

PLANNING COMMISSION

June 17, 2025

6:30 PM

Planning Commission

a. Call to Order

b. Pledge of Allegiance

c. Roll Call

d. Consent Agenda

1. Minutes from May 6, 2025 Special Planning Commission Meeting

e. General Public Comments

Please keep comments to three minutes or less. Because state law prohibits the use of city facilities for the purpose of supporting or opposing a campaign or ballot proposition, we respectfully request that public comment not make reference to such matters.

Written comments will be accepted by letter or via email at nmcgowan@sedro-woolley.gov Attn: 'Public Comment.' until 4:30pm the day before the meeting.

f. Public Hearing(s)

g. Unfinished Business

1. PC Memo from Consltant Team
2. Comprehensive Plan - Climate & Reslience Element, Implementation Plan
3. Comprehensive Plan - Transportation Element, 2nd review

h. New Business

1. Comprehensive Plan - Economic Development Element
2. Acceptance of Resignation

i. Adjournment

PLANNING COMMISSIONERS

Pat Huggins
Joe Fattizzi

Matthew Desvoigne
Jessica Jasper

Danielle Freiburger
Cassandra Sexson

The City of Sedro-Woolley complies with applicable Federal civil rights laws and does not discriminate on the basis of race, color, national origin, limited English proficiency, age, disability, or sex. The City of Sedro-Woolley doesn't exclude people or treat them differently because of race, color, national origin, limited English proficiency, age, disability, or sex.

The City of Sedro-Woolley also complies with applicable state laws and doesn't discriminate on the basis of creed, gender, gender expression or identity, sexual orientation, marital status, religion, honorably discharged veteran or military status, or the use of a trained dog guide or

service animal by a person with a disability.

Join Zoom Meeting

<https://us06web.zoom.us/j/98042863482?pwd=dnpVeXp4YUJYQVBtdm10VTZ2VVlyZz09>

Meeting ID: 980 4286 3482

Passcode: 070388

One tap mobile

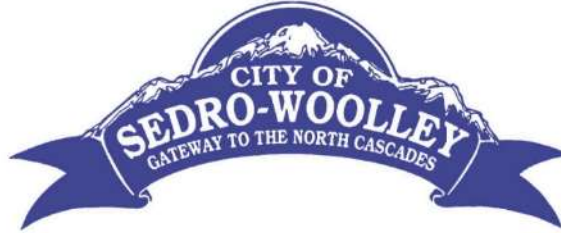
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Special Meeting of the Planning Commission
May 6, 2025 - 6:30 PM

a. Call to Order

Planning Commission Vice Chair, Joe Fattizzi, called the meeting to order at (6:34PM).

b. Pledge of Allegiance

c. Roll Call

Commissioners Present:

- Commissioner Joe Fattizzi
- Commissioner Jessica Jasper
- Commissioner Pat Huggins
- Commissioner Cassandra Sexson (Online)
- Commissioner Danielle Freiburger
- Commissioner Matthew Desvoigne

Commissioners Absent:

- Commissioner Joe Franett

Staff Present:

- Planner Nicole McGowan
- Assistant Planner Ashton Sandoval Oaks
- Community Development Director Tom Glover
- Permit Technician Nicole Pfluger

Facet Northwest Consultants Present:

- Senior Planner Matt Covert
- Senior Planner Donna Keeler

d. Consent Agenda

None.

e. General Public Comments

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Written comments will be accepted by letter or via email at nmcgowan@sedro-woolley.gov Attn: 'Public Comment.' until 4:30pm the day before the meeting.

General Public Comments opened at (6:35PM).

- No online participants.
- No participants were in attendance.
- Staff did not receive any written comments.

General Public Comments closed at (6:36PM).

f. Public Hearing(s)

None.

g. Unfinished Business

1. Draft Introduction/Vision and Land Use Elements

Facet's Senior Planner, Donna Keeler, shared a PowerPoint slideshow demonstrating proposed changes to the Comprehensive Plan. This included new cover art, color coding in the chapters and table of contents, and a single column format with room for pictures.

Commissioners mentioned the updates were easier to navigate and looked great. They suggested caution when using color coding and to make sure it can still be accessibly navigated.

h. New Business

1. Cover memo from FACET regarding DRAFT Comprehensive Plan Elements, and Housing Element.

Facet's Senior Planner, Matt Covert, recapped the PowerPoint presentation previously presented by Donna, with more details on the Draft Comprehensive Plan Elements, and Housing Element.

Commissioners and Staff discussed with Matt about instead of using numbers associated with the density allowance in each residential zone, revising it to low, middle, and high to indicate residential density more generally. Staff will workshop ideas and bring them back to the next review.

2. Draft Housing Element

The discussion of the Draft Comprehensive Plan Elements and Housing Element continued between Staff, Commissioners, and Matt Covert.

Staff and Commissioners brainstormed strategies to achieve housing goals (without significant land use changes or rezones) such as the use of pre-approved plans for ADUs.

Commissioners discuss the need for more playable sports fields, and it is suggested to add action items in multiple locations within the Comprehensive Plan.

i. Adjournment

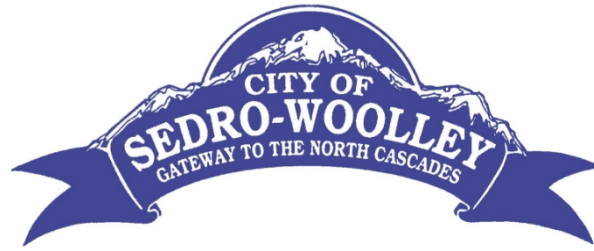
Time (8:02PM)

ATTEST:

Planning Commission Chair

APPROVED:

Planning Commission Secretary



Planning Commission Agenda Item

Agenda Item No.: g.1.

Date: June 17, 2025

From: Thomas Glover, Community Development Director

Subject: PC Memo from Consultant Team

RECOMMENDED ACTION:

No action requested/required.

BACKGROUND/SUMMARY INFORMATION:

Summary memo.

FISCAL IMPACT, IF APPROPRIATE:

None.

ATTACHMENTS:

1. PC Meeting_Memo_June 17 2025_V2

MEMORANDUM

Date:	June 12, 2025
To:	Tom Glover, Director, Community Development Department
Cc:	Nicole McGowan and Ashton Sandoval
From:	Matt Covert, Donna Keeler, Alexandra Plumb
Project Name:	Sedro-Woolley Comprehensive Plan Update
Facet Number:	2401.0458.00

RE: Draft Economic Development Element Revisions, GHG Emission Reduction Implementation Plan

Economic Development Element Revisions

Attached please find proposed revisions to the Economic Development Element of the 2016 Comprehensive Plan for review by the Planning Commission. The proposed changes are timed with Sedro-Woolley's Comprehensive Plan Periodic Update project due by December 30, 2025.

Additions are shown as underlined, and deletions are noted in ~~striketrough~~ format.

Key changes / recommendations to note include the following:

- Page 242: The economic development vision statement from the 2016 plan will be added when the document is reformatted and released for public review.
- Page 242: Clarified the meaning of "service area" in the introduction.
- Page 245: Introduced the concept of the TMCO turning into a permanent zoning district.
- Page 245: Noted new development regulations are being considered for utility development projects that entail the storage and generation of electricity.
- Page 246: Updated the profile of the planning area. Additional updates may still be needed.
- Page 253: Added list of priorities from the 2024 Sedro-Woolley Economic Development Action Plan.
- Page 256: Added policies bolstering the promotion of industrial/light manufacturing and commercial development in areas designated for such uses.
- Page 257: Added policies on downtown improvements / enhancement opportunities.
- Page 257: Added transportation / multimodal policies and providing economic diversification and broader range of higher income opportunities within the City.
- Page 258: Bolstered policies on the SWIFT Center, added policy on promoting decarbonization and innovative use technologies for compliance with climate element.

- Page 258: Added a new goal and policies focusing on downtown improvements.
- Page 258-9: Added initiatives/actions to promote Sedro-Woolley's image as the "Gateway to the Cascades."
- Page 260: New goal and policies on enhancing Sedro-Woolley's business friendly environment.

Please note that Facet is developing a new format or "look" that will be provided at a future meeting, along with an updated land use map and additional clean-up. The attachment here is for review of goals and policy changes only.

Please feel free to contact us if you have any questions or concerns. We look forward to discussing the proposed revisions with the Planning Commission next week.

Draft GHG Emissions Reduction Implementation Plan

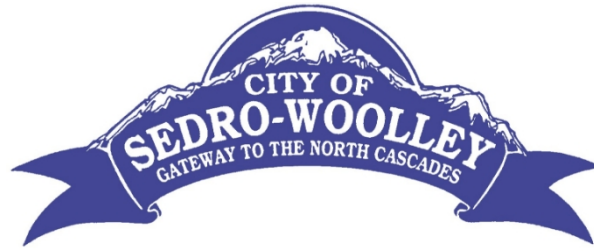
You will also find attached the draft GHG Emissions Reduction Implementation Plan for review and discussion with the Planning Commission. This plan identifies implementation, monitoring, and reporting procedures for the city to consider to meet GHG emissions reduction targets and goals. This plan further describes how the City will meet the Climate GHG Emissions Reduction sub-element goals and policies through efforts such as collaboration with regional transportation agencies to provide multi-modal options and retrofitting new and existing infrastructure.

Revised Climate Element

Lastly, you will find attached the revised Climate Element which incorporates the proposed revisions as a result of the feedback from the Planning Commission meeting on May 27, 2025. The edits are shown as tracked changes for consideration and discussion.

Attachments:

- Preliminary Draft Economic Development Element
- Draft GHG Emission Reduction Implementation Plan
- Revised Draft Climate Element



Planning Commission Agenda Item

Agenda Item No.: g.2.

Date: June 17, 2025

From: Thomas Glover, Community Development Director

Subject: Comprehensive Plan - Climate & Resilience Element, Implementation Plan

RECOMMENDED ACTION:

Review only, no recommendation requested/required.

BACKGROUND/SUMMARY INFORMATION:

FISCAL IMPACT, IF APPROPRIATE:

None identified at this time.

