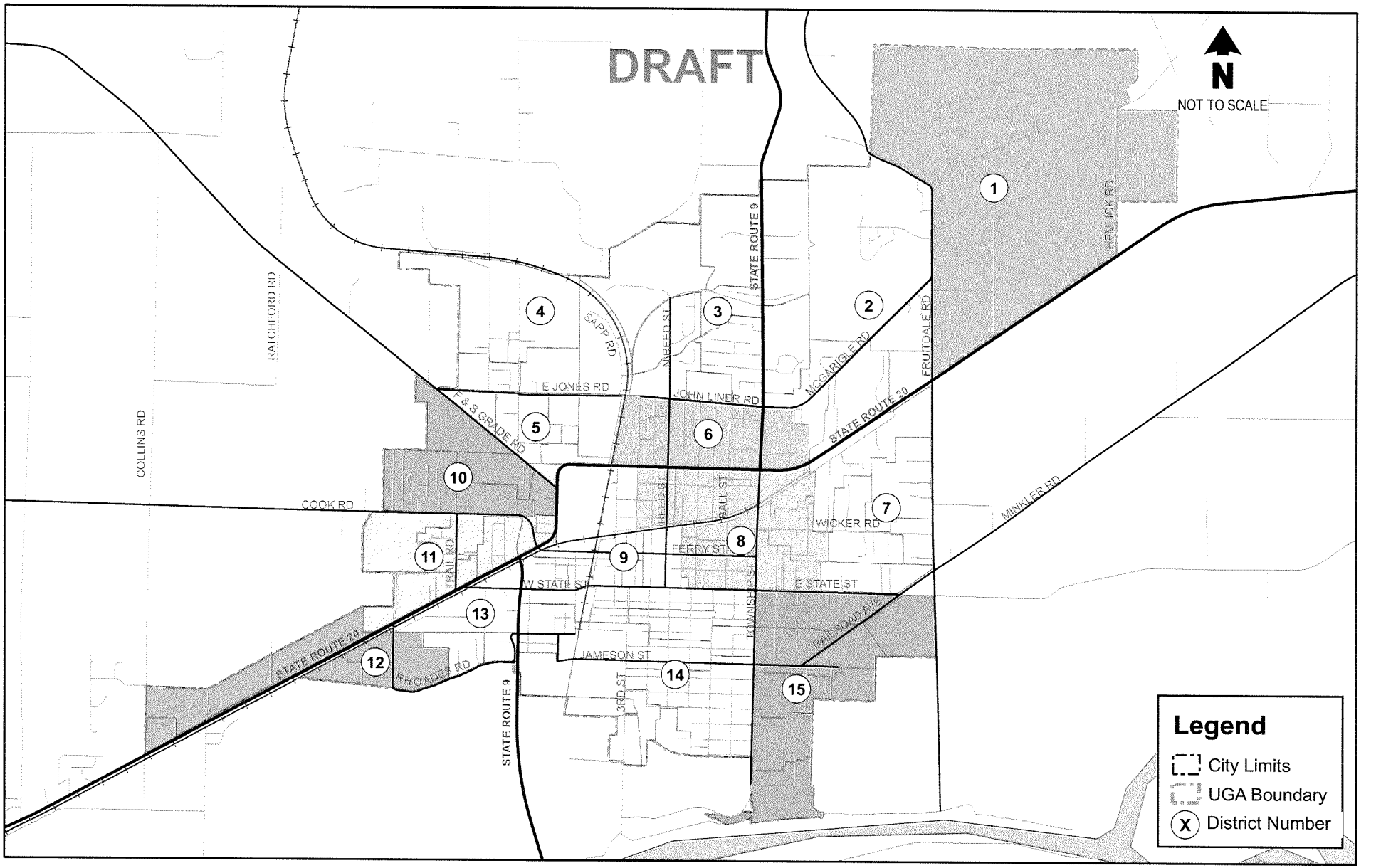

Figure X

Impact Fee Districts

Sedro Woolley Transportation Plan

The Transpo Group

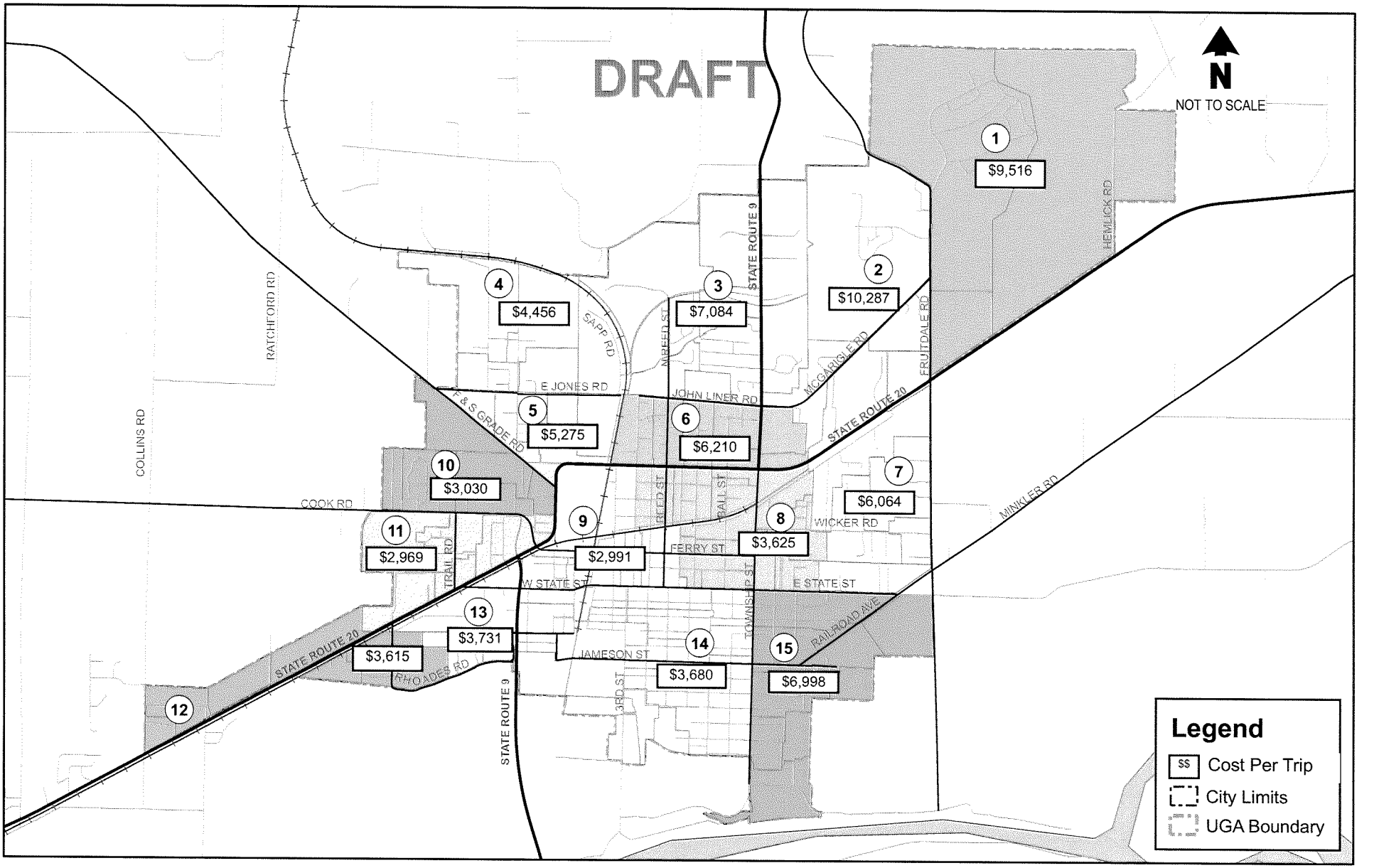

Figure X

Impact Fee Cost Per PM Peak Hour Trip by District

Sedro Woolley Transportation Plan

The Transpo Group

Project No.	Project Location (Limits)	District 1 Cost	%	District 2 Cost	%	District 3 Cost	%	District 4 Cost	%	District 5 Cost	%	District 6 Cost	%	District 7 Cost	%	District 8 Cost	%	District 9 Cost	%	District 10 Cost	%	District 11 Cost	%	District 12 Cost	%	District 13 Cost	%	District 14 Cost	%	District 15 Cost	%	Non City Cost	%	TOTAL
State Highway Improvements																																		
S1	SR 20 / F&S Grade F&S Grade to Sapp Rd	$ 38.5	3.5%	$ 149.1	2.6%	$ 115.2	3.0%	$ 2.0	0.1%	$ 31.6	2.1%	$ 73.5	5.6%	$ 12.0	1.1%	$ 47.4	4.2%	$ 27.0	1.3%	$ 22.3	2.2%	$ 124.4	3.8%	$ 19.1	1.7%	$ 15.8	2.1%	$ 1.5	0.1%	$ 3.2	0.1%	$ 967.3	3.5%	$ 1,650.0
S2	SR 20 / Reed St Intersection	$ 10.2	0.9%	$ 40.2	0.7%	$ 34.9	0.9%	$ 5.2	0.3%	$ 6.2	0.4%	$ 18.3	1.4%	$ 3.2	0.3%	$ 12.9	1.1%	$ 21.6	1.1%	$ 4.9	0.5%	$ 27.2	0.8%	$ 4.4	0.4%	$ 3.5	0.5%	$ 1.7	0.1%	$ 1.1	0.1%	$ 234.5	0.8%	$ 430.0
S4	SR 20 / Fruitdale St Intersection	$ 31.2	2.8%	$ 74.0	1.3%	$ 11.6	0.3%	$ 4.5	0.3%	$ 4.5	0.3%	$ 7.1	0.5%	$ 12.1	1.2%	$ 13.2	1.2%	$ 20.9	1.0%	$ 5.2	0.5%	$ 19.0	0.6%	$ 4.0	0.4%	$ 3.6	0.5%	$ 10.4	0.8%	$ 7.5	0.4%	$ 511.2	1.8%	$ 740.0
S5A	SR 20 Widening - Phase 1 SR 9 to Sapp Rd	$ 71.1	6.5%	$ 275.2	4.8%	$ 211.9	5.6%	$ 50.4	2.8%	$ 79.9	5.2%	$ 136.9	10.4%	$ 33.6	3.2%	$ 111.8	9.8%	$ 130.6	6.5%	$ 97.5	9.8%	$ 338.1	10.3%	$ 47.9	4.4%	$ 46.2	6.0%	$ 29.5	2.3%	$ 19.0	0.9%	$ 2,080.2	7.5%	$ 3,760.0
S5B	SR 20 Widening - Phase 2 RR Bridge	$ 160.8	14.6%	$ 622.4	10.8%	$ 481.0	12.7%	$ 3.3	0.2%	$ 81.1	5.3%	$ 306.9	23.3%	$ 50.2	4.8%	$ 197.8	17.3%	$ 110.5	5.5%	$ 89.9	9.0%	$ 499.4	15.2%	$ 78.0	7.1%	$ 64.2	8.4%	$ 5.1	0.4%	$ 13.3	0.6%	$ 4,026.2	14.5%	$ 5,790.0
S5C	SR 20 Widening - Phase 3 Sapp Rd to Township Rd	$ 102.0	9.3%	$ 398.0	6.9%	$ 255.8	6.8%	$ 28.1	1.6%	$ 51.3	3.4%	$ 176.8	13.4%	$ 31.9	3.0%	$ 129.2	11.3%	$ 163.5	8.2%	$ 47.7	4.8%	$ 254.3	7.8%	$ 41.6	3.8%	$ 32.4	4.2%	$ 7.0	0.5%	$ 11.7	0.6%	$ 2,258.9	8.2%	$ 3,990.0
S6B	SR 20 Improvements SR 9 to Fruitdale Rd	$ 76.8	7.0%	$ 237.7	4.1%	$ 36.8	1.0%	$ 14.8	0.8%	$ 14.6	1.0%	$ 25.3	1.9%	$ 16.4	1.6%	$ 36.4	3.2%	$ 66.3	3.3%	$ 16.3	1.6%	$ 62.3	1.9%	$ 13.0	1.2%	$ 11.0	1.4%	$ 31.7	2.5%	$ 7.8	0.4%	$ 1,232.7	4.5%	$ 1,900.0
S7	SR 20 / Township Rd Intersection	$ 12.6	1.1%	$ 51.5	0.9%	$ 33.3	0.9%	$ 3.5	0.2%	$ 4.7	0.3%	$ 10.5	0.8%	$ 5.2	0.5%	$ 14.0	1.2%	$ 19.3	1.0%	$ 4.5	0.4%	$ 21.2	0.6%	$ 4.0	0.4%	$ 3.0	0.4%	$ 9.4	0.7%	$ 5.4	0.3%	$ 248.0	0.9%	$ 450.0
S8	SR 20 / Cook Rd Intersection	$ 6.4	0.6%	$ 24.8	0.4%	$ 19.1	0.5%	$ 7.8	0.4%	$ 8.7	0.6%	$ 12.4	0.9%	$ 7.3	0.7%	$ 16.4	1.4%	$ 23.0	1.2%	$ 13.0	1.3%	$ 41.3	1.3%	$ 5.4	0.5%	$ 5.4	0.7%	$ 6.6	0.5%	$ 5.1	0.2%	$ 227.0	0.8%	$ 430.0
S9	North Township SR 20 to City Limits	$ 10.5	1.0%	$ 111.9	1.9%	$ 1,019.9	27.0%	$ 14.1	0.8%	$ 30.3	2.0%	$ 74.7	5.7%	$ 20.8	2.0%	$ 60.7	5.3%	$ 117.3	5.9%	$ 19.8	2.0%	$ 133.6	4.1%	$ 25.9	2.4%	$ 15.6	2.0%	$ 48.2	3.7%	$ 36.8	1.7%	$ 1,740.0	6.3%	$ 1,740.0
S10	SR 9 / Nelson St Intersection	$ 3.6	0.3%	$ 18.4	0.3%	$ 16.4	0.4%	$ 12.6	0.7%	$ 7.9	0.5%	$ 5.4	0.4%	$ 5.5	0.5%	$ 7.4	0.6%	$ 13.2	0.7%	$ 10.4	1.0%	$ 41.1	1.3%	$ 13.0	1.2%	$ 24.1	3.1%	$ 40.2	3.1%	$ 43.3	2.0%	$ 357.5	1.3%	$ 620.0
S11	SR 9 / W State St Intersection	$ 4.1	0.4%	$ 20.5	0.4%	$ 18.8	0.5%	$ 13.9	0.8%	$ 9.7	0.6%	$ 6.5	0.5%	$ 8.5	0.8%	$ 11.1	1.0%	$ 48.1	2.4%	$ 12.1	1.2%	$ 58.8	1.8%	$ 7.6	0.7%	$ 30.6	4.0%	$ 30.9	2.4%	$ 26.8	1.3%	$ 311.9	1.1%	$ 620.0
S12	SR 9 / John Liner Rd Intersection	$ 3.3	0.3%	$ 63.9	1.1%	$ 76.7	2.0%	$ 3.3	0.2%	$ 4.8	0.3%	$ 8.4	0.6%	$ 2.3	0.2%	$ 6.7	0.6%	$ 13.0	0.6%	$ 2.3	0.2%	$ 15.2	0.5%	$ 3.9	0.4%	$ 1.7	0.2%	$ 5.3	0.4%	$ 4.2	0.2%	$ 215.0	0.8%	$ 215.0
Arterial Improvements																																		
C1A	Jones Rd F&S to BNSF	$ 12.2	1.1%	$ 240.1	4.2%	$ 398.3	10.5%	$ 362.4	20.4%	$ 199.4	13.0%	$ 50.1	3.8%	$ 0.4	0.0%	$ 12.7	1.1%	$ 37.2	1.9%	$ 31.2	3.1%	$ 111.3	3.4%	$ 44.9	4.1%	$ 6.8	0.9%	$ 7.5	0.6%	$ 1.5	0.1%	$ 1,054.0	3.8%	$ 2,570.0
C1B	RR Undercrossing Bridge/Tunnel	$ 42.8	3.9%	$ 743.8	12.9%	$ 337.3	8.9%	$ 391.1	22.0%	$ 363.8	23.8%	$ 186.0	14.1%	$ 11.2	1.1%	$ 86.1	7.5%	$ 189.3	9.5%	$ 19.9	2.0%	$ 21.0	0.6%	$ 30.3	2.8%	$ 4.7	0.6%	$ 47.4	3.7%	$ 17.9	0.8%	$ 1,187.3	4.3%	$ 3,680.0
C1C	John Liner Rd BNSF to SR 9	$ 18.4	1.7%	$ 306.1	5.3%	$ 153.3	4.1%	$ 62.3	3.5%	$ 61.9	4.0%	$ 57.3	4.3%	$ 2.3	0.2%	$ 13.8	1.2%	$ 16.6	0.8%	$ 7.2	0.7%	$ 9.5	0.3%	$ 12.8	1.2%	$ 0.7	0.1%	$ 6.4	0.5%	$ 3.9	0.2%	$ 732.6	2.6%	$ 732.6
C2	F&S Grade SR 20 to City Limits	$ 2.2	0.2%	$ 8.4	0.1%	$ 2.3	0.1%	$ 152.6	8.6%	$ 234.3	15.3%	$ 7.7	0.6%	$ 10.9	1.0%	$ 25.5	2.2%	$ 145.0	7.3%	$ 317.8	31.9%	$ 92.2	2.8%	$ 23.0	2.1%	$ 23.0	3.0%	$ 32.4	2.5%	$ 11.0	0.5%	$ 852.1	3.1%	$ 1,940.0
C3	Cook Rd / Trail Rd Intersection	$ 1.9	0.2%	$ 9.8	0.2%	$ 13.4	0.4%	$ 21.5	1.2%	$ 10.3	0.7%	$ 3.2	0.2%	$ 3.8	0.4%	$ 6.0	0.5%	$ 4.8	0.2%	$ 17.4	1.7%	$ 24.2	0.7%	$ 6.4	0.6%	$ 2.8	0.4%	$ 4.4	0.3%	$ 4.7	0.2%	$ 155.5	0.6%	$ 290.0
C4	Reed Ave Ferry St to SR 20	$ 4.4	0.4%	$ 24.2	0.4%	$ 51.0	1.3%	$ 28.0	1.6%	$ 20.4	1.3%	$ 21.7	1.6%	$ 4.0	0.4%	$ 55.4	4.9%	$ 246.2	12.3%	$ 4.1	0.4%	$ 23.0	0.7%	$ 1.9	0.2%	$ 2.4	0.3%	$ 31.7	2.5%	$ 6.3	0.3%	$ 524.7	1.9%	$ 524.7
C6A	South Township St Jameson St to SR 20	$ 8.1	0.7%	$ 45.2	0.8%	$ 33.1	0.9%	$ 6.2	0.3%	$ 12.5	0.8%	$ 16.0	1.2%	$ 88.7	8.4%	$ 144.5	12.7%	$ 68.8	3.4%	$ 5.4	0.5%	$ 27.0	0.8%	$ 3.5	0.3%	$ 3.1	0.4%	$ 96.8	7.5%	$ 116.3	5.5%	$ 675.0	2.4%	$ 875.0
C7A	Jameson St SR 9 Railroad St	$ 1.5	0.1%	$ 9.2	0.2%	$ 7.7	0.2%	$ 2.7	0.1%	$ 5.5	0.4%	$ 5.7	0.4%	$ 41.2	3.9%	$ 19.0	1.7%	$ 48.7	2.4%	$ 12.0	1.2%	$ 221.6	6.8%	$ 44.4	4.1%	$ 160.8	20.9%	$ 545.8	42.2%	$ 705.9	33.2%	$ 1,831.5	6.6%	$ 1,831.5
C7D	Railroad St Jameson St to Fruitdale St	$ 9.2	0.8%	$ 23.5	0.4%	$ 5.1	0.1%	$ 0.2	0.0%	$ 5.0	0.3%	$ 10.8	0.8%	$ 87.1	8.3%	$ 14.7	1.3%	$ 58.3	2.9%	$ 3.8	0.4%	$ 49.6	1.5%	$ 15.8	1.4%	$ 13.1	1.7%	$ 61.7	4.8%	$ 659.6	31.0%	$ 872.5	3.2%	$ 1,890.0
C9A	Trail Rd Cook Rd to F&S Grade	$ 2.2	0.2%	$ 118.8	2.1%	$ 218.5	5.8%	$ 350.1	19.7%	$ 165.2	10.8%	$ 6.7	0.5%	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ 176.4	17.7%	$ 259.2	7.9%	$ 84.2	7.7%	$ 19.2	2.5%	$ 0.2	0.0%	$ -	0.0%	$ 939.4	3.4%	$ 2,340.0
C9B	Garden of Eden F&S Grade to Jones Rd	$ 1.4	0.1%	$ 60.7	1.0%	$ 110.5	2.9%	$ 209.3	11.8%	$ 42.1	2.8%	$ 4.1	0.3%	$ -	0.0%	$ -	0.0%	$ 14.4	0.7%	$ 18.7	1.9%	$ 92.3	2.8%	$ 30.2	2.8%	$ 7.0	0.9%	$ 2.1	0.2%	$ -	0.0%	$ 407.2	1.5%	$ 1,000.0
C10	Township St / Ferry St Intersection	$ 0.5	0.0%	$ 2.5	0.0%	$ 1.7	0.0%	$ 0.2	0.0%	$ 0.5	0.0%	$ 0.8	0.1%	$ 6.1	0.6%	$ 6.8	0.6%	$ 4.3	0.2%	$ 0.2	0.0%	$ 1.1	0.0%	$ 0.2	0.0%	$ 0.1	0.0%	$ 4.9	0.4%	$ 4.7	0.2%	$ 15.3	0.1%	$ 50.0
C11	Fruitdale St SR 20 to Railroad Ave	$ 31.1	2.8%	$ 82.7	1.4%	$ 9.0	0.2%	$ 2.5	0.1%	$ 12.6	0.8%	$ 6.0	0.5%	$ 539.8	51.4%	$ 6.4	0.6%	$ 34.0	1.7%	$ 2.5	0.2%	$ 48.4	1.5%	$ 5.1	0.5%	$ 3.5	0.5%	$ 22.4	1.7%	$ 226.0	10.6%	$ 1,032.0	3.7%	$ 1,032.0
C13	Rhodes Rd SR 9 to SR 20	$ 1.0	0.1%	$ 4.3	0.1%	$ 3.1	0.1%	$ 2.0	0.1%	$ 5.3	0.3%	$ 3.9	0.3%	$ 19.2	1.8%	$ 23.6	2.1%	$ 193.6	9.7%	$ 6.8	0.7%	$ 511.3	15.6%	$ 459.4	42.0%	$ 244.0	31.7%	$ 153.9	11.9%	$ 152.6	7.2%	$ 1,086.0	3.9%	$ 2,870.0
C16	MCGarigle Rd / Fruitdale Rd	$ 430.6	39.2%	$ 2,015.8	34.9%	$ 107.4	2.8%	$ 26.4	1.5%	$ 55.4	3.6%	$ 76.5	5.8%	$ 26.4	2.5%	$ 62.1	5.4%	$ 163.9	8.2%	$ 27.5	2.8%	$ 150.4	4.6%	$ 63.9	5.8%	$ 20.0	2.6%	$ 48.4	3.7%	$ 29.8	1.4%	$ 1,915.5	6.9%	$ 5,220.0
	IMPACT FEE GRAND TOTAL	$ 1,098.8	100.0%	$ 5,782.7	100.0%	$ 3,783.0	100.0%	$ 1,761.0	100.0%	$ 1,529.9	100.0%	$ 1,319.1	100.0%	$ 1,050.1	100.0%	$ 1,141.6	100.0%	$ 1,989.2	100.0%	$ 996.6	100.0%	$ 3,277.7	100.0%	$ 1,093.5	100.0%	$ 768.5	100.0%	$ 1,293.6	100.0%	$ 2,125.4	100.0%	$ 27,691.0	100.0%	$ 29,040.6
	Trips	$ 115.5		$ 562.2		$ 534.0		$ 399.7		$ 290.0		$ 212.4		$ 173.2		$ 314.9		$ 668.4		$ 328.9		$ 1,104.0		$ 302.5		$ 206.0		$ 351.6		$ 303.7		$ -		$ 5,866.9
	Cost/trip	$ 9,515.8		$ 10,286.7		$ 7,084.5		$ 4,456.2		$ 5,274.7		$ 6,209.9		$ 6,064.2		$ 3,625.4		$ 2,991.3		$ 3,029.8		$ 2,968.8		$ 3,614.6		$ 3,731.5		$ 3,679.5		$ 6,998.1		$ -		$ 4,949.9