ATTACHMENTS:

1. Draft Climate Element_Sedro-Woolley_V3

MEMORANDUM

Date:	June 12, 2025
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Cc:	Nicole McGowan and Ashton Sandoval
From:	Matt Covert, Donna Keeler, Alexandra Plumb
Project Name:	Sedro-Woolley Comprehensive Plan Update
Facet Number:	2401.0458.00

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- Revised Draft Climate Element

Sedro-Woolley Climate Element

Climate Resilience and GHG Emissions Reduction Sub Element - DRAFT

Community resilience action in Sedro-Woolley is closely aligned with improving public health and well-being, safe transportation, and economic opportunities. A changing climate poses challenges to these sectors and more. Sedro-Woolley recognizes that these effects will continue to intensify. Climate-related impacts are countered effectively with a proactive approach ensuring changing conditions are minimally harmful and avoided, if possible. Residents are the most important community assets, and their ability to continue their daily routines uninterrupted is a priority of the city. Inclusion of sustainable, cost-effective efforts in development and growth are encouraged.

Climate Element

Introduction

The Climate Element evaluates the impacts of climate change on the built, natural, and social environment of the City of Sedro-Woolley and identifies local tactics to balance these changes with future growth and built environment priorities. In preparing to respond to a changing climate, Sedro-Woolley recognizes the benefit of partnership with peer communities and regional agencies. Effects of climate change are projected to intensify, persist over longer durations, and become more frequent. This element incorporates adaptation, mitigation, and response and recovery measures into local planning to reduce disruptions to climate-reliant industries (tourism, agriculture, etc.), highlighting public health strategies among physical and structural improvements.

Image

A Climate Policy Advisory Team (CPAT) was formed to provide input on climate information and provide recommendations on areas of focus and development of the Comprehensive Plan's climate goals and policies. Their efforts were focused on climate resiliency and reduction of greenhouse gas emissions (GHG) and vehicle miles travelled (VMT). Feedback from the public through meetings and surveys, Planning Commission, and City Council were also incorporated to ensure goals and policies aligned with priorities for the city. The City of Sedro-Woolley has challenging circumstances with reducing VMT since a high percentage of residents commute out of the city to work or school. The goals and policies contained within this Element reflect realistic actions to increase resilience to climate-related hazards and efforts to reduce GHG emissions.

Growth Management Act (GMA) Requirements

In July 2023, the Washington State Legislature signed [House Bill \(HB\) 1181](#) into law, adopting planning goals for greenhouse gas (GHG) emissions reduction and climate change and resiliency under the Growth Management Act (GMA). Planning jurisdictions under RCW [36.70A.040](#) are required to integrate a climate element into their comprehensive plans to identify and prepare for natural hazards exacerbated by climate change. The climate element includes two sub-elements:

- A GHG emissions reduction sub-element required by HB 1181 (RCW [36.70A.070\(9\)\(d\)\(i\)](#)) to:
 1. *Result in reductions in overall greenhouse gas emissions generated by transportation and land use within the jurisdiction but without increasing emissions elsewhere in Washington;*
 2. *Result in reductions in per capita vehicle miles traveled within the jurisdiction but without increasing greenhouse gas emissions elsewhere in Washington; and,*
 3. *Prioritize reductions that benefit overburdened communities in order to maximize the co-benefits of reduced air pollution and environmental justice.*
- A resilience sub-element that per HB 1181's minimum requirements (RCW [36.70A.070\(9\)\(e\)\(i\)](#)) must:
 1. *Address natural hazards created or aggravated by climate change; including sea level rise, landslides, flooding, drought, heat, smoke, wildfire, and other effects of changes to temperature and precipitation patterns;*
 2. *Identify, protect, and enhance natural areas to foster climate resilience, as well as areas of vital habitat for safe species migration;*
 3. *Identify, protect, and enhance community resilience to climate impacts, including social, economic, and built-environment factors, which support adaptation to climate impacts consistent with environmental justice.*

A Vulnerability and Risk Assessment of the City's assets from impacts of climate-related hazards was conducted to prioritize where action should be taken or whether to accept potential impacts over this 20-year planning horizon. The technical memorandum, "Climate Mitigation Challenges and Opportunities Analysis," outlines the findings and community engagement efforts that led to the development of the City of Sedro-Woolley's set of climate resilience goals and policies based on the extent of risk posed to each asset from climate-influenced hazards, see *Appendix XX*.

Vulnerability: *The propensity or predisposition of assets to be adversely affected by hazards.*

Risk: *The potential for adverse consequences of a climate-related hazard.*

Source: U.S. Climate Resilience Toolkit

Priorities for the City of Sedro-Woolley

Using feedback from the community's Climate Policy Advisory Team (CPAT) and technical studies, including the University of Washington Climate Impact Group's Climate Mapping for a

Resilient Washington tool, the following climate-exacerbated hazards were identified as relevant to the City of Sedro-Woolley:

- **Drought**
- **Extreme Heat**
- **Extreme Precipitation**
- **Flooding**
- **Reduced Snowpack**
- **Wildfire**

Though not the focus of analysis, landslide hazards are addressed throughout the Climate Element through identification and determination of measures.

A proactive, community-based approach is required to prevent disproportionate exposure and impacts on vulnerable or overburdened populations. Goals and policies which aim to reduce this disparity are marked by this symbol:



Environmental protection is only a component of this element. Protection and enhancement of resources can be facilitated through sustainable approaches, such as green stormwater infrastructure, low impact development, and promoting active transportation. This element is intended to focus climate change actions on several areas where many co-benefits can be achieved, while acknowledging the contribution of human activities to global warming. Aligning goals and policies with co-benefits better clarifies the City's intent in their development regulations, reflecting community desires as well.

Active Transportation:

"Active transportation" means forms of pedestrian mobility including walking or running, the use of a mobility assistive device such as a wheelchair, bicycling, and cycling, irrespective of the number of wheels, and the use of small personal devices such as foot scooters and skateboards. Active transportation includes both traditional and electric assist bicycles and other devices. Planning for active transportation must consider and address accommodation pursuant to the Americans with Disabilities Act and the distinct needs of each form of active transportation.

Source: RCW 36.70A.030(1)



Climate Change Information

“Human influence has likely increased the chance of compound extreme events since the 1950s. Concurrent and repeated climate hazards have occurred in all regions, increasing impacts and risks to health, ecosystems, infrastructure, livelihoods and food” (IPCC, 2023). Human activities and natural climate variability are drivers of climate change. Changing seasonal patterns, rising sea levels, and more extremes temperatures can result in localized impacts, such as heat dome effects, intense rainfall, variable channel migration, downstream impacts of reduced snowpack, and decreased air quality due to wildfire smoke.

As mentioned in the introduction of this element, Sedro-Woolley recognizes the benefit of partnering with its community and surrounding jurisdictions to better prepare for a changing climate.

The City of Sedro-Woolley is annexed into the 2020 Skagit County Multi-Jurisdiction Hazard Mitigation Plan. Earthquake, Severe Weather, Flood/Dam, and Drought were the top 4 hazards identified in this plan.

By 2050...

Average summer maximum temperatures may increase by approximately 3.9 degrees Fahrenheit

Total precipitation of the 25-year storm may increase by 7%

The number of high fire danger days may increase by 6 days

Overarching Goals and Policies

This climate resilience planning process has established strategies to build community resilience, enhance natural areas, and reduce VMT. Overarching themes articulated in the goals and policies sections below include:

- Ensure quality health of the community through open space and resource protection.
- Prevent the need for retroactive actions and prioritize attainable standards for upgrading structures to new climate-based standards.
- Where available, facilitate rehabilitation and enhancement of ecosystem resources.

Climate Resilience Goals and Policies (Sub-Element)

To meet HB 1181's minimum requirements, the City of Sedro-Woolley must include at least one climate resilience goal and supportive policy for each climate-exacerbated hazard relevant to the City. The Washington State Department of Commerce encourages jurisdictions to address all 11 comprehensive planning sectors (see *Appendix XX*).

Goal CR-1: Buildings & Energy. Encourage buildings to be designed and built sustainably to reduce environmental impacts and remain resilient to extreme weather and other hazards worsened by climate change.

- CR-1.1 Continue requiring the design and construction of new commercial and residential buildings and proposals for redevelopment of existing buildings, and their surrounding sites, to reduce and treat stormwater runoff and pollution. Low impact development and green stormwater infrastructure techniques should be incentivized or encouraged, where possible.
- CR-1.2 Reduce stormwater impacts from transportation and development through watershed planning, redevelopment and retrofit projects, and low-impact development.
- CR-1.3 Coordinate with Skagit PUD to develop and provide water efficiency strategies to commercial customers to increase resilience.
- CR-1.4 Encourage and work with organizations to incentivize green building certification to improve energy and environmental performance.
- CR 1.5 Provide private landowners and residents living in Wildland-Urban Interface (WUI) areas information about fire prevention (e.g., Firewise) practices, and support application of such practices via building code provisions.

Goal CR-2: Agriculture & Food Systems. Work with agricultural organizations and the Port of Skagit to support the local agricultural economy, including food and materials producers, distributors, and sellers, by planning for resilience to the impacts of extreme weather and other natural hazards worsened by climate change.



CR-2.1 Expand local food security and the food-related economy to address climate impacts and increase access to healthy and affordable foods.

CR-2.2 Support the local agricultural economy by providing venues to sell and distribute local food products, such as farmer's markets, farm and produce stands, adequate commercial space and other means, such as Community Supported Agriculture (CSA).

CR-2.3 Support and promote the efforts of Helping Hands Food Bank to enhance local food security through its community pantry and the distribution of surplus goods from area grocery stores.

Goal CR-3: Cultural Resources, Practices, & Historic Sites. Encourage cultural resources, practices, and significant historic sites to be resilient to the impacts of extreme weather and other natural hazards exacerbated by a changing climate.

CR-3.1 Protect significant historic resources, sites, and structures prone to floods or other hazards worsened by climate change.

CR-3.2 Protect, enhance, and restore ecosystems in order to meet tribal treaty rights that could be adversely impacted by climate change.



CR-3.3 Establish and maintain government-to-government relations with Native American tribes for the preservation of archaeological sites and traditional cultural lands that are vulnerable to climate impacts.

Goal CR-4: Emergency Management. Develop and maintain local government staff members' technical expertise and skills related to climate change and environmental justice so as to improve communitywide policy implementation, equity, and resilience.