TABLE 13
Sedro-Woolley Transportation Improvement Projects and Programs

Project Type	MAP ID [1]	Project Name	Project Limits	Project Description	In Existing TIP? [2]	Total Cost ($1,000's) [3][4]	Timing [5]	Relative Priority	Comments
STATE HIGHWAY IMPROVEMENTS	S1	SR 20 / F&S Grade Rd Improvements (Skagit Steel Access)	F&S Grade Rd to Sapp Rd/RR Bridge (MP 65.15 to 65.47)	Install traffic signal, realign F&S skew, and improve access into Skagit Steel site. Widen SR 20 from F&S Grade to RR Bridge. Realign 90-degree corner ("Bendix Corner")	Yes $1,650	**$1,650**	Short	H	Joint project with WSDOT and Skagit County. In design phase.
	S2	SR 20 / Reed St Intersection Improvements	Intersection (MP 65.70 to 65.72)	Construct intersection improvements including traffic signal.	Yes $350	**$430**	Short	M	
	S3	SR 20 / N Ball St Intersection Improvements	Intersection (MP 65.90 to 66.02)	Improve intersection with SR 20 on north side of SR 20; Widen N Ball St, improve radii, add curb, gutter, and sidewalk. May require right-of-way.	Yes $350	**$350**	Short	L	WSDOT and developer funded
	S4	SR 20 / Fruitdale Rd Intersection Improvements	Intersection (MP 66.70 to 66.88)	Construct intersection improvements including traffic signal.	Yes $350	**$740**	Short	H	
	S5A	SR 20 Widening - Phase 1	SR 9 to Sapp Rd (MP 64.75 to 65.46)	Widen roadway to 5 lanes. Construct to principal arterial standards including curb & gutter, sidewalks, and bike lanes.	No	**$3,760**	Mid	H	
	S5B	SR 20 Widening - Phase 2 Widen RR Bridge / Remove Sapp Rd Intersection	Intersection (MP 65.45 to 65.48)	Replace BNSF RR overpass with structure wide enough to accomodate roadway widening along SR 20 (approximately 90 feet).	Yes $2,500	**$6,790**	Mid	M	Cost assumes construction of temporary structure to maintain RR operations during project.
	S5C	SR 20 Widening - Phase 3	Sapp Rd to Township Rd (MP 65.46 to 66.30)	Widen roadway to 5 lanes. Construct to principal arterial standards including curb & gutter, sidewalks, and bike lanes.	No	**$3,990**	Long	M	
	S6A	SR 20 Safety Improvements	SR 9 to Fruitdale Rd (MP 66.30 to 67.00)	Improve illumination, signing, and intersection sight distance. Provide right-turn deceleration lanes.	No	**$370**	Short	H	
	S6B	SR 20 Improvements	SR 9 to Fruitdale Rd (MP 66.30 to 67.00)	Improve roadway to principal arterial standards with 3 lanes, curb & gutter, planter strip, and sidewalks.	No	**$1,900**	Long	L	
	S7	SR 20 / Township Rd (SR 9) Intersection Improvements	Intersection (MP 57.17 to 57.25)	Widen roadway to include dedicated northbound and southbound left-turn lanes. Revise and upgrade traffic signal to include permissive/protected north-south phasing.	No	**$450**	Mid	M	
	S8	SR 20 / Cook Rd Intersection Improvements	Intersection	Widen the north approach of Cook Road to include duel SB left-turn lanes. Coordinate improvements with SR 20 widening project (#S10A).	No	**$430**	Short	H	
	S9	North Township St (SR 9) Arterial Improvements	SR 20 to city limits	Rebuild Township St to secondary arterial standards including 3 lanes, curb & gutter, bike lanes, planter strip, sidewalks. Some right-of-way may be required.	Yes $2,400	**$3,480**	Short	L	
	S10	SR 9 / Nelson St Intersection Improvements	Intersection	Construct intersection improvements to include traffic signal or roundabout.	No	**$620**	Mid	M	
	S11	SR 9 / W State St Intersection Improvements	Intersection	Construct intersection improvements to include traffic signal or roundabout.	No	**$620**	Long	L	
	S12	SR 9 / John Liner Rd Intersection Improvements	Intersection	Construct intersection improvements to include traffic signal or roundabout.	No	**$430**	Short	L	

TABLE 13
Sedro-Woolley Transportation Improvement Projects and Programs

Project Type	MAP ID [1]	Project Name	Project Limits	Project Description	In Existing TIP? [2]	Total Cost ($1,000's) [3][4]	Timing [5]	Relative Priority	Comments
ARTERIAL IMPROVEMENTS	C1A	Jones Rd Arterial Improvements	F&S Grade Rd to John Liner Rd/BNSF	Rebuild Jones Rd to secondary arterial standards including 3 lanes, bike lane, curb and gutter, planter strip, sidewalk. Some right-of-way may be required.	Yes $150	**$2,570**	Mid	H	
	C1B	Jones Rd / John Liner Rd RR Undercrossing	Jones Rd to John Liner Rd	Construct new BNSF Railroad undercrossing wide enough for secondary arterial improvements along Jones Rd & John Liner Rd (approximately 90 feet). Contruct through existing embankment tying Jones Rd to John Liner.	Yes $2,000	**$3,680**	Mid	H	
	C1C	John Liner Rd Arterial Improvements	Jones Rd/BNSF to SR 9	Widen and improve John Liner Rd to secondary arterial standards from new RR crossing to SR 9. Includes 3 lanes, curb and gutter, bike lanes, and sidewalk.	Yes $1,200	**$2,220**	Mid	M	
	C2	F&S Grade Arterial Improvements	SR 20 to city limits	Improve and widen F&S Grade to secondary arterial standards including sidewalks and bike lanes. Coordinate with needed sewer installation.	Yes $1,500	**$1,940**	Long	L	
	C3	Cook Rd / Trail Rd Intersection Improvements	Intersection	Construct intersection improvements including traffic signal.	Yes $175	**$290**	Short	H	
	C4	Reed Ave Reconstruction	Ferry St to SR 20	Widen and reconstruct existing roadway facilities to include 3 lanes, curb & gutter, sidewalks,on-street parking, and stormwater facilities.	Yes $1,750	**$1,590**	Mid	L	
	C5	3rd St Resurfacing	Sterling St to State St	Overlay 3rd St and coordinate crossing improvements at high school with school district. Improve drainage.	Yes	**$350**	Short	H	
	C6A	South Township St Arterial Improvements	Jameson St to SR 20	Widen and rebuild Township St to secondary arterial standards including 3 lanes, curb & gutter, bike lanes, planter strip, and sidewalks. Some right-of-way may be required.	Yes	**$2,250**	Long	M	
	C6B	South Township St Arterial Improvements	River Rd to Jameson St	Widen and rebuild Township St to secondary arterial standards including 3 lanes, curb & gutter, bike lanes, planter strip, and sidewalks. Some right-of-way may be required.	Yes	**$1,290**	Long	L	Project supports traffic circulation around the south end of town.
	C7A	Jameson St Arterial Improvements	SR 9 to Railroad St	Widen and rebuild Jameson St to secondary standards including 3 lanes, curb & gutter, bike lanes, planter strip, and sidewalks. Some right-of-way may be required.	Yes $2,500	**$3,330**	Long	M	Coordinate with Project C14 when mill property redevelops.
	C7B	Jameson St / 11th St Intersection Improvements	Intersection	Change access on 11th St to right-in right-out	Yes	**$50**	Short	L	
	C7C	Railroad St / Jameson St Intersection Improvements	Intersection	Improve intersection. Construct roundabout.	Yes	**$400**	Mid	L	
	C7D	Railroad St Arterial Improvements	Jameson St to Fruitdale Rd	Widen and rebuild Railroad St to secondary arterial standards including 3 lanes, curb & gutter, bike lanes, planter strip, and sidewalks. Some right-of-way may be required.	Yes $1,500	**$1,890**	Long	L	
	C8	State St Sidewalks	Murdock St to Township St	Construct sidewalks, ADA ramps, and other pedestrian improvements along north side of State St.	Yes $100	**$100**	Short	H	
	C9A	Trail Rd Extension	Cook Rd to F&S Grade	Construct new secondary arterial.	No	**$2,340**	Mid	H	
	C9B	Garden of Eden Rd Extension	F&S Grade to Jones Rd	Construct new secondary arterial.	No	**$1,000**	Long	H	