CR-4.1 Factor climate impacts into the planning of operations and coordination of preparedness, response, and recovery activities among first responders and partners, including, but not limited to, public health, law enforcement, fire, school, and emergency medical services (EMS) personnel.

CR-4.2 Work with Skagit County and other local jurisdictions and agencies to develop recovery planning efforts.



CR-4.3 Strengthen relationships with Skagit County and municipal partners in an effort to identify incentives in coordination with Skagit PUD to improve water availability for rural landowners.

CR-4.4 Develop and implement a strategy to expedite the management of debris after a disaster to reduce the risks of subsequent fire, flood, injury, and disease.

CR-4.5 Ensure that the City's Comprehensive Emergency Management Plan and Emergency Response Plan responds to the impacts of climate change and identifies roles and responsibilities to support a sustainable economic recovery after a disaster.

CR-4.6 Establish regulations that incorporate best practices for reducing the risk of wildfire, extreme heat, flooding, and other hazards.

CR-4.7 Develop and implement a wildfire smoke resilience strategy in partnership with local residents, emergency management officials, regional clean air agency officials, and other stakeholders.

 CR-4.8 Develop and implement notification alerts within the community to reduce the risk of exposure to wildfire smoke and particulate matter.

Goal CR-5: Health & Well-Being. Protect community health and well-being from the impacts of climate-exacerbated hazards, prioritizing focus on overburdened communities in Sedro-Woolley, and ensure that the most vulnerable residents do not bear disproportionate health impacts.

 CR-5.1 Partner with the Skagit County Public Health and Community Services and other agencies to promote the use of health impact assessments and other tools to address the potential impacts of health, equity, and climate change on vulnerable communities.

CR-5.2 Develop and implement an urban heat resilience strategy that includes land use, urban design, urban greening, and waste heat reduction actions.

 CR-5.3 Assist vulnerable populations by identifying areas of greater need and seeking grant funding for necessary preparedness and improvement programs

 CR-5.4 Develop and implement a multi-hazard public awareness program.

Goal CR-6: Urban Tree Canopy Cover. Review the City's Codes and Plans to identify opportunities to incentivize urban tree canopy retention and enhancement to increase resilience.

 CR-6.1 Identify and implement strategies for reducing residential development pressure in the wildland-urban interface.

CR-6.2 Map and assess vulnerability to wildfire risk with technical assistance from state or federal resources.

CR-6.3 Coordinate with Washington Department of Natural Resources and other agencies to Reduce loss of private forestland through forest stewardship education and identify opportunities to expand incentives for forest landowners.

- CR-6.4 Encourage private landowners to increase the climate resilience through enhancement of tree canopy and stream habitats on their lands.

Goal CR-7: Ecosystems. Ensure the protection and restoration of streams, riparian zones, estuaries, wetlands, and floodplains to achieve healthy watersheds that are resilient to climate change.

- CR-7.1 Protect and restore watershed-scale processes, such as cool water contributions and water quality, to maximize the ecological benefits and climate resilience of riparian ecosystems.
- CR-7.2 Protect and restore riparian vegetation to reduce erosion, provide shade, and support other functions that improve the climate resilience of streams.
- CR-7.3 Restore floodplains and connectivity to improve the resilience of streams and rivers and reduce flood risk.
- CR-7.4 Increase aquatic habitat resilience to low summer flows by increasing water residence time, storing water on the landscape, conserving water, protecting groundwater, keeping waters cool, and protecting water quality.
- CR-7.5 Implement actions identified in restoration and salmon recovery plans to improve the climate resilience of streams and watersheds.
- CR-7.6 Protect and restore wetlands and corridors between wetlands to provide biological and hydrological connectivity that fosters resilience to climate impacts.

Goal CR-8: Water Resources. Coordinate with Skagit Public Utility District (PUD) to protect and preserve water quality and quantity from drought, extreme heat, and other hazards exacerbated by climate change.

- CR-8.1 Utilize water conservation methods and technologies in development of irrigation infrastructure within parks and recreation areas so as to foster climate resilience.
- CR-8.2 Coordinate with Skagit PUD to analyze water storage infrastructure within the City to ensure adequate back-up water supplies for use during droughts and disasters and identify investment needs.
- CR-8.3 Coordinate with Skagit PUD to review the current 10-year Water System Plan to inform necessary investments in the Capital Improvement Plan.
- CR-8.4 Coordinate with Skagit PUD to evaluate long-range demand forecast methods and models to ensure sufficient water supply in a changing climate.
- CR-8.5 Develop and implement a comprehensive drought resilience strategy that factors in projected climate impacts and sets action levels for different drought stages.
- CR-8.6 Manage water resources sustainably in the face of climate change through smart irrigation, stormwater management, preventative maintenance, water

conservation and wastewater reuse, plant selection, and landscape management.

- CR-8.7 Incentivize the use of green infrastructure and low-impact development to address increased storm intensities and stormwater runoff.
- CR-8.8 Prioritize strategies identified in the City of Sedro-Woolley Stormwater Action Plan to improve water quality and increase resilience to a changing climate.

Goal CR-9: Zoning and Development. Establish land use patterns that increase the climate resilience of the built environment, ecosystems, and communities.

- CR-9.1 Review land use maps and identify opportunities or barriers to responding to rapid population growth or decline, rebuilding housing and services after disasters, and other extreme climate impact scenarios.
- CR-9.2 Consider climate change impacts, such as extreme precipitation and increased winter streamflow, in floodplain management planning.
- CR-9.3 Encourage siting and planning for relocation of hazardous industries and essential public services away from the 500-year floodplain.

Goal CR-10: Transportation. Assess the local transportation system, including infrastructure, routes, and travel modes, to evaluate whether the system is able to withstand the impacts of extreme weather events and other hazards exacerbated by climate change.

- CR-10.1 Map transportation infrastructure that is vulnerable to repeated floods, landslides, and other natural hazards, and designate alternative travel routes for critical transportation corridors when roads must be closed.
- CR-10.2 Consider planning for relocation of transportation infrastructure that may be at high risk of flooding, landslides, and other natural hazards.
- CR-10.3 Identify locations susceptible to natural disasters and plan for appropriate infrastructure replacement
- CR-10.4 Coordinate with Skagit Council of Governments (SCOG), Washington State Department of Transportation (WSDOT), and other relevant agencies to enhance resiliency from flood-related impacts by evaluating the conceptual strategies identified for vulnerable road/highway segments.
- CR-10.5 Encourage robust circulation in the multi-modal transportation network to allow for alternative modes of transportation, such as walking, cycling, or rolling.

Goal CR-11: Infrastructure. Encourage land conservation or acquisition to protect infrastructure functions at risk of climate-related hazards.

- CR-11.1 ~~Consider acquiring properties or securing easements on land near infrastructure that is vulnerable to climate-exacerbated hazards and is, or may become, unsuitable for development. Prioritize high-risk areas, particularly those projected to experience future flooding, for ecological restoration and hazard mitigation purposes. Acquire properties or easements on properties that are vulnerable to climate-exacerbated hazards and are or will become unsuitable for development. Prioritize properties that are at high-risk of flooding in the future.~~
- CR-11.2 Consider planning for relocation or retrofitting of critical infrastructure that may be at high risk of flooding, landslides, and other natural hazards.

Goal CR-12: Wastewater Management. Protect and adapt critical infrastructure, including water and sewer facilities, to ensure resiliency to a changing climate.

- CR-12.1 Evaluate the long-term adequacy of water delivery infrastructure to ensure that changes in hydrological patterns (e.g., increases in flooding frequency or reduction of late-summer water availability associated with climate change) can be anticipated and managed effectively.
- CR-12.2 Evaluate potential increases in future flow projections for the City's wastewater treatment plant (WWTP) to increase resiliency and capacity over time.
- CR-12.3 Assess vulnerabilities of critical infrastructure within the floodplain and develop a plan for mitigating the risk of damage or loss, including considering relocation of facilities, retrofitting, or other strategies.
- CR-12.4 Invest in technologies that improve the efficiency of critical infrastructure.

Goal CR-13: Waste Management. Encourage the community to reduce, reuse, and recycle waste materials sustainably.

- CR-13.1 Identify opportunities in the City to minimize carbon emission impacts of building demolition with best available recycling strategies.
- CR-13.2 Encourage recycling of ~~all~~ paper, food, textile, and metal waste to the extent possible.

Goal CR-14: Buildings & Energy Resiliency. Evaluate whether energy infrastructure, including generation and transmission, is able to accommodate renewable energy opportunities and to withstand the impacts of severe extreme weather and other natural hazards worsened by climate change.

- ~~CRF~~-14.1 Work with energy utilities to improve the safety and reliability of infrastructure vulnerable to climate change.

- CR-14.2 Continue to require new subdivisions to bury electricity transmission lines and associated infrastructure to reduce damage from storms and wildfire ignition risks.

Goal CR-15: Economic Development. Support the creation of employment opportunities within Sedro-Woolley, particularly for residents that commute outside city limits, to reduce vehicle miles travelled (VMT).

- CR-15.1 Support the implementation of the goals and policies within the Economic Development Element of the Plan.



- CR-15.2 Promote a resilient local economy by identifying opportunities for diversification and supporting businesses in adapting to climate-related hazards. ~~Ensure that the local economy is resilient to climate-related hazards and fosters business opportunities.~~

- CR-15.3 Consider undertaking a comprehensive study assessing the feasibility of encouraging and expanding living wage employment opportunities within the city, with a focused analysis of existing structural, regulatory, and socio-economic barriers.

- CR-15.4 Encourage improving access to reliable, high-speed internet to facilitate working from home and increase educational opportunities or workforce training.

GHG Emissions Reduction Goals and Policies (Sub-Element)

In 2020, House Bill 2311 (HB 2311) was signed into law amending HB 2815 to bolster existing GHG emissions reduction goals consistent with the most recent climate change science to 45% below 1990 levels by 2030, 70% by 2040, and 95% by 2050, with a goal for net-zero economy by 2050. The findings are further supported by data from a community survey on household travel habits. Statewide VMT reduction benchmarks are codified in RCW 47.01.440 while GHG emissions reduction benchmarks are codified under RCW 70.94.151, 70.94.161, and 28B.50.273, in part.

City GHG emissions by sector were calculated with guidance from the International Council for Local Environmental Initiatives (ICLEI) and various other city-wide sources, as recommended by the Department of Commerce, which are documented in a GHG emissions report in *Appendix XX*. Transportation activities in the City generate roughly 115,360 million annual miles travelled and account for 34% of the City's emissions. Changes are needed to meet reduction targets for both VMT and GHG emissions. Opportunities include strategic land use planning in conjunction with transportation planning, and incentivizing electrification of transportation, building, and energy infrastructure. Grant funding and technical support are possible through State departments. The goals and policies in this sub-element support collaboration with regional and local stakeholders, pursue diverse grant funding opportunities, and local actions that can be taken to effectively reduce VMTs and GHG emissions.

Goal GHG-1: Encourage that buildings use renewable energy, conservation, and efficient technologies and practices to reduce greenhouse gas emissions.

- GHG-1.1 Support programs that encourage additional net-zero greenhouse gas emission features for all new residential and commercial structures.
- GHG-1.2 Maximize the use of renewable energy sources for the supply of electricity and heat to new and existing buildings.
- GHG-1.3 Incorporate energy efficiency in the design of retrofitted, remodeled, or new City facilities, to the extent feasible.
- GHG-1.4 Encourage energy efficiency in the design of retrofitted, remodeled, or new privately owned facilities.

Goal GHG-2: Prioritize the adaptive reuse of buildings, recognizing the emission-reduction benefits of retaining existing buildings.

- GHG-2.1 Encourage the preservation and reuse of existing buildings through incentives, such as expedited permit review.
-  GHG-2.2 Prioritize the preservation and weatherization of housing in overburdened communities, particularly at higher densities, to reduce emissions and increase resilience.

Goal GHG-3: Reduce vehicle miles traveled to achieve greenhouse gas reduction goals.

- GHG-3.1 Partner with WSDOT, Skagit Council of Governments (SCOG), and other agencies to support the implementation of travel demand management (TDM) programs and strategies.
- GHG-3.2 Create a safe, well-connected, and attractive bicycle and pedestrian transportation network to encourage active transportation.
- GHG-3.3 Identify existing barriers to providing connectivity of multi-modal trails, including a nexus between active bicycle and pedestrian pathways and open spaces.
- GHG 3.4 Evaluate where improvements can be made to improve shoulders, bike paths, and safe bicycle parking facilities and seek grant funding opportunities to increase connectivity.
-  GHG-3.5 Work with WSDOT and SCOG to develop and maintain mobility hubs in transportation-efficient locations, especially in overburdened communities experiencing a scarcity of transportation alternatives.
- GHG-3.6 Support active transportation and other multimodal types of transportation options in concurrency programs – both in assessment and mitigation.

***Mobility hubs** are places that integrate transit, walking, and bicycling with other services and amenities like bike share, car share, scooter share, parcel pick up and drop off and other services and amenities. The hubs are tailored to the needs of people in the community who do not use a privately owned vehicle, do not drive, and need first- and last-mile transit connections (Source: WSDOT).*

Goal GHG-4: Expand electric vehicle infrastructure.

- GHG-4.1 Incentivize electric vehicle charging infrastructure in all new and retrofitted buildings.
- GHG 4.2 Incentivize new development to install electric vehicle charging infrastructure during construction.

GHG 4.3 Coordinate with the City's Fire Department staff and Building Official to identify and reduce barriers to encouraging electric vehicle infrastructure.

Goal GHG-5: Improve the efficiency of transportation systems to reduce greenhouse gas emissions.

- GHG-5.1 Coordinate with Skagit Transit to improve transit speed, connectivity, frequency, coverage, reliability and expand transit stops, particularly near commercial and employment areas.

GHG 5.2 Prioritize permitting for transit-oriented development (TOD) proposals.

Goal GHG-6: Develop targeted campaigns for recycling material with the highest GHG reduction impact (e.g., paper, metal, food waste).

- GHG-6.1 Incentivize recycling of construction and demolition debris.

GHG-6.2 Use recycled materials in the construction of transportation and other infrastructure facilities.

GHG 6.3 Coordinate with the local job corps to create and sustain a business technical assistance program to increase recycling and reduce waste.

GHG 6.4 Increase education for composting programs to divert community organic waste from entering landfills.

Goal GHG-7: Maximize solar access of site design, where practicable, for new solar-ready residential and commercial buildings.

GHG-7.1 Incentivize installation of solar panels on buildings with large rooftops, as well as within or over parking areas.

Goal GHG-8: Reduce greenhouse gas emissions from the transportation sector.

GHG-8.1 Prioritize and promote public transit expansion and use through coordination of land use and transportation planning.

GHG-8.2 Prioritize converting public fleets to zero-emission vehicles.

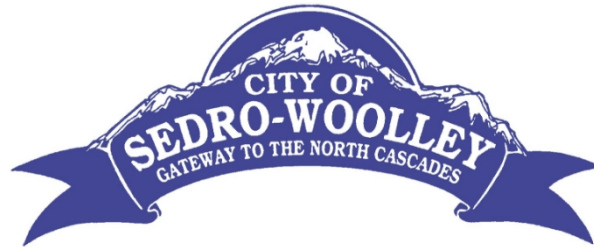
GHG-8.3 Implement multimodal transportation planning to reduce single-occupancy vehicle dependence and greenhouse gas emissions.

 **GHG Goal 9: Increase tree canopy cover to boost carbon sequestration, reduce heat islands, and improve air quality, prioritizing overburdened communities.**

GHG-9.1 Improve and expand urban tree canopy to maximize or conserve carbon storage.

GHG-9.2 Maximize tree canopy coverage in surface parking lots.

GHG 9.3 Identify opportunities to enhance and preserve existing urban tree canopy to maintain or increase their carbon concentrations and avoid conversion of carbon-rich ecosystems.



Planning Commission Agenda Item

Agenda Item No.: g.3.

Date: June 17, 2025

From: Thomas Glover, Community Development Director

Subject: Comprehensive Plan - Transportation Element, 2nd review

RECOMMENDED ACTION:

Review only, no action required/requested.

BACKGROUND/SUMMARY INFORMATION:

The required update to the Transportation Element of our Comprehensive Plan was completed by Transportation Solutions, Inc., the consultant selected by the City's Engineering Dept. to do this work.

FISCAL IMPACT, IF APPROPRIATE:

Not applicable at this time.

ATTACHMENTS:

1. DRAFT Transportation Element_2025-06-13



CHAPTER 4

Skagit River bridges in Sedro-Woolley by SounderBruce.

Transportation Element

Introduction

Transportation infrastructure has played a vital role in the history and growth of Sedro-Woolley from a logging community in the late 19th Century to its current role as a modern suburban city.

The proximity of the Skagit River and abundant timber and agricultural resources led to the rise of Sedro-Woolley as a river- and rail-based commerce hub from its incorporation in 1898. The 20th Century brought the rise of automobile travel, which led to the expansion of the city's transportation network to include Washington State Routes 9 and 20. The completion of Interstate 5 four miles to the west of Sedro-Woolley by the late 1960s provided another significant connection to the regional and statewide roadway network.

The expansion of Skagit Transit to Sedro-Woolley in 1994 introduced public transit connections to Mount Vernon and the broader Skagit County area. The Cascade Trail, converted from an abandoned freight rail corridor in the 1990s, created a 22.5-mile active transportation connection from Sedro-Woolley to the city of Concrete to the east.

Today, Sedro-Woolley's transportation network serves the diverse transportation needs of a growing population while continuing to serve significant highway and rail freight movement within and through the city. Additionally, Sedro-Woolley's proximity to recreational destinations in Skagit County, along the Skagit River, and along the North Cascades Highway (SR 20) positions the community as a gateway for tourism, generating significant seasonal recreational travel demand.

As Sedro-Woolley positions itself for the future, its transportation system will continue to develop and adapt to accommodate the needs of residents, businesses, visitors, and other users.

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The analysis, standards, goals, and policies described herein are consistent with the other Elements of this Comprehensive Plan, as required by the Washington State Growth Management Act (GMA).

Purpose

The Transportation Element provides a link between the Land Use Element and the transportation facilities and services needed to support growth over the next 20 years. The Element update focuses on transportation safety, mobility, and access for all travel modes, balancing the importance of maintaining vehicular operations with the need to maintain and enhance safe transportation options for pedestrians, bicycles, and users of other transportation modes.

The Transportation Element is a key component to the Sedro-Woolley Comprehensive Plan. It summarizes existing transportation conditions and defines a long-range vision for a transportation system which reflects the community's values, priorities, and transportation needs. This Element maintains consistency with current county, regional, and statewide transportation plans and policies as of May 2025.

Growth Management Act

The Transportation Element was prepared according to the requirements of the Washington State Growth Management Act (GMA). The GMA requires that the Transportation Element be consistent with other elements of the Comprehensive Plan, including the Land Use and Capital Facilities elements. If the capital facilities needed to support the forecasted 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 following sub-elements are required to be included in the Transportation Element, per RCW 36.70A.070:

- Land use assumptions used in estimating travel;
- Estimated multimodal level of service impacts to state-owned transportation facilities resulting from land use assumptions to assist in monitoring the performance of state facilities, to plan improvements for the facilities, and to assess the impact of land-use decisions on state-owned transportation facilities;
- Transportation facilities and services needs;
- A multi-year financing plan based on the identified transportation needs;
- Intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions;
- Demand-management strategies;
- Active transportation component to include collaborative efforts to identify and designate planned improvements for active transportation facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles.

Washington House Bill (HB) 1181, passed in 2023 and codified as RCW 36.70A.070, added several local agency transportation planning requirements to the GMA, including the following which were not mandatory prior to 2023:

- Transportation goals must encourage an efficient multimodal transportation system that will reduce greenhouse gas (GHG) emissions and per capita vehicle miles traveled (VMT)
- The forecast traffic demand must address forecasts of multimodal transportation demands and needs within cities and urban growth areas and forecasts of traffic demands and needs outside of cities and urban growth areas that balances transportation system safety and convenience to accommodate all users of the transportation system to safely, reliably, and efficiently provide access and mobility to people and goods.
- Estimated multimodal level of service impacts must also be included. Priority must be given to inclusion of transportation facilities and services providing the greatest multimodal safety benefit to the highest number of roadway users.
- The facilities and services needs under this element must include an inventory of active transportation facilities and multimodal level of service standards for all locally owned arterials, locally and regionally operated transit routes that serve urban growth areas, state owned or operated transit routes that serve urban areas, and active transportation facilities.
- An ADA Transition Plan must be adopted.