TABLE 13
Sedro-Woolley Transportation Improvement Projects and Programs

Project Type	MAP ID (1)	Project Name	Project Limits	Project Description	In Existing TIP? (2)	Total Cost ($1,000's) (3)(4)	Timing (5)	Relative Priority	Comments
ARTERIAL IMPROVEMENTS	C10	Township St / Ferry St Intersection Improvements	Intersection	Construct intersection improvements to include an all-way stop.	No	**$50**	Long	M	Timing is dependent on widening of SR 20.
	C11	Fruitdale Rd	SR 20 to Railroad Ave	Reconstruct roadway to secondary arterial standards including curb & gutter, bike lanes, sidewalks, and stormwater facilities. Enhance pedestrian safety.	No	**$2,580**	Long	L	
	C12	Hemlick Rd Improvements	SR 20 to Hemlick Lane	Reconstruct roadway to improve drainage and roadway standards.	Yes	**$4,660**	Short	L	Joint project with Skagit County and the Upper Skagit Tribe / Bureau of Indian Affairs. Improved roadway will serve as main access for the Skagit Tribal Center and adjacent recreation areas.
	C13	Rhodes Rd Arterial Improvements	SR 9 to SR 20	Reconstruct roadway to secondary arterial standards including curb & gutter, bike lanes, sidewalks, and stormwater facilities.	No	**$2,870**	Long	M	
	C14	Jameson St	SR 9 to Batey Rd	Extend existing secondary arterial and relocate intersection with SR 9.	No	**$700**	Long	M	Would be implemented with redevelopment of the mill property. Condition of development.
	C15	Rhodes Rd Extension	SR 20 to Cook Rd	Construct new collector arterial.	No	**$1,220**	Short	M	Joint project with Skagit County. Initial roadway may include 90 degree turns. A more direct route with a horizontal curve is desired and should be pursued with development in the corridor.
	C16	McGarigle Rd / Fruitdale Rd Arterial Improvements	Township St to Fruitdale Rd / McGarigle Rd to SR 20	Reconstruct roadway to secondary arterial standards including curb & gutter, bike lanes, sidewalks, and stormwater facilities. Enhance pedestrian safety.	Yes $2,150	**$5,220**	Short	H	Joint project with Skagit County.
CITYWIDE TRANSPORTATION PROGRAMS		State Highway Safety, Operations and Non-motorized Improvement Program	SR 9 and SR 20 within City	Spot improvements along SR 20 and SR 9 within City to resolve safety, operational, and non-motorized deficiencies if needed prior to specific identified improvements.	Yes	**$1,000**			Coordinate with projects S1 thru S12. Approximately $50,000/year.
		Central Business District Sidewalk Improvements	Downtown	Improve various sidewalks within downtown Central Business District and widen to 12 feet. Install bulb-outs and improve pedestrian crossings.	Yes	**$150**			
		Sidewalk Improvement Program	Citywide	Annual program to construct missing sidewalk links, repair existing sidewalks, improve crosswalk signing and markings, and install ADA accessible curb ramps at intersections.	No	**$500**			Approximately $25,000/year.
		Miscellaneous Street Improvement Program	Citywide	Annual program to address miscellaneous capital improvements to arterials and collectors.	Yes	**$1,000**			Approximately $50,000/year.
		Street Overlay, Maintenance and Operations	Citywide	Annual program to maintain and operate the City's transportation infrastructure.	No	**$13,000**			Approximately $650,000/year.
					TOTAL	$84,250			

Notes:

(1) Use the MAP ID to locate the project on Figures.
(2) In Existing TIP? - Project is identified in City's current Transportation Improvement Program (2005 to 2010) or is funded as part of State's Transportation Plan.
(3) Planning level project cost estimate in $1,000s of year 2005 dollars. Costs were obtained from the City's current TIP or estimated based on average linear foot costs from recent projects.
(4) Includes projects funded by WSDOT, Skagit County, SCOG, or other agencies.
(5) Timing: Short (2006 - 2011)
Mid (2012 - 2018)
Long (2019 - 2025)

Attachment B Schedule of Park Impact Fees

Parks Impact Fee calculations

Additional acres needed	Improvements needed	Existing units	Projected units (2005-2025)	Cost per unit
85 acres new	Ballfields Trails	4,422 units	1347 new units	$1954.00
$393,100 $120,500 $127,500 $89,700 $189,000 $958,400 $165,000 $73,900 $43,100 $114,300 $158,100 $200,000	Play equipment Climbing wall Recreation Water features	X 2.6 persons per unit = 11,497 estimated population in City and UGA.	15,000 total population projected for City and UGA.	
Total: $2,632,600.00				

The City elects to fund less than the full amount through parks impact fees, but will actively seek grant funds to fund the shortfall. Additional costs to fund the shortfall from impact fees should be through grant funds, by private donations to this city park funds, and through the general fund.

New units projected by 2025: 1,347 times $500 per unit = $673,500

Parks Impact Fee per unit: $500.00

ATTACHMENT C ~ SCHEDULE OF FIRE DEPARTMENT IMPACT FEES

Fire Impact Fee Calculations

A. Residential Structures, including single family and multi-family structures: $0.19 per square foot of structure, including garage, outbuildings and attached porches.

B. Nonresidential Structures: $0.20 per square foot of structure, including garage, outbuildings and attached porches; provided that the fee for non-residential structures shall receive a adjustment, in an amount determined by the responsible official, equal to 40% reduction for buildings equipped with an approved sprinkler system, and 10% reduction for buildings equipped with an alarm system.

C. Nonresidential construction and development activity which requires fire protection but is not a traditional structure, such as a bulk fuel storage facility or a fuel pipeline, shall be assessed an impact fee in an amount determined by the responsible official pursuant to SWMC Section 15.60.140.

CITY OF SEDRO-WOOLLEY

720 Murdock Street, Sedro-Woolley, WA 98284 (360) 855-1661

Memorandum

To: Mayor and Council

From: Staff / PMH

Date: 11/4/2005

Re: City Hall and the Cemetery: Municipal Facilities Update - Interim

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I. Issue: Should the City Council continue the interim ordinance providing for options for remodeling or building a new city hall, and acquiring cemetery lands?

II. Background: This is an interim ordinance which keeps the City Hall on the capital facilities plan list, and adds the cemetery expansion, so they will be eligible for the use of various taxes and grants.

III. Recommended Action: Passage of Ordinance No. _____ titled: AN ORDINANCE OF THE CITY OF SEDRO-WOOLLEY, WASHINGTON, ADOPTING A MUNICIPAL FACILITIES SECTION OF THE COMPREHENSIVE PLAN, TO BE EFFECTIVE FOR A PERIOD OF SIX MONTHS, AND ENTERING FINDINGS OF FACT

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF SEDRO-WOOLLEY, WASHINGTON, ADOPTING A MUNICIPAL FACILITIES SECTION OF THE COMPREHENSIVE PLAN, TO BE EFFECTIVE FOR A PERIOD OF SIX MONTHS, AND ENTERING FINDINGS OF FACT

WHEREAS, the City Council of the City of Sedro-Woolley finds that it is necessary to plan for future capital improvements for the City; and

WHEREAS, the City Council of the City of Sedro-Woolley finds that capital improvements should implement the goals in the Sedro-Woolley Comprehensive Plan;

WHEREAS, the City Council of the City of Sedro-Woolley finds that an extension of temporary provision to adopt a municipal facilities section of the Comprehensive Plan is necessary for protection of the public health, safety, and welfare; and

WHEREAS, the City Council of the City of Sedro-Woolley should continue for a period of six months, as a temporary measure, on an emergency basis, certain provisions for the location and construction of capital projects, until the capital facilities section of the Comprehensive Plan is adopted permanently as part of the 2006 necessary updates to the Comprehensive Plan; now, therefore,

THE CITY COUNCIL OF THE CITY OF SEDRO-WOOLLEY, WASHINGTON, DO HEREBY ORDAIN AS FOLLOWS:

Section 1. Purpose. The purpose of this interim capital facilities section of the Comprehensive Plan is to include the municipal courtroom and Council chambers in the capital facilities plan to allow the City pursue capital improvements identified in the Plan.

Section 2. Duration of Ordinance. This ordinance shall be in effect for a period of six months, unless extended by the City Council.

Section 3. Findings. The City Council hereby finds as follows:

1. It is necessary to plan for future capital improvements.
2. The existing municipal courtroom and City Council chambers are inadequate, in that they are not secure facilities, and have access barriers which are in violation of ADA standards. These problems cannot be fixed without significant costs.
3. The Cemetery property of the City is in need of expansion.
4. The attached amendment (Exhibit A) to the Capital Facilities Element implements the goals and policies in the Comprehensive Plan.

5. Adoption of the amendment to the Capital Facilities Element should be by interim ordinance.

Section 4. Plan Adopted. The Capital Facilities plan set forth on Exhibit A is hereby adopted and incorporated into the Capital Facilities Element of the Comprehensive Plan and amendments thereto.

Section 5. Public Hearing on Ordinance. The City Council has held a public hearing on this ordinance and hereby adopts findings of fact justifying its actions, and is affirming the ordinance following the public hearing.

Section 6. Codification. This ordinance shall not be codified as part of the Sedro-Woolley Municipal Code, but a copy of the municipal facilities section attached hereto as Exhibit A, shall be available for public review and copying at Sedro-Woolley City Hall.

Section 7. Severability. If any section, sentence, clause or phrase of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this ordinance.

Section 8. Effective Date. This ordinance shall be effective five (5) days after passage, approval and publication as provided by law.

Passed and approved this ____ day of _____, 2005.

_____
MAYOR

Attest:

_____
CITY CLERK

APPROVED AS TO FORM:

_____
CITY ATTORNEY:

MUNICIPAL FACILITIES

EXISTING FACILITIES, NEED AND DEMAND

City Hall and Public Safety Building. The City of Sedro-Woolley's administrative offices and municipal court operate out of the city hall building located at 720 Murdock Street. The building was originally constructed in 1920 for use as a public safety building. Portions of the building are over 70 years old with several more recent additions and modifications. The building contains three levels of approximately 21,000 square feet. The Police and Fire Departments occupied the building until 1998 and the building was originally constructed to accommodate individual office spaces and functional areas as well as an auditorium/theater on the top level. The building is not wheelchair accessible and court proceedings have been relocated on occasions to accommodate special needs.
The major non-conforming use of the building is the court assembly area which current codes require being located on the ground floor of the facility. The main entry to the courtroom is by two flights of stairs with no elevator, less than minimum width hallways, inaccessible restroom facilities, and lack of proper ADA compliant signage. (See Appendix "A"- Architectural analysis of building condition).