This Transportation Element satisfies all the adopted GMA requirements as of May 2025.

Plan Organization

The Transportation Element is organized as follows:

- Transportation System Inventory
- Existing Transportation Conditions
- Travel Forecasting
- Future Transportation System Needs
- Transportation Financing Plan
- Consistency with Other Agencies
- Goals and Policies

Study Area

The Transportation Element study area includes the city limits and adjacent unincorporated urban growth area (UGA).

Goals and Policies [In Progress]

The transportation goals and policies described below are intended to guide implementation of the City of Sedro-Woolley's transportation system vision. They provide a framework for decision-making related to transportation improvement projects and they will guide requirements related to transportation-related development requirements.

Vision: Encourage efficient multimodal transportation systems that are based on regional priorities and are coordinated with county and city comprehensive plans.

GOAL T1: 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 nonmotorized modes in the design of transportation projects. |
| Policy T1.4 | Improve arterial and collector streets identified as deficient in Level of Service according to the adopted design standard, as defined in 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: PROVIDE AN EFFICIENT STREET NETWORK THAT EMPHASIZES CIRCULATION AND ACCIDENT PREVENTION.

- | | |
|-------------|--|
| Policy T2.1 | Maintain a hierarchy of streets composed of principal arterials, minor arterials, major collectors, and local access streets. |
| Policy T2.2 | Support access management strategies for arterials and major collectors to reduce congestion and increase safety. |
| Policy T2.3 | Manage residential street connections, curb cuts and on- and off-street parking areas for minor arterials and major collectors |
| Policy T2.4 | Develop and improve a system of arterials and collectors that support local travel patterns without relying on SR 20. |

- Policy T2.5 Work with Skagit County to preserve right-of-way (ROW) for a future arterial street between Cook Road and F&S Grade Road serving the area west of the city's Urban Growth Area (UGA).

GOAL T3: TO BENEFIT SOCIAL WELLBEING 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 automobile 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 the adopted nonmotorized plan included in the Transportation Element.
- Policy T3.4 Provide streetlights in areas of high evening-hour pedestrian use.
- Policy T3.5 Provide crosswalks in accordance with the MUTCD and the Americans with Disabilities Act (ADA), which are clearly marked, to both driver and pedestrian. Additional measures, such as overhead signage, may be included as appropriate.
- 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 multifamily residential development consistent with proposed density.
- Policy T3.8 Consider the needs of future transit service when improving arterials and major collectors.
- Policy T3.9 Recognize the pedestrian as a principal user of the central business district (CBD). Encourage retail development and redevelopment in the CBD that appeals primarily to the pedestrian.
- Policy T3.10 Improve streets to provide safe and efficient access for emergency vehicles to and from the fire department, police department and United General Medical Center. Separate emergency vehicle loading areas from normal traffic routes to facilitate emergency access and avoid 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 vehicle-pedestrian hazards or conflicts.

GOAL T4: TO ENCOURAGE ALTERNATE MODES OF TRANSPORTATION IN ACCORDANCE WITH THE PRINCIPALS OUTLINED IN THE CITY'S ADOPTED COMPLETE STREETS RESOLUTION 952-17 AND SWMC CHAPTER 15.40.030.

- Policy T4.1 Establish a committee to review alternative transportation modes and facilities, and to propose strategies appropriate to Sedro-Woolley's anticipated growth and density. Alternative transportation modes may include walking, biking, and transit.
- Policy T4.2 Develop a system of regional and local shared-use paths which provide designated routes for active transportation. Design the system for use as both a commuting and recreation option. Compensate private property owners as needed, unless arrangements are made for a ROW dedication in lieu of a park fee.
- Policy T4.3 Encourage the use of non-single-occupancy vehicle (non-SOV) commuting modes, including but not limited to walking, carpooling, bicycling and public transit.
- 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 modes.
- Policy T4.7 Preserve the BNSF railroad right-of-way as a multimodal transportation corridor between Sedro-Woolley and upriver communities. Encourage non-SOV travel modes, including rail trolley and nonmotorized uses.
- Policy T4.8 Continue existing program to construct missing sidewalk links, repair existing sidewalks, and provide 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 (WSDOT) to provide public input on any plans concerning State Route 20 and State Route 9.
- Policy T5.2 Coordinate with Skagit County to provide public input on any plan concerning county roads within the UGA and roads connecting Sedro-Woolley to Interstate 5.
- Policy T5.3 Coordinate the Comprehensive Plan Transportation Element with WSDOT as required by RCW 36.70A.106.
- Policy T5.4 Coordinate with BNSF to provide public input on plans for the railroad right-of-way within the UGA.

- Policy T5.5 Encourage the return of the Sedro-Woolley to Concrete rail corridor to active rail use to promote revitalization of the city and east Skagit County.

GOAL T6: TO FUND AND IMPLEMENT TRANSPORTATION IMPROVEMENTS THAT SERVE THE CITY.

- Policy T6.1 Partner with WSDOT, Skagit County, and Skagit Council of Governments (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 UGA, consistent with the 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 prioritized.
- Policy T6.6 Support residential street improvements through Local Improvement Districts or similar mechanisms.

GOAL T7: TO PROVIDE AN ADEQUATE TRANSPORTATION SYSTEM CURRENT WITH THE TRAFFIC-RELATED IMPACTS OF NEW DEVELOPMENT.

- Policy T7.1 Maintain a minimum Level of Service (LOS D) standard on SR 20, SR 9, and primary arterials within the city and UGA.
- Policy T7.2 Maintain minimum LOS C standard on minor arterials and collectors within the city and UGA.
- Policy T7.3 Maintain the adopted Transportation Concurrency Management program to ensure adequate transportation facilities are available concurrent with development, as required by the Growth Management Act.

Transportation System Inventory

Roadway Network

Washington State Roadways

Three Washington State Department of Transportation (WSDOT) routes play a key role in the Sedro-Woolley roadway network. SR 20, an east-west arterial route, connects Sedro-Woolley with I-5 and Burlington to the west and the Cascade Mountains to the east. It is designated by WSDOT as a Highway of Statewide Significance (HSS). SR 9 is a north-south non-HSS arterial route which connects Sedro-Woolley with Mount Vernon to the south and Whatcom County to the north. Interstate 5 does not enter Sedro-Woolley city limits but provides a key north-south interstate highway corridor approximately four miles to the west of the city. Key state-owned roadways routes are described in greater detail in a subsequent section of this Transportation Element.

Skagit County Road Network

Several Skagit County collector roadways serve as key elements of the transportation system in the vicinity of Sedro-Woolley. County collectors link the city to nearby state routes, to other urban centers, and to recreational destinations. For example, Cook Road is a two lane east-west roadway which connects SR 20 in Sedro-Woolley to I-5 to the west, serving as a major freight route. Skagit County roads in the vicinity of Sedro-Woolley are included in the analysis described in this Element.

City Street Network

The city street network facilitates movement of people and goods within Sedro-Woolley. It serves a variety of travel modes, including passenger vehicles, bicycles, pedestrians, public transit, and wheeled mobility users. Subsequent sections in this Element describe the city street network in detail.

Functional Classification

Functional classification is the process by which roadways are grouped into classes according to the character of the service they are intended to provide. It provides a conceptual framework for identifying roadways' roles in serving the two primary goals of a roadway network: access to/from specific locations and travel mobility. Functional classes vary by managing agency, but generally include three broad categories: arterials, collectors, and local roads or streets.

In general, functional classification indicates a road's position on a spectrum between access and mobility. Arterials, for example, emphasize travel mobility at the expense of land access, while local streets emphasize direct land access with less focus on mobility.

The City of Sedro-Woolley has adopted a functional classification system which is consistent with the Federal Functional Classification (FFC) used by WSDOT. All public streets in the city are assigned one of four classes: principal arterial, minor arterial, major collector, or local access. The adopted functional classifications and their descriptions are provided in Table 1. A map of existing functionally classified routes in and near Sedro-Woolley is provided in Figure 1.

Table 1. Street Functional Classification System

Functional Classification	Description
Principal Arterial	• Serve corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel. • Serve highest traffic volume corridors and longest trip demands • Carry high proportion of travel on minimum of mileage • Interconnect major rural corridors to accommodate trips entering and leaving urban area and trips through an urban area • Typical AADT: 7,000 – 27,000 (Urban); 2,000 – 8,500 (rural)
Minor Arterial	• Link cities and larger towns and form an integrated network providing interstate and other inter-county service. • Serve trips of moderate length • Distribute traffic to smaller areas than those served by Principal Arterials • Provide more land access than principal arterials without penetrating neighborhoods • Provide connectivity between principal arterials and collectors • Typical AADT: 3,000 – 14,000 (Urban); 1,500 – 6,000 (rural)
Major Collector	• Provide land access and mobility in higher density areas • Penetrate residential neighborhoods, often for significant distances • Distribute trips between local roads & arterials, usually over a distance greater than $\frac{3}{4}$ mile • Operate with higher speeds and more signalized intersections than minor collectors • Typical AADT: 1,100 – 6,300 (Urban); 300 – 2,600 (rural)
Local Roads	• Provide direct access to adjacent property; • Provide access to higher systems • Carry limited or no through traffic • Typically serve short trips • Typical AADT: 80 - 700 (Urban); 15 - 400 (rural)

Source: *Guidelines for Amending Functional Classification in Washington State (WSDOT 2013)*

Principal Arterials

State Route 20 links the city to I-5 and Burlington to the west and the Cascade Mountains to the east. Within Sedro-Woolley, it is a two- to three-lane principal arterial with a 35-mph posted speed limit. Outside the city, to the west and to 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/Hodgin Street, State Street/Trail Road, SR 9, Ferry Street, and SR 9/Township Street. SR 20 is classified by WSDOT as a Highway of Statewide Significance (HSS). SR 20 is also classified by WSDOT as a T-3 freight route, carrying approximately 2.7 million tons of freight annually.