The current location of the Sedro-Woolley public safety building is ideal for expansion to include the courtroom facilities and perhaps, further expansion for a new city hall location. The public safety building is located within the boundaries of the Central Business District, which was identified as a concern to many citizens of Sedro-Woolley.

Cemetery. The City cemetery is located on Wicker Road. This part of the City environs is growing in population. Lands in this area are becoming more expensive, and will not be available in the future.

ALTERNATIVES

1. No change – this option does not comply with the Americans with Disabilities Act and poses liability issues that the City cannot ignore. This option is not an acceptable alternative.

2. Remodel existing City Hall building – the anticipated costs to remodel the old city hall building to bring the building up to current building codes exceeds the costs to construct a new building to accommodate the administrative offices and the municipal courtroom facility, including temporary offices during the construction period.

3. Construct new building on city owned property – this option allows the city to save costs by using property already owned by the City. This option is an acceptable alternative as long as the city property used is not existing park property. City park property should only be used for public buildings when no

other alternative exists and only when the same amount of park property is replaced elsewhere within the city.

4. Purchase additional property to construct new building – this option would be more expensive than using existing city property.

5. Remodel or expand an existing city owned building (other than the current city hall building) – this option would be most cost effective, particularly if the public safety building is renovated to accommodate the municipal court facilities.

6. The City should pursue the addition of lands adjacent to the existing cemetery for future expansion of the cemetery.

FUNDING

The City Council is currently exploring all funding options available and the existing funding mechanism contemplates using General Funds as well as Real Estate Excise Tax (REET) monies that are restricted to capital improvements. The Council has allocated $50,000 annually (accumulated since the 2004 budget year) in the General Fund budget to spend towards the city hall and administrative facilities. Grant funding will be pursued by the City to help fund the proposed improvements.

GOALS AND POLICIES

CF 1.24 Ensure that the Sedro-Woolley Administrative Offices are centrally located in the City.

CF 1.25 Ensure a safe environment for all City employees and court users.

CF 1.26 Ensure that court facilities are accessible by all citizens, including accessibility under the ADA.

CF 1.27 The City should provide a courtroom design that can accommodate future technologies.

CF 1.28 The City should provide a multi-use courtroom facility that can accommodate other city meetings and public uses.

CF 1.29 The City should ensure the efficiency of services and use of resources for public safety facilities and municipal court facilities.

CF 1.30 The City should ensure the efficient operations of emergency facilities relating to public safety.

CF 1.30 The City should ensure adequate lands are available for a public cemetery.

CITY OF SEDRO-WOOLLEY

720 Murdock Street, Sedro-Woolley, WA 98284 (360) 855-1661

Memorandum

To: Mayor and Council

From: Staff / PMH

Date: 11/4/2005

Re: Extension of Sewer Moratorium – With Partial Lifting – Interim

---

I. Issue: Should the City Council extend the moratorium on subdivisions (outside the City limits) served by the Metcalf Street sewer main and on all subdivisions served by the Township Street sewer main?

II. Background: The Metcalf and Township sewer mains are surcharging, or are in danger of surcharging, and the City Council has imposed a moratorium on these lines.

This moratorium is scheduled to be lifted in phases as improvements are med to the lines. Improvements to the Metcalf Street line (in the vicinity of SR 20) provides a basis for lifting the moratorium for property within the City limits. However, the condition of the line in Metcalf Street is not adequate to allow property outside the City limits to be served by the sewer line.

Staff rcommends that this moratorium be extended, with the exception of that area served by the Metcalf Street line WITHIN the City limits. This includes the area served by the Jones Road/Garden of Eden/F & S Road sewer line and pump station, within the City limits.

III. Recommended Action: Passage of Ordinance No. _____ titled: AN INTERIM ORDINANCE OF THE CITY OF SEDRO-WOOLLEY AMENDING AND EXTENDING A MORATORIUM ON SUBDIVISIONS IN CERTAIN AREAS SERVED BY THE TOWNSHIP STREET AND METCALF STREET SEWER MAINS FOR A PERIOD OF SIX MONTHS AND REQUIRING NEW APPLICATIONS TO BE ACCOMPANIED BY CONFIRMATION FROM THE PUBLIC WORKS DIRECTOR THAT LINE CAPACITY IS AVAILABLE.

ORDINANCE NO. _____

AN INTERIM ORDINANCE OF THE CITY OF SEDRO-WOOLLEY AMENDING AND EXTENDING A MORATORIUM ON SUBDIVISIONS IN CERTAIN AREAS SERVED BY THE TOWNSHIP STREET AND METCALF STREET SEWER MAINS FOR A PERIOD OF SIX MONTHS AND REQUIRING NEW APPLICATIONS TO BE ACCOMPANIED BY CONFIRMATION FROM THE PUBLIC WORKS DIRECTOR THAT LINE CAPACITY IS AVAILABLE.

WHEREAS, the City Council of the City of Sedro-Woolley finds that the Metcalf Street and Township Street sewer mains are surcharging, based on the study by Pace Engineering, and that residential subdivisions which use these mains has occurred or is expected to occur at an very fast rate, and

WHEREAS, the City Council of the City of Sedro-Woolley finds that if no action is taken the residential expansion resulting from new subdivisions will occur before the capacity in the Metcalf Street and Township Street lines is increased to the level needed to service these new subdivisions, and

WHEREAS, the City Council of the City of Sedro-Woolley finds that failure to require these lines to be improved concurrent with new development will result in increased costs to the citizens of Sedro-Woolley, an increased risk of health problems, and a decrease in the quality of the sewer system, and

WHEREAS, the City Council of the City of Sedro-Woolley finds that a continuation of the moratorium enacted Ordinance No. 1474-04, Ordinance No. 1476-04, Ordinance No. 1492-04 and Ordinance No. 1507-05 is in the interests of the health, safety and welfare of the City, and

WHEREAS, the City Council of the City of Sedro-Woolley should continue as a temporary measure as authorized by RCW 36.70A.390, on an emergency basis, a limited moratorium on new subdivisions served by the Township Street and Metcalf Street lines; now, therefore,

THE CITY COUNCIL OF THE CITY OF SEDRO-WOOLLEY, WASHINGTON, DO HEREBY ORDAIN AS FOLLOWS:

Section 1. Purpose. The purpose of renewing this interim ordinance imposing a temporary moratorium on new subdivisions and other developments served by the Metcalf Street outside the City limits and the Township Street sewer mains is to allow the City adequate time to determine the scope and cost of upgrading the lines, determine whether the City's existing funds are adequate to pay for the cost of these upgrades, and determine whether new development is paying or should pay for its fair share of the cost of these upgrades, and to hold a public hearing for any amendments to these ordinances.

Section 2. Moratorium Inside City Limits. A moratorium is imposed on new subdivisions, short plats, planned residential development, boundary line adjustments which make new lots available for construction, binding site plans which create new lots, multi-family structures,

schools, dormitories, and mobile/manufactured home parks, which are served by sanitary sewer lines using the Township Street sewer main.

Section 3. Moratorium in Unincorporated UGA. A moratorium is imposed on new connections to sanitary sewer in the unincorporated UGA for which is serviced by the Township Street and Metcalf Street sewer mains for new subdivisions, short plats, planned residential development, boundary line adjustments which make new lots available for construction, binding site plans which create new lots, multi-family structures, schools, dormitories, and mobile/manufactured home parks, which are served by sanitary sewer lines using the Metcalf Street and Township Street sewer mains.

Section 4. Exceptions. The division of land into legal lots of record, each lot having previously existing structures connected to the sanitary sewer prior to June 9, 2004, is not subject to this moratorium. This exception shall not apply to permit land to be subdivided into new lots not containing structures previously connected to the sanitary sewer.

Section 5. Limitation on Moratorium. Nothing in this ordinance shall prohibit issuance of a building permit for single family homes on existing legal lots of record or on lots created by applications which have received preliminary approval or vested prior to the effective date of this moratorium, which is June 9, 2004.

Section 6. Written Approval Required. Written confirmation from the Public Works Director that sanitary sewer main capacity which is not subject to surcharge is available shall accompany any new connections application for a subdivision, short plat, planned residential development, boundary line adjustment which makes new lots available for construction, binding site plan which creates new lots, multi-family structure, school, dormitories, and mobile/manufactured home park. Any application for the foregoing shall not be deemed complete, and shall not vest unless accompanied by written confirmation of line capacity.

Section 7. Authority to Determine Effected Properties. The Public Works Director shall determine which sewer basin, main lines, and point of connection shall be utilized by new developments, and which developments are effected by the Township Street and Metcalf Street sewer mains.

Section 8. Duration of Ordinance. This ordinance shall be in effect for a period of six months, unless extended by the City Council. It is anticipated that this ordinance will be lifted when the cost of the new line is determined, a construction schedule is established, and a mechanism is in place to require new development to pay its fair share of the cost of the line improvements.

Section 9. Public Hearing on Ordinance. Pursuant to RCW 36.70A.390 and RCW 35.63.200, the City Council has held a public hearing on this ordinance prior to its adoption to consider and adopt findings of fact justifying its action. The City Council of the City of Sedro-Woolley finds as follows:

a. that the Metcalf Street sewer main has been repaired in a manner adequate to handle sewage from potential development within the City limits, but not from outside the City limits without surcharging, and

b. Township Street sewer main is surcharging, based on the study by Pace Engineering and the report of city staff, and

c. that land use subdivisions which use these mains are occurring or are expected to occur at an very fast rate, and

d. that if no action is taken the expansion resulting from new subdivisions will occur before the capacity in the Metcalf Street and Township Street lines is increased to the level needed to service these new subdivisions, and

e. that failure to require these lines to be improved concurrent with new development will result in increased costs to the citizens of Sedro-Woolley, an increased risk of health problems, and a decrease in the quality of the sewer system, and

f. that a temporary provision of a moratorium on new subdivisions served by these lines and other requirements is in the interests of the health, safety and welfare of the City, and

g. that the City has a plan for making the necessary repairs, and is in the process of borrowing approximately $11 million to make these repairs, and

h. that City Council of the City of Sedro-Woolley should affirm as a temporary measure as authorized by RCW 36.70A.390, on an emergency basis, a limited moratorium on new subdivisions served by the Township Street and Metcalf Street lines as enacted and extended by Ordinance No. 1474-04, Ordinance No. 1476-04, Ordinance No. 1492-04 and Ordinance No. 1507-05.