Minor Arterials

State Route 9 links Sedro-Woolley with Mount Vernon to the south and with Whatcom County to the north. Within the city, SR 9 is two- to three-lane minor arterial with WSDOT-maintained traffic signals controlling intersections with State Street, SR 20 (near Ferry Street intersection), and SR 20/Township Street. The posted speed on SR 9 is 40 mph to the south of SR 20 and 35 mph to the north of SR 9. SR 9 is designated by WSDOT as a non-HSS route. SR 9 south of SR 20 is classified by WSDOT as a T-3 freight route, carrying approximately 1.3 million tons of freight annually.

Cook Road is a minor arterial within city limits which provides an east-west connection between I-5 and SR 20 in Sedro-Woolley. It has three lanes and a speed limit of 35 mph within city limits. To the west of Sedro-Woolley, Cook Road is a two-lane road with a 50-mph speed limit.

F&S Grade Road is two-lane major collector outside of the city limits and a minor arterial within the city providing access to rural areas northwest of the city. The speed limit is 25 mph within city limits and 35 mph in the county.

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 Central Business District as well as other central neighborhoods. The roads provide two travel lanes with a 25-mph posted speed limit. All-way stop controlled intersections with flashing red signals are located at Metcalf Street, Puget Avenue, and the State Street/Township Street intersection. A flashing red-amber beacon is located at the minor-approach stop-controlled Third Street intersection.

Ferry Street is an east-west two-lane minor arterial which begins at Cook Road and connects to Township Street. Ferry Street provides access to the central business district. The speed limit is 25 mph and flashing all-way stop beacons are located at Metcalf Street and Puget Avenue.

Edward R. Murrow Street is a two-lane minor arterial which runs north-south from Cook Road to F&S Grade Road, providing a two-lane north-south connection parallel to SR 20 between Ferry Street and F&S Grade Road.

Major Collectors

The **John Liner Road/McGarigle Road** corridor provides an east-west connection parallel to SR 20 in northern Sedro-Woolley. The roadways are narrow two-lane major collectors with 25 mph speed limits. Jones Road and John Liner Road are currently separated by the BNSF railroad. The Transportation Improvement Program (TIP) identifies a series of projects which will provide a railroad undercrossing and upgrade of Jones Road to F&S Grade Road to extend this major collector corridor to the Jones Road/Trail Road corridor, providing an alternate east-west route to the north of SR 20.

North Fruitdale Road is a narrow two-lane major collector north of SR 20 with a 35-mph speed limit. It provides access to the SWIFT Center located in the former Northern State Hospital campus. North Fruitdale continues into Skagit County as a major collector and connects to SR 9 via Kalloch Road.

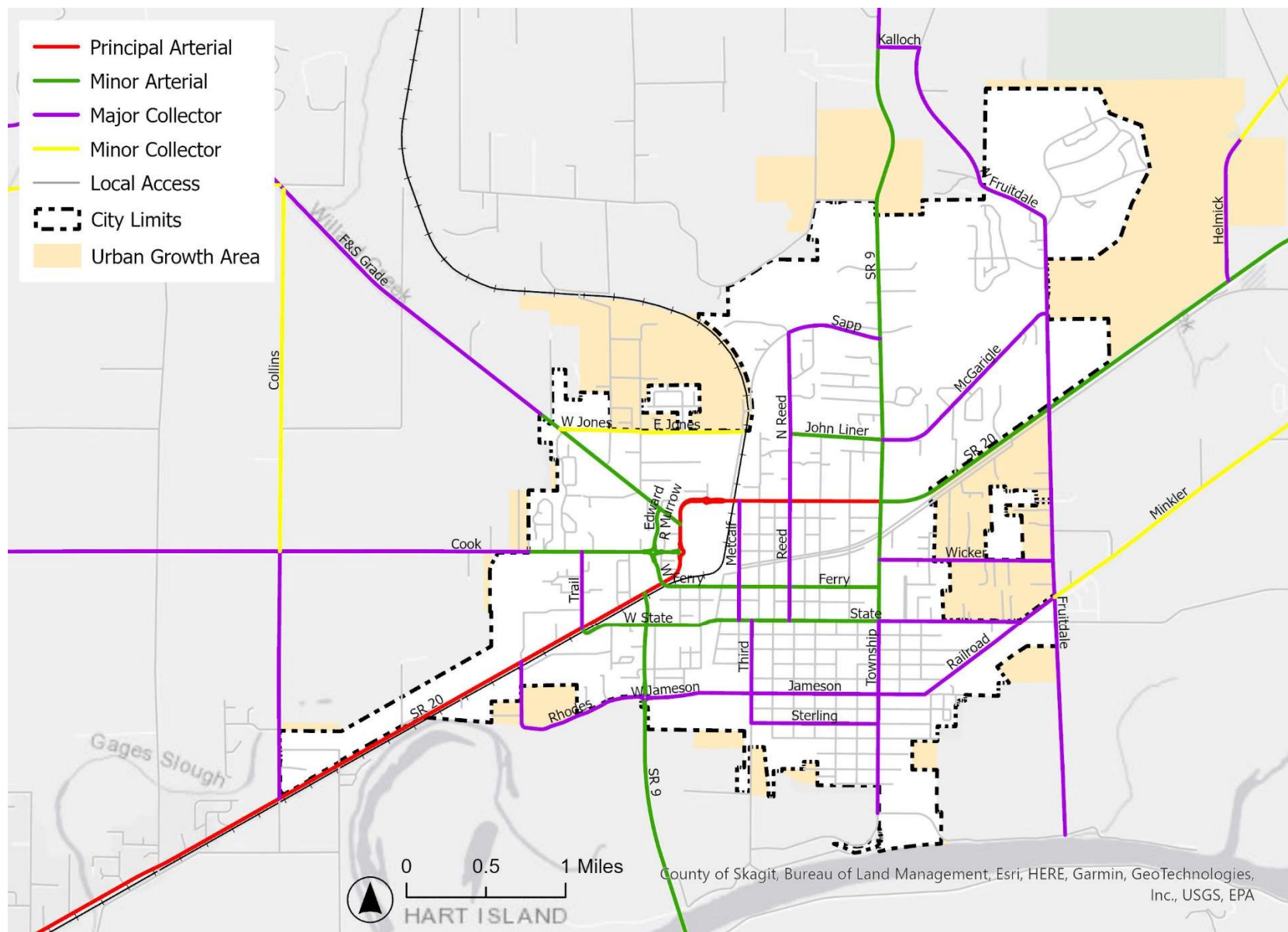


Figure 1. Existing Functionally Classified Roadways

Fruitdale Road south of SR 20 is a two-lane major collector with a 35-mph speed limit. This county road provides north-south access to the southeast part of the city and UGA parallel to the Township Street corridor.

Rhodes Road, Jameson Street, and Railroad Avenue form an east-west major collector corridor in the southern part of the city. The collectors provide two travel lanes with a 25-mph speed limit. They connect SR 20 on the west side of the city to SR 20 on the east side of the city via Fruitdale Road, and continue into Skagit County east of Sedro-Woolley via Minkler Road.

Trail Road provides access from SR 20 to Cook Road in western Sedro-Woolley. The Transportation Improvement Program (TIP) identifies a project which will extend the corridor north to connect with F&S Grade Road and Jones Road as part of the major collector system.

The following collectors have two lanes and a 25-mph speed limit: **Metcalf Street, Reed Street, Sapp Road, State Street** (east of Township Street), **Sterling Street, Third Street, and Wicker Road**.

Local Access Streets

Roadways not mentioned above are considered local access 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.

Public Transit Service and Facilities

Fixed-Route Bus Service

Skagit Transit operates four bus routes through Sedro-Woolley: Route 70X, Route 300, Route 301, and Route 305. The Sedro-Woolley Park and Ride serves as the city's transit hub and is served by each of the four bus routes. Transit service characteristics are described below. A map of fixed-route bus service is provided in Figure 2.

Route 70X provides service from Skagit Station to Concrete with stops in Sedro-Woolley, Lyman, and Hamilton. Route 70X runs six trips from Sedro-Woolley from 6:47 AM to 8:33 PM and four trips to Sedro-Woolley from 9:15 AM to 6:15 PM on weekdays. On Saturday, Route 70X runs two trips to and from Sedro-Woolley.

Route 300 provides service weekdays from 5:45 AM to 8:32 PM and weekends from 7:45 AM to 5:32 PM, with a 60-minute headway. Route 300 serves points of interest throughout the city with stops at Sedro-Woolley Park & Ride, Sedro-Woolley High School, and Cascade Job Corps.

Route 301 provides service from Sedro-Woolley Park & Ride to Chuckanut Park & Ride in Burlington with a stop at Peace Health United General Hospital. Service is provided from 5:45 AM to 8:40 PM on weekdays and 7:45 AM to 5:40 PM on weekends.

Route 305 provides service along SR 9 from Skagit Valley College in Mount Vernon to Sedro-Woolley Park & Ride. Route 305 operates with a 60-minute headway on weekdays from 7:40 AM to 7:37 PM and weekends from 8:14 AM to 5:37 PM. Exact departure times vary by direction of travel.

Park and Ride Lots

The Sedro-Woolley Park & Ride, located at the southeast corner of the Cook Road/Ferry Street roundabout, serves as the primary transit hub in Sedro-Woolley. It serves as a transfer point for the four fixed bus routes within the city and provides 32 off-street parking spaces. A second park and ride is located at SR 9 & State Street and provides 20 parking spaces.

Rideshare

Skagit Transit operates a fleet of 40 rideshare vans which are available to groups of commuters who share rides to common destinations, promoting cost-effective and sustainable transportation options which reduce traffic volumes on Skagit County roadways. Rideshare arrangements are coordinated through Skagit Transit at <http://www.skagittransit.org>.

Paratransit

Skagit Transit Paratransit serves people throughout Skagit County, including the City of Sedro-Woolley, who have disabilities or conditions which prevent them from using normal fixed-route bus service. Paratransit operates within $\frac{3}{4}$ mile of flex-route service. Skagit Transit operates 26 Paratransit vehicles which operate from 6:00 AM to 9:00 PM on the weekdays and 8:00 AM to 6:00 PM on weekends. More information can be found on Skagit Transit's website (<http://www.skagittransit.org>).