Section 10. Severability. If any section, sentence, clause or phrase of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this ordinance.

Section 11. Declaration of Emergency. The City Council hereby declares that an emergency exists necessitating that this ordinance takes effect immediately upon passage.

Section 12. Effective Date. This ordinance shall be effective upon passage and approval by the Mayor.

Passed and approved this 25th day of May, 2005.

_____
MAYOR

ATTEST:

_____
CITY CLERK

APPROVED AS TO FORM:

_____
CITY ATTORNEY

CITY OF SEDRO-WOOLLEY

720 Murdock Street, Sedro-Woolley, WA 98284 (360) 855-1661

Memorandum

To: Mayor and City Council

From: Staff / PMH

Date: 11/4/2005

Re: Police and Fire Capital Facilities Update

I. Issue: Should the Capital Facilities Plan be updated to provide for more current police and fire facilities planning, for purposes of accurately supporting Police SEPA fee and Fire impact fee calculations?

II. Background: The City contracted for police capital facilities planning, for the purpose of supporting the SEPA determination for mitigation of police facilities impacts resulting from development. This information was not provided in time for the public hearings, and is being proposed as an interim update of the capital facilities plan.

The fire equipment schedule is an update of the schedule already in the Capital Facilities element of the Comprehensive Plan.

These updates provide support for the assessment of the fire impact fee under SWMC 15.60, and assessment of the police fee under SEPA.

III. Recommended Action: Adoption of Ordinance No. _____ titled: AN INTERIM ORDINANCE ADOPTING AMENDMENTS TO THE CAPITAL FACILITIES PLAN FOR FIRE FACILITIES AND POLICE FACILITIES, AND DOCUMENTING APPRORIATE MITIGATION STANDARDS FOR POLICE IMPACTS.

Ordinance No. _____

AN INTERIM ORDINANCE ADOPTING AMENDMENTS TO THE CAPITAL FACILITIES PLAN FOR FIRE FACILITIES AND POLICE FACILITIES, AND DOCUMENTING APPRORIATE MITIGATION STANDARDS FOR POLICE IMPACTS.

Whereas, the City Council of the City of Sedro-Woolley has adopted permanent capital facilties plans for the City of Sedro-Woolley, providing for plans for expanding and constructing new infrastructure for police and fire facilities to cope with the increase in population and new development, and

Whereas, the City Council finds that the City of Sedro-Woolley is experiencing developemnt preasures which have cause the police and fire facilites to be expanded to cope with increased demands of new residents, and

Whereas, the City Council finds that the imposition of SEPA and GMA impact fees is necessary to ensure that these developments provide funding for fire and police improvements based on the their actual impacts, in a manner that accurately measures the impacts,

Whereas, the City Council of the City of Sedro-Woolley finds that a temporary provision to adopt new provisions in the capital facilities plan for police and fire infrastructure and equipment is necessary for protection of the public health, safety, and welfare; and

Whereas, the City Council of the City of Sedro-Woolley should adopt for a period of six months, as a temporary measure, on an emergency basis, certain provisions for the capital facilities plan respecting police and fire facilities, until the capital facilities section of the Comprehensive Plan is adopted permanently as part of the 2006 necessary updates to the Comprehensive Plan; now, therefore,

THE CITY COUNCIL OF THE CITY OF SEDRO-WOOLLEY DO HEREBY ORDAIN AS FOLLOWS:

Section 1. The facitlities rmeplacement plan for the Sedro-Woolley Fire Department, attached ehreto as Exhibit A, is hereby adipted as part of the Capital Facilties element of the Sedro-Woolley Comprehensive Plan.

Section 2. The facitlities rmeplacement plan for the Sedro-Woolley Police Department, attached ehreto as Exhibit B and Exhibit C, is hereby adipted as part of the Capital Facilties element of the Sedro-Woolley Comprehensive Plan.

Section 3. Duration of Ordinance. This ordinance shall be in effect for a period of six months, unless extended by the City Council.

Section 4. **Public Hearing on Ordinance.** The City Council has held a public hearing on this ordinance and hereby adopts findings of fact justifying its actions, and is affirming the ordinance following the public hearing.

Section 4. **Findings.** The City Council hereby finds as follows:

1. It is necessary to update capital facilities element of the Sedro-Woolley Comprehensive Plan to provide for mitigation fees which more accurately reflect the impacts of development in a manner consistent with the RCW 82.02.
2. The existing provisions of SWMC Ch. 15.60 are inadequate, in that they may not be compliant with RCW 82.02.050.
3. The revised police and fire department replacement and new equipment schedules more accurately assesses the cost of development impacts on these facilities.
4. This ordinance shall be adopted in a final form as part of the 2006 GMA update.

Section 5. **Codification.** This ordinance shall not be codified as part of the Sedro-Woolley Municipal Code, but a copy of the municipal facilities section attached hereto as Exhibit A, shall be available for public review and copying at Sedro-Woolley City Hall.

Section 6. **Severability.** If any section, sentence, clause or phrase of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this ordinance.

Section 7. **Effective Date.** This ordinance shall be effective five (5) days after passage, approval and publication as provided by law.

Passed and approved this ____ day of November, 2005.

_____
MAYOR

Attest:

_____
CITY CLERK

APPROVED AS TO FORM:

_____
CITY ATTORNEY

Exhibit A. Fire Equipment Replacement Schedule

2005 UP DATE TO CAPITAL FACILITIES PLAN

Six Year Capital Facilities Replacment Plan

Capital Item	Make / Type	Purchase year	Est. Cost		Est. Replacement Date
Command Vehicle 5510	Ford Pickup	~~1994~~ 2005	35,000.00		~~2004~~ 2015
Engine 5513	Darley Pumper	1991	350,000.00		2011
Engine 5512	H&W Pumper	1996	350,000.00		2016
Engine 5511	H&W Pumper	2003	350,000.00		2024
Tender 5516 (Dist 8)	Freightliner	~~1999~~ 2005	N/A		~~2019~~ 2025
Rescue 5517 (Dist 8)	Chevy 2 Ton	1985	N/A		2005
Utility 5518	Ford F450	2001	36,000.00		2016
Aid 5519	Ford Ambulance	1995	95,000.00		2010
Chiefs Vehicle 5501	Ford Taurs	~~1991~~ 2004	27,000.00		~~2001~~** 2014
Quint Ladder Truck 5515		*2004	750,000.00		
Total Equipment Costs			1,993,000.00		
Head Quarters Station		1999	3,000,000.00		2024
(station upgrade to quarters for EMS)		*2004	~~25,000.00~~	85,000.00	
Station 2		*2004	150,000.00		
Air Station for SCBA		2000	35,000.00		2010
Training Facilities		*2003	75,000.00		
Thermal Imaging Camera		2000	25,000.00		2010
Air Packs SCBA Units		2005	160,000.00		

Rotational replacement schedule for all apparatus and vehicles

Engines	20 years
Staff Vehicles	10 years
Specialty Vehicles	15 years

Note: (*) Items to be purchased
(**) Items which are past due

Exhibit B: Police Staff Estimates and Capital Outlay Costs

STAFFING ESTIMATES:

	CURRENT	2010	2025
CHIEF	1	1	1
LT.	1	1	1
DET. SGT.	1	1	2
DET. SGT.	1	1	2
PAT. SGT.	1	2	3
PAT. OFF.	9	16	21
TOTAL SWORN	**14**	**22**	**30**
CODE	1	1	1
RECORDS	2	3	4
ADMIN.	1	1	1
TOTAL NON-SWORN	**4**	**5**	**6**

PER SHIFT PATROL OFFICERS:

YEAR	POP.	PER SHIFT
2001	9,135	3
2015	12,030	4
2025	15,000	5

FACILITY EXPANSION COSTS:

ASSUMPTIONS

3,400 SQUARE FOOT AT $160,000 EST. COSTS

EQUATES TO $48.50/SQUARE FOOT

EQUATES TO $188/SQUARE FOOT/EMPLOYEE

9 ADDITIONAL EMPLOYEES 2010 AND 9 ADDITIONAL 2025

NEW **18 ADDITIONAL @ 100 SQUARE FOOT @ $50/SQ. FOOT EQUATES TO $90,000**

REMODEL **$ 25,000**

CAPITAL OUTLAY COSTING:

Replacement Vehicles, 2 every year:				New Officer Vehicle/Equipment:						
YEAR	#	COST	TOTAL	#	VEH. COST		EQUIP. COST		TOTAL	
2005	2	$ 23,460	$ 46,920	0	$ 23,460	$ -	$ 2,040	$ -		
2006	2	$ 23,460	$ 46,920	2	$ 23,460	$ 46,920	$ 2,040	$ 4,080		
2007	2	$ 23,929	$ 47,858	2	$ 23,929	$ 47,858	$ 2,081	$ 4,162		
2008	2	$ 23,929	$ 47,858	2	$ 23,929	$ 47,858	$ 2,081	$ 4,162		
2009	2	$ 24,408	$ 48,816	2	$ 24,408	$ 48,816	$ 2,123	$ 4,246		
2010	2	$ 24,408	$ 48,816	0	$ 24,408	$ -	$ 2,123	$ -		
			$ 287,188	**8**		**$ 191,452**		**$ 16,650**	**$**	**208,102**
2011	2	$ 24,896	$ 49,792	1	$ 24,896	$ 24,896	$ 2,165	$ 2,165		
2012	2	$ 24,896	$ 49,792	0	$ 24,896	$ -	$ 2,165	$ -		
2013	2	$ 25,394	$ 50,788	1	$ 25,394	$ 25,394	$ 2,208	$ 2,208		
2014	2	$ 25,394	$ 50,788	0	$ 25,394	$ -	$ 2,208	$ -		
2015	2	$ 25,902	$ 51,804	1	$ 25,902	$ 25,902	$ 2,252	$ 2,252		
2016	2	$ 25,902	$ 51,804	0	$ 25,902	$ -	$ 2,252	$ -		
2017	2	$ 26,420	$ 52,840	1	$ 26,420	$ 26,420	$ 2,297	$ 2,297		
2018	2	$ 26,420	$ 52,840	0	$ 26,420	$ -	$ 2,297	$ -		
2019	2	$ 26,948	$ 53,896	1	$ 26,948	$ 26,948	$ 2,343	$ 2,343		
2020	2	$ 26,948	$ 53,896	0	$ 26,948	$ -	$ 2,343	$ -		
2021	2	$ 27,487	$ 54,974	1	$ 27,487	$ 27,487	$ 2,390	$ 2,390		
2022	2	$ 27,487	$ 54,974	0	$ 27,487	$ -	$ 2,390	$ -		
2023	2	$ 28,037	$ 56,074	1	$ 28,037	$ 28,037	$ 2,438	$ 2,438		
2024	2	$ 28,037	$ 56,074	0	$ 28,037	$ -	$ 2,438	$ -		
2025	2	$ 28,598	$ 57,196	1	$ 28,598	$ 28,598	$ 2,487	$ 2,487		
			$ 797,532	**8**		**$ 213,682**		**$ 18,580**	**$**	**232,262**

TOTAL REPLACE	TOTAL NEW	GRAND TOTAL
$ 1,084,720	**$ 440,364**	**$ 1,525,084**

Exhibit C

City of Sedro-Woolley

Police Mitigation Fee Analysis and Proposal

Prepared by
Bill Monahan

October 2005

25200 SW Parkway Ave., Suite 3
Wilsonville, OR 97070
503-570-7778
800-757-3724
fax: 503-570-0522
www.esci.us

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Overview

The city of Sedro-Woolley, Washington established a Police Mitigation Fee in 1990. The means of calculating and applying the fee has not changed since its establishment. City staff have applied the fee, following city code, during certain State Environmental Policy Act (SEPA) analysis of land use activities. Fees have been collected from developers, and projects and services have been funded utilizing the dedicated funds.