Freight and Rail Services

The arterial roadway system and the BNSF Railway 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 (SR 20, SR 9, and Cook Road) that lead into and out of the city. These roadways, along with the BNSF branch line 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 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
- Edward R. Murrow Street
- West State Street, State Street, and East State Street
- Township Street, Third Street, and River 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 inside city limits
- Metcalf Street (north of Ferry Street)
- Puget Avenue
- Garden of Eden Road (F & S Grade Road to East Jones Road)

In Washington State, the highway and roadway system is rated according to the amount of freight and goods that are carried by truck on the system. The Washington State Freight and Goods Transportation System (FGTS) is a ranking of roads in Washington State by annual gross freight tonnage carried. The FGTS classification system is as follows:

- T-1: Over 10 million tons per year
- T-2: Between 4 and 10 million tons per year
- T-3: Between 300,000 and 4 million tons per year
- T-4: Between 100,000 and 300,000 tons per year
- T-5: At least 20,000 tons carried in a 60-day period and less than 100,000 tons per year

The FGTS system is affected by changes in the economy, international trade, and the transportation industry such as changes in truck travel patterns, cargoes and tonnages. Revisions to the FGTS routes and tonnage classifications are developed by the agency having jurisdiction over the roadway segment.

Existing FGTS freight routes and their classifications are shown in Figure 3. Most of the designated freight routes through the city meet WSDOT T-4 designation. The major exception is 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.

Rail System

The railroad system within Sedro-Woolley is operated by BNSF Railway as the Sumas Subdivision, a branch line which extends from Burlington to Sumas at the US-Canadian border. The Sumas Subdivision includes six roadway-rail at-grade crossings within Sedro-Woolley:

- | | |
|-------------------------------|--|
| • Rhodes Road south of SR 20 | • W Ferry Street south of SR 9 |
| • State Street south of SR 20 | • Moore Street west of Metcalf Street |
| • SR 9 south of SR 20 | • Garden of Eden Road south of Stiles Lane |

In addition to the at-grade crossings, the Sumas Subdivision traverses a grade-separated crossing at Sapp Road. The Six-Year TIP identifies a planned extension of Jones/John Liner Road which will include a new railroad undercrossing west of Murdock Street.

A Rail Crossing Study completed by the Skagit Council of Governments in 2015 estimated that the rail crossings in the city will increase from 3-4 trains per day to 6-7 trains per day by 2040, with gate-down times at SR 9 and at Ferry increasing from 21 minutes to 64 minutes.

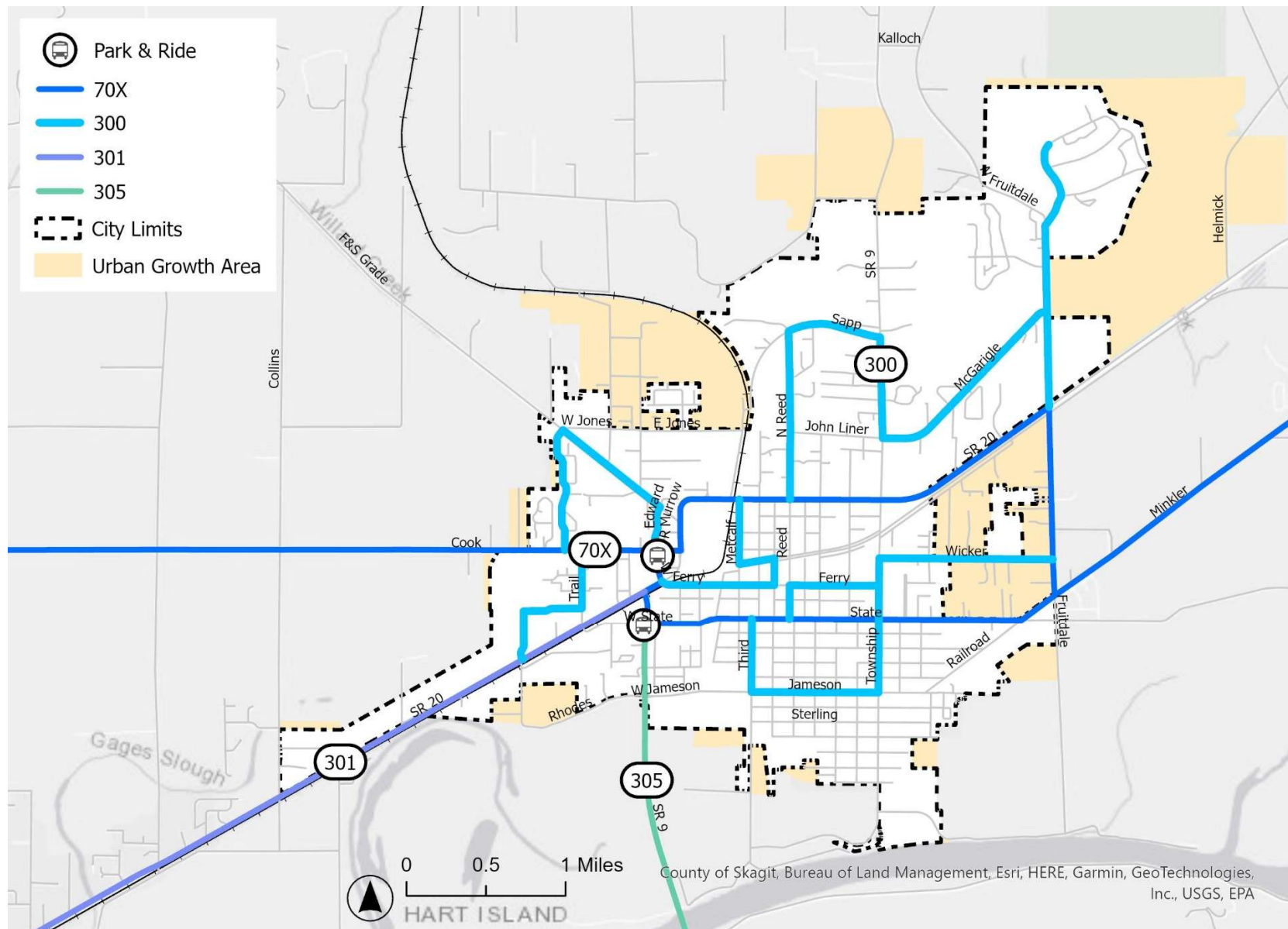


Figure 2. Existing Transit Services and Facilities

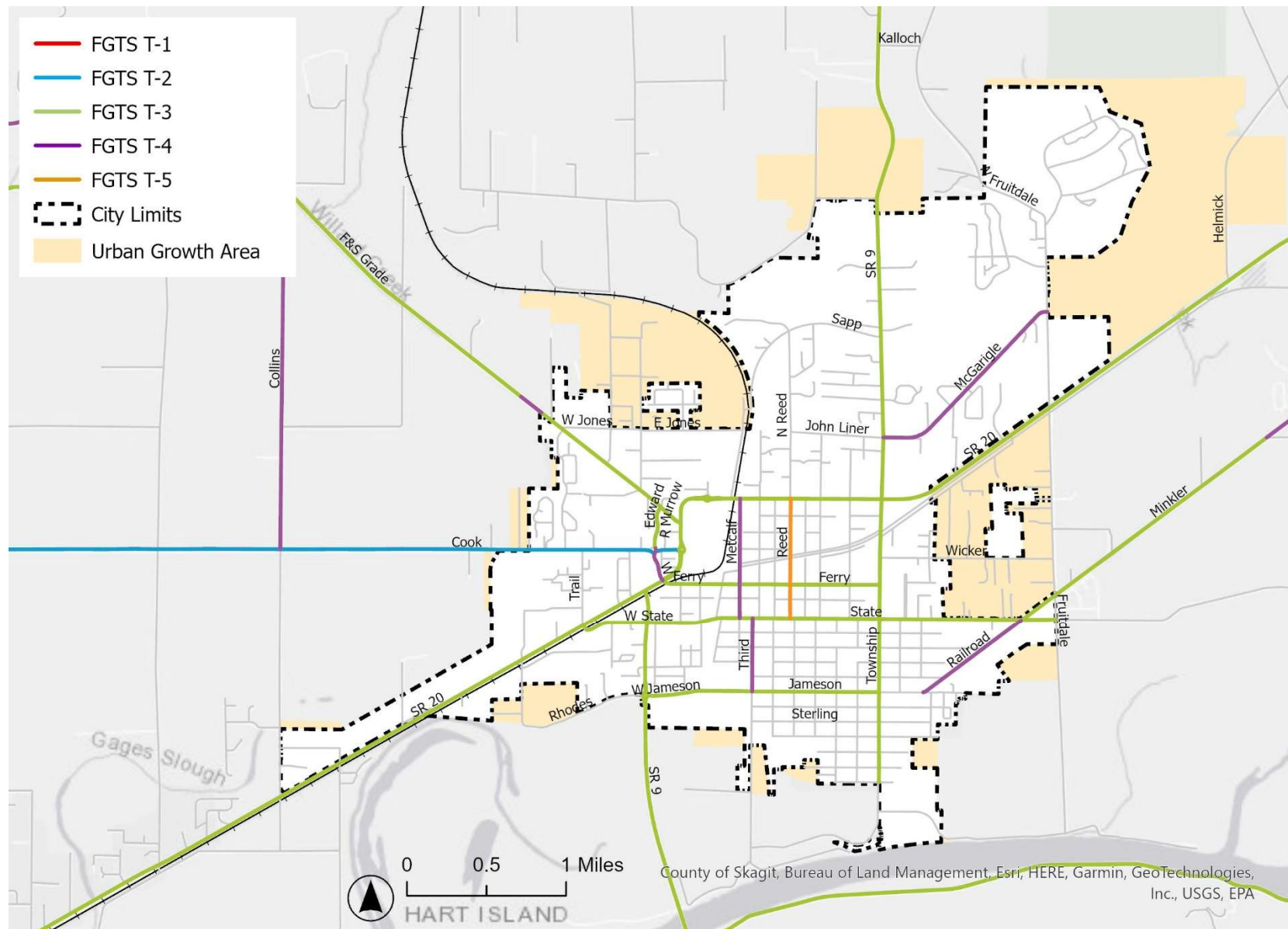


Figure 3. Freight and Goods Transportation System Routes

Active Transportation Facilities

Sedro-Woolley's Complete Streets policy promotes alternative methods of transportation that reduce the need for motorized travel, reducing congestion and pollution and promoting healthy alternatives to vehicular use. The Complete Streets concept includes consideration of pedestrian and bicycle facilities for all new street projects. The city's streets act as the primary facilities to accommodate pedestrians and bicyclists. Many of these streets have sidewalks to accommodate pedestrians, and the City has designated some roadways as formal bicycle routes. Along with regional trails, these facilities are used to promote active transportation throughout Sedro-Woolley.