Sedro-Woolley determined that the Police Mitigation Fee required updating to coincide with the evaluation of its police department capital facility needs. Capital facilities have been studied by ESCi as part of the City's city-wide comprehensive plan update. ESCi assisted the police department in validating its capital facility analysis and by developing the information needed to calculate a new mitigation fee.

A review of the Police Mitigation Fee would provide the information needed for the City to plan for and collect revenue from specific development that will have an impact on police service delivery. To develop a fee mechanism that is reasonable in 2005, and be sustainable in the future, the City needed to develop documentation of development activity, as well as determine the City's need. From this review, a new basis for fee collection was identified. In addition, the City's present means of calculating fees also required review.

From City sources, ESCi gathered all available data that City staff and external consultants have developed and maintained since the fee collection began. Based on this somewhat limited database, ESCi is proposing modifications to the present fee, as well as creation of improved data gathering techniques. This will enable the City to be in a better position to update the fee in the future, and on a more regular basis. By so doing, the City will be able to avoid what may be considered as large increases in the future. The modified approach calls for changing the rates used in calculating the fees. ESCi reviewed and considered the basis for determining commercial fees. In addition, the project team reviewed the possibility of switching from a commercial square footage basis to the projected number of new employees to be generated by new development. ESCi also looked at the possibility of establishing a fee for industrial development.

Background – City Legal Authority

The present Police Mitigation Fee was established in 1990 as a voluntary fee, paid to the City by developers of new residential and commercial developments, which would have been required to go through a SEPA review. The premise behind the need for a voluntary contribution is that when a building permit is issued for a new residential or commercial project, the new construction does not appear on the City tax rolls for two years, while the new construction project, and ultimate building and occupancy, may require police services during the period of non-payment of taxes. Thus, the City has taken the position that while taxes are not paid until two years after building permit issuance; the demand for police services begins at the time of project development.

The City did not include the Police Mitigation Fee in Chapter 15.60 of the Sedro-Woolley Municipal Code, the chapter which spells out the findings and authority for impact fees for planned facilities. Police facilities are also not identified in Chapter 82.02 of the Revised Code of Washington (RCW) as public services for which impact fees may be charged for new development activity. It is important to note that the City has not attempted to create a police impact fee. The City has not required new development to pay a proportionate share of the cost of planned police facilities needed to serve the growth and development activities of the community.

Washington State Law does not authorize cities to collect impact fees related to police. The City, through adoption of Ord. 1097 in 1990, adopted a municipal code provision called "Development Impact Mitigation." This code provision, codified as Chapter 15.48, provided alternatives for potential developers of land in Sedro-Woolley to mitigate the direct impacts caused by their proposed development activity. The premise was to allow developers the opportunity to mitigate the direct impact on the public health, safety, and general welfare of the community.

The code chapter (15.48.030) obligates the official, board, or body charged with deciding whether to give an approval, to determine all impacts that are a direct consequence of a proposed development. Section 15.48.020 A 1 specifically mentions "police services" among the pre-development demands upon service that the City is concerned about.

Section 15.48.040 of the Sedro-Woolley Municipal code states that the City may approve a voluntary payment agreement with a developer, but the agreement cannot be a condition of approval. If a voluntary payment is made, restrictions regarding the use of the funds, as described in this section, apply. Voluntary payments are placed in a reserve account and are only expended to fund capital improvements used to mitigate identified direct impacts.

Chapter 2.88 of the Municipal Code, Environmental Policy, references the City's State Environmental Policy Act (SEPA) procedures and policies. The City adopted sections of Chapter 197-11 of the Washington Administrative Code (WAC). The planning director for the City, or other person designated in writing by the director, is the responsible official. The director is guided by categorical exemptions and threshold determinations spelled out in the code. These exemptions apply, in the case of police facilities, for residential dwelling units of four units or less, and for commercial buildings of 4,000 square feet and 20 parking spaces or lower.

Methodology Used To Collect the Police Mitigation Fee Since 1990

The City has collected a Police Mitigation Fee following the formula applied to new development since the 1990's.

According to former Sedro-Woolley Planning Director Lacy Lahr and Clerk-Treasurer Patsy Nelson, the fee has been applied consistently since the 1990's. The process used is described in the draft comprehensive plan update, Chapter 7 Capital Facilities. It reads:

"The primary costs associated with providing police protection to new projects are those costs required to provide protection for the two year period from the start of the construction until tax revenues from the improved project reach the General Fund."

To calculate the impact of new development on police protection, the City determined, in 1990, that each call for police service costs an average of $118.00. It also determined that each residential unit generated an average of .86 calls for service. Commercial development generated police service calls at an average rate of .002 calls per square foot of commercial space.

Therefore, the cost of providing police service to new development during the two-year lag-time between application filing and tax revenues for the improved project reaching the Sedro-Woolley general fund, is calculated by multiplying the number of residential units by .86, $118.00, and two years, equaling $202.96 for residential development, and by multiplying the square footage by .002, $118.00, and two years yielding ($0.472 times square footage) for commercial development. The $202.96 is stated in the City's present impact fee schedule.

The residential unit fee calculation can be shown as:

$$.86^{1}\ (\$118.00)^{2}\ (2)^{3} = \$202.96^{4}$$

[1] calls for service per residential unit per year
[2] the average cost of a police call for service
[3] years the City provides service to new development before tax revenue
[4] revenue from each unit of residential development

The commercial development obligation to pay impact fee is calculated based upon square footage as follows:

$$X\ \text{sq.ft.}^{1}\ (.002)^{2}\ (\$118.00)^{3}\ (2)^{4} = Y^{5}$$

[1] the total square footage of the new development
[2] calls for police service per square foot
[3] the average cost of a police call for service
[4] years the City provides service to new development before tax revenue
[5] fee due from the developer

Historically the City has not applied the fee to industrial property or to public uses such as schools, public buildings, etc.

Funds Raised By Applying the Fee

The funds received since 1990 have been modest, due to the use of the 1990 estimate of the cost of providing police service. While the true cost of providing service has steadily increased since 1990, the $118.00 estimate has remained the same for fifteen years.

City Clerk-Treasurer Patsy Nelson provided a worksheet to ESCi which detailed Police Mitigation Fee receipts and expenditures for the past eleven years, from 1994 through 2004. These receipts were all placed in the dedicated Police Mitigation Fund. The information provided by Clerk-Treasurer Nelson follows.

Fund 310 – Mitigation for Police

Description	1994 Actual	1995 Actual	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	2001 Actual	2002 Actual	2003 Actual	2004 Actual	Total
310 total Revenue	9,352	2,448	4,457	3,256	6,944	7,006	6,867	30,076	21,203	18,202	18,085	127,896
310 Total Expenditures	19,465	7,958	2,400	2,000	3,000	6,000	8,000	10,000	10,000	10,000	0	78,823

Thus, on average, the City generated approximately $11,500 per year. From 2001 through 2004, significantly higher revenue was generated as $87,566, or 68.5% of the total revenue, was received during the four year period, an average of $21,891.50.

The trend of receiving a larger contribution of mitigation fees peaked in 2001, and then dropped by almost $9,000 in 2002, before leveling off at $3,000 less in both 2003 and 2004. Revenue in 2005 was trending below prior years. Through May of 2005, less than $1,000 was collected as a result of limited new development, caused by sewer system inadequacies, according to Planner Lahr. The 2005 budget projected $15,000 would be collected during the year. By late summer, revenue had increased as building activity was generating more fees.

Expended Police Mitigation Fee Generated Funds

At the beginning of 2005, the City had $65,059 within the dedicated Police Mitigation Fee Fund. Expenditures for prior years are shown on the worksheet above (1994 through 2004). In 1994, the City expended $19,465, but has not expended over $10,000 in any other year. In the years 2001, 2002, and 2003 actual expenditures was $10,000 per year.

Monies from the fund were expended for police purposes, the majority being applied to pay a portion of the cost of police automobiles purchased each year. Information provided by City Clerk-Treasurer Nelson indicated that monies generated for the fund were not sufficient in any year to cover the full cost of a police vehicle.

Issues in 2005

As part of the City's comprehensive plan update, the police department was required to update its public facility plan element. Police Chief Doug Wood worked with ESCi to evaluate the capital

needs of the department. Chief Wood concluded the department needed to acquire additional office space to accommodate growth. He displayed a plan prepared for the City, showing how a new municipal court courtroom could be built next to the police offices. If this is pursued, Chief Wood expects the department would be able to utilize some of the office and meeting space, as it should be available when the new courtroom is not in use for municipal court. Chief Wood reported that municipal court is not in session every day, nor is the courtroom presently used throughout an entire business day.

Chief Wood has identified other capital needs related to office space. Presently, the police records' employee works in the fire department office and a transcriptionist performs her work in a storage closet. A long-term need exists for a storage facility to house large evidence items, as well as a need for an impound area for at least two vehicles. The department has some space at city hall that is currently being modified to meet department needs, but the department could be better served by building or acquiring a facility that is specifically available for police department needs. A new building would require land acquisition, as Chief Wood reports there is no room for construction on the present site, nor is there any other City-owned property available.

Other capital needs include annual replacement or purchase of additional police vehicles and the technological equipment needed by police officers, in vehicles, to perform their jobs. With the on-going rapid change in technology, public safety personnel regularly require updated radios, computers, and video equipment. It is likely that annual funds will be needed to carry out routine change over of equipment to keep up with technological advances, and while the City outfits new and replacement vehicles due to department personnel and fleet increases.

City Issues and Needs Related to the Mitigation Fee Structure

The city of Sedro-Woolley has operated successfully, since 1990, with the Police Mitigation Fee in its present form. While the City entered 2005 with a carry-over in excess of $65,000 in the dedicated account, the City recognized the need to update the fee and generate sufficient funds to address the rise in cost of police facilities and capital needs. To date, the police department has not established a complete cost estimate to address its capital needs.

Another issue is the application of the Police Mitigation Fee to only residential and commercial developments, not industrial or other development which could generate a need for police services.

The City has the ability to set a potential revenue collection level that will generate funds to either fund a small or large percentage of the police department's needs. Historically, the decision to utilize funds from the dedicated account has been conservative to allow for creation of a fund that represents approximately three to four times the annual revenue, or six times the annual expenditure. The City has the ability to adjust this practice.

Formula Issue

The formula established in 1990 has served the City relatively well, but, it has not been adjusted to take into account the rising cost of delivering police services. In addition, the City has not adjusted the rate to account for either potential growth or actual development activity.

When the City initiated the fee analysis in 2005, the intent was to simply bring the fee into compliance with 2005 costs and growth trends. However, the City's base of available information changed, causing the City to give ESCi direction to consider how the Police Mitigation Fee basis can be converted to a new formula. In order to establish and maintain a sustainable fee, the City would like to utilize a fee based upon verifiable base data that can be updated on a regular basis by city staff or consultants.

Limited Resource Information Has Been Available

In the years prior to 2005, the City calculated the mitigation fee for residential units by applying the formula to the actual number of units to be developed. This formula has worked well for the City, and the formula is justified for future use with other factors updated to consider present costs. The City has suggested that it would like to change the method of calculating fees for commercial development.

Police Mitigation Fees for commercial development have been calculated by multiplying the square footage of proposed commercial development by the established formula. The formula did not differentiate between the variety of uses that come under the land use category of

commercial – retail, offices, high traffic generators, restaurants, wholesale, etc. The City plans to continue this practice. However, it has suggested that rather than apply the 1990 formula basing fees on square footage, the City would like to introduce a fee based upon the number of employees that will be employed at the new commercial development.

This method may be problematic, however, since mitigation fees are collected at the time of application processing for the new development, a time when the number of employees may not be known by the developer, as the end user of the commercial structure may not be known.

Given the difficulty in determining the number of employees, and the fact that available information generated through Sedro-Woolley's transportation model only reports the available acreage in the community, with no connection to the potential number of new employees, it is ESCi's recommendation that, at this time, the City consider increasing the commercial Police Mitigation Fee rate at the same level of increase as that proposed for residential uses. It is also recommended that the City consider applying the adjusted commercial rate to new industrial development.

To date, the police department has not maintained records which differentiate between commercial and industrial business calls for service. The Chief of Police reports, based on his opinion, that the calls for service over the past year by industrial users are very low.

Development/Justification for a Proposed New Fee

The fee for residential units is based upon a cost of service, from the 1990's, of $118.00, and a history of each residential unit generating .86 calls for service each year. In 2005, the Chief of Police estimates that the cost of each service call is $193.00. The cost was determined by dividing the police department's 2004 budget of $1,714,319 by a total call volume of 8,864.

Call volume has steadily increased as illustrated below.

Sedro-Woolley Police Calls for Service

Year	Calls for Service	Percentage Increase over Prior Year
2000	7,058	Not known
2001	7,139	1.147
2002	8,061	12.915
2003	8,393	4.118
2004	8,864	5.611
2005	est. 9,427	est. 6.351 (based upon 4,520 calls for service
		as of June 24, 2005, or 25.828571 calls per
		day.)

The table shows that since 2000, call volume has steadily increased. The difference between 2000 and the 2005 projected total is 2,369 calls, a 33.56% increase with an average of 6.71% per year.

The 2004 data provided by the Chief of Police also shows that residential calls for service represented approximately 67.58% of all calls. Thus, commercial and industrial calls for service represented the remaining 32.42%.

New Residential Fee Calculation

Earlier in 2005, the former planning director provided information showing that there are 4,550 residential units in the City, occupied or vacant. As stated above, approximately 67.6% of all police calls for service in 2004 were generated by residential units. Police Chief Wood has calculated that each call for service costs $193.00.

Since there were an estimated 5,992 calls for service to residential units (67.6% of 8,864 calls in 2004), each of the 4,550 residential units averaged 1.31 calls during the year.

Assuming City estimates are correct, including the concept that once a development is approved it does not generate real estate taxes paid to the City for two years; the new fee calculation is as follows:

1.31^1 ($193.00)^2 $(2)^3$ = $505.76^4

[1] calls for service per residential unit per year
[2] the cost per call for service
[3] the years that taxes are not generated from new development
[4] the new fee that should be charged for each new residential unit

New Commercial Fee Calculation

Available data for commercial activity shows that approximately 32.4% of all calls for service were generated by businesses in 2004, both commercial and industrial.

The present formula calculated each square foot of built commercial space generated .002 calls for service. Assuming that a commercial space is 10,000 square feet in size, the space would generate twenty calls for service in a calendar year. There is no data that has been provided by the police department to indicate that this formula should be adjusted, either up or down. In fact, the department's call records do not differentiate between commercial or industrial calls. Nor do police records show whether commercial or industrial properties generated more or less activity in the years before 2004. The best available data is the 2004 information that shows 32.4% of all police calls were "business" calls. There is no information available to distinguish the breakdown by square footage of any commercial property.

Continuing the use of the formula that the City has used historically, a new formula with the new cost per call for service would look like this:

$.002^1$ (X sq.ft.) ($193.00)^2 $(2)^3$ = Y

[1] calls per square foot of commercial space
[2] cost per call of service in 2004
[3] years before a new development is on the tax rolls

The new formula can be applied to a hypothetical commercial development in 2005 as follows:

Existing Formula		Potential New Formula	
.002	calls for service per year	.002	calls for service per year
X 10,000	square feet of development	X 10,000	square feet of development
X $118	cost per call for service	X $193.00	cost per call for service
X 2	years before property is taxed	X 2	years before property is taxed
$4,720	Total Police Mitigation Fee due	$7,720	Total Police Mitigation Fee due

The percentage increase would be 63.5% for commercial development and a 149% residential fee increase. While these percentage increases are high, the City should consider that the rates have not been increased in 15 years. It is proposed that the City consider adjusting the rates on an annual basis. This will avoid a higher increase rate in the future and avoid a loss of revenue needed to equip the police department with the capital facilities it requires to continue to deliver quality service to a growing community.

The City also expressed an interest in applying a fee for industrial use. Since the police department has not differentiated its call history by commercial or industrial use, it is recommended that the City consider adding industrial uses to the categories of development activity that will be assessed a Police Mitigation Fee.

There is no local evidence to show that industrial uses generate the same volume of calls as commercial. In fact, Chief Wood has opined that industrial uses generate a low call volume. Perhaps, the City should consider establishing an industrial fee that is one-quarter of the rate applied to commercial uses, and begin to specifically track service call data. If the department gathers information from actual calls and finds that industrial uses generate more or less than 25% of the call volume for commercial uses, the fee formula can be adjusted after a period of time.

It is also recommended that the City consider the development community's history of accepting or challenging the Police Mitigation Fee when determining whether the proposed rate is sufficient, or needs to be adjusted further, considering the proposed rates are based solely on a change in the cost of service.

In addition, if the police department develops and maintains better data to differentiate where calls for service are generated, it may be able to justify a new formula based on trends and patterns. Presently, data is not available to differentiate by type of business, size of business, or number of employees.

City Proposal That ESCi Develop a Commercial Fee based upon Number of Employees

The City had proposed basing the fee on employment because it has received employment projections, from its transportation planning consultants, showing expected community growth and potential new employment opportunities. This type of projection, showing employment

potential by transportation zones, is very useful for land use and transportation analysis. Employment information is also useful for establishing traffic impact fees and other related fees. The City hoped to tie its Police Mitigation Fee to the same database for the sake of consistency; however, doing so at this time without a proper foundation, could subject the City to challenge and delay in adopting a revised fee.

The City asked ESCi to develop a formula based on the number of employees to be generated by new commercial development. ESCi researched this option and was not able to develop a justifiable formula. There are a number of issues that need to be resolved before a rate can be developed, not the least of which is the lack of data now available from the City to justify a new employee-based fee.

ESCi researched various police departments and conducted an on-line search of crime statistics' publications of the U.S. Department of Justice and the Federal Bureau of Investigation. We were not able to find evidence that there is any credible data to show that the number of employees at a commercial establishment has a correlation to the number of calls generated for police services. Documents researched included:

- Crime in the U.S. – preliminary report for 2004
- Uniform Crime Reporting – National Incident Based Reporting System
- Uniform Crime Report Handbook (revised 2004)
- National Incident Based Reporting System, August 2000
- Criminal Victimization in the United States, 2003 Statistical Tables
- Bridging Gaps in Police Crime Data, 1999

Without a foundation established either through Sedro-Woolley historical records or credible national publications, ESCi does not recommend the City base its fee on employment.

CITY OF SEDRO-WOOLLEY

720 Murdock Street, Sedro-Woolley, WA 98284 (360) 855-1661

Memorandum

To: Mayor and City Council

From: Staff / Patrick Hayden

Date: 11/7/2005

Re: Transportation Impact Fees

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1. I am enclosing a report from Transpo titled "Traffic Impact Fee Methodology" that demonstrates the basis for computing the transportation impact fee.

2. I am enclosing a correction to the Transportation Impact Fee ordinance which substitutes a schedule of projects for the 6-year TIP as the basis of computing our transportation impact fee. We will have projects in our Comp Plan and impact fee schedule that will not be on our 6-year TIP. This change lets the City Council set an impact fee schedule that is separate from the 6-year TIP. This language would prevent any flexibility, and it was my error to use it.

3. Finally, with these changes, the City Council can make the list of projects for use in the fee schedule as inclusive or exclusive as it determines appropriate.

15.60.040 Imposition of impact fees.

A. -----

B. Impact fees:

1. Shall only be imposed for system improvements that are reasonably related to the new development;

2. Shall not exceed a proportionate share of the costs of system improvements that are reasonably related to the new development;

3. Shall be used for system improvements that will reasonably benefit the new development; and

4. May be collected and spent only for system improvements which are addressed by the ~~Six-Year Transportation Improvement Program, as a subset of the~~ Sedro-Woolley Capital Facilities Plan, or other capital facilites plan for transportation, parks and fire department improvements identifying:

15.60.050 Transportation Fee schedules and establishment of service area.

A. Subject to the provisions of SWMC 15.60.060, the transportation impact fee shall be as set forth on Attachment A, attached hereto, and on file with the City Clerk. Attachment A shall provide:

a. the schedule of projects established by the City Council for which impact fees may be collected, which shall be ~~consistent with included in~~ a subset of the Sedro-Woolley Transportation Plan of the Sedro-Woolley Comprehensive Plan and Transportation Capital Facilties Plan ~~6-year TIP~~;

b. the cost of the projects on the schedule;

c. a map dividing the City into zones based upon probable impact on planned transportation capital facility projects of development within the zones;

d. the the amount of the transportation impact fees to be paid on a "per peak PM trip basis" to be paid by a development with a particular zone.

Attachment A shall not be codified, but shall be on file with this ordinance.