Sidewalks

Sedro-Woolley's existing pedestrian system consists primarily of sidewalks within the public right-of-way. 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.

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 city core were built when the area was unincorporated Skagit County and were designed to rural arterial standards. No sidewalks exist on the rural roadways outside the city.

The City has an Americans with Disabilities Act (ADA) inventory and upgrade program to assess and repair portions of the sidewalk system that do not meet ADA accessibility standards.

Bike Lanes

Sedro-Woolley roadway design standards identify that new arterials will include separate bicycle facilities, as sidewalks are not a substitute for on-street bicycle facilities. On most streets, bicyclists currently share the road with motorized traffic or use paved roadway shoulders, where available. Bicyclists may also utilize the city's growing network of share-use paths, described in the following subsection.

Shared-Use Paths

The transportation network includes shared-use paths which support pedestrians, bicycles, and other forms of nonmotorized wheeled transportation along existing public street alignment. Shared-use paths exist on the north side of SR 20 from Hodgin Street to SR 9 North, on the north side of McGarigle Road from SR 9/Township Street to Fruitdale Road, and on the west side of Fruitdale Road from SR 20 to McGarigle Road.

The Six-Year TIP identifies planned shared-use paths on the north side of SR 20 from Hospital Drive/Sterling Road to Hodgin Street, on the north side of John Liner Road from N Reed Street to SR 9/Township Street, and on the south side of Jones Road from F&S Grade Road to Sapp Road.

Figure 4 shows the locations of existing sidewalks and shared-use paths on the functionally classified street system.

Recreational Trails

The **Cascade Trail**, a 23-mile-long rails-to-trails conservancy project, provides local and regional recreational bike access through Sedro-Woolley. The trail begins at Metcalf Street and continues east along SR 20 to Concrete. A trailhead at the southwest corner of SR 20 & Fruitdale Road provides off-street parking for recreational trail users. The Cascade Trail currently includes a paved section from Township Street to Helmick Road east of Sedro-Woolley. The route is identified in the Skagit County Parks and Recreation Plan

The American Association of State Highway and Transportation Officials (AASHTO) and WSDOT have designated several roadways through Sedro-Woolley as part of the United States Bicycle Route (USBR) system. These routes follow existing roadway alignment but are identified as priority corridors for safe and accessible bicycle travel:

- **United States Bike Route (USBR) 10, the Coast to Cascades Route** enters the west side of Sedro-Woolley along SR 20. The shared-use path along the north side of SR 20 allows bicyclists to remain separated from automobile traffic from the western city limit to W State Street. USBR proceeds east along State Street and into Skagit County via Railroad Avenue and Minkler Road. The 407-mile USBR 10 connects northern Washington state from Anacortes through Sedro-Woolley to the Idaho border at Newport, Washington.
- **USBR 87** extends from the Canadian border at Sumas south through Bellingham and Sedro-Woolley via F&S Grade Road, Edward R. Murrow Street, and SR 9. The route proceeds south of Sedro-Woolley along SR 9, ultimately connecting to the Centennial Trail in Snohomish County.
- **USBR 610**, an alternative route to USBR 10, follows SR 20 in Sedro-Woolley from W State Street to Township Street before proceeding south along Township Street to connect with E State Street.

Other trails in and near Sedro-Woolley which provide local recreational access are available at the Northern State Recreation Area, Riverfront Park, and the Tope Ryan Conservation Area.

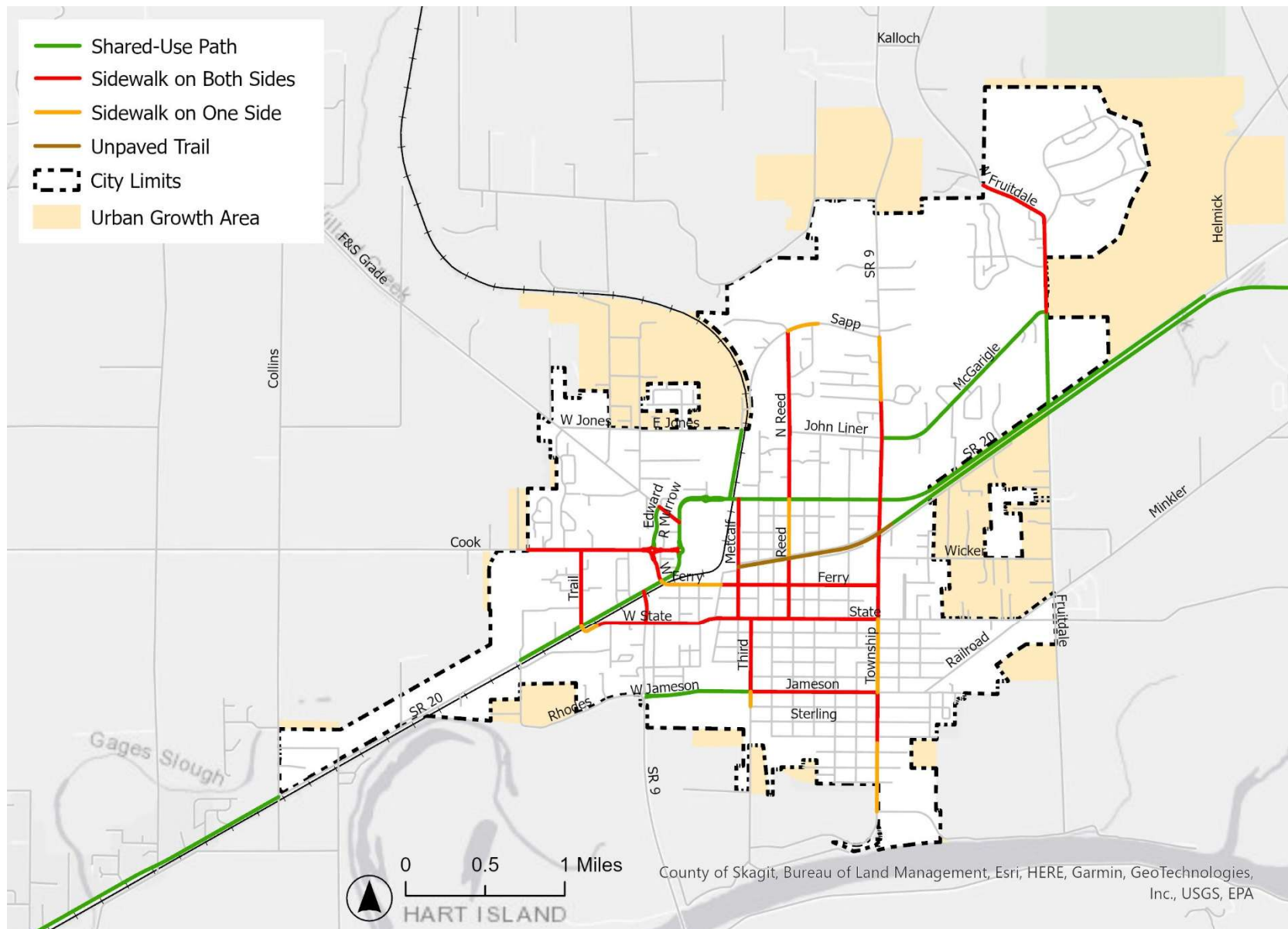


Figure 4. Existing Active Transportation Facilities

Existing Traffic Conditions

Traffic Volumes

Daily and PM peak hour traffic volumes were obtained from Skagit County, WSDOT, and recent counts. PM peak hour intersection turning movement counts for 45 intersections were collected in January 2024.

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.

The traffic count data collected for this transportation element were collected or adjusted in such a way as to account for the SR 20 winter closure. Turning movement counts were collected after the April 3 opening of SR 20 while daily traffic counts were compared against seasonally-adjusted WSDOT counts collected in and near the Sedro-Woolley study area.

Daily Traffic Volumes

Average daily traffic volumes were obtained from traffic counts collected by Skagit County in 2022 and by WSDOT in 2023. The daily traffic counts summarized herein include adjustments for seasonal variations in travel demand. SR 20 carries approximately 19,290 vehicles per day (vpd) at the west city limit. SR 20 volume increases to 20,130 vpd north of Cook Road. East of the city, traffic volumes on SR 20 decrease to 11,150 vpd. SR 9 serves 13,180 vpd at the south city limit and 5,590 vpd at the north city limit. Cook Road carries 14,190 vpd at the west edge of Sedro-Woolley.

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 47,830 vpd. This compares to 16,740 vpd entering/exiting the city to/from the east and north.

Daily traffic volumes indicate several important travel patterns that influence travel demand in and around Sedro-Woolley. First, the major travel patterns are oriented to/from the west to access I-5, Mount Vernon, Burlington and other regional destinations. Second, the travel patterns suggest 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.

PM Peak Hour Volumes

Intersection turning movement counts were collected from 4:00 – 6:00 PM at 45 intersections during the weeks of January 8 and January 15, 2024. Turning movement counts at each location were analyzed to identify the PM peak hour of travel, defined as the highest four consecutive fifteen-minute volume intervals during the afternoon peak period. This represents the one-hour period when traffic volumes on local roadways are typically at their peak, and generally corresponds to the period of rush hour

traffic with commuters returning home from work. Collected turn volumes were increased by 17 percent to reflect seasonal variations in travel demand, consistent with WSDOT guidance for roadways in areas with similar travel demand characteristics. Seasonally adjusted PM peak hour volumes at select locations are shown in Figure 5.

The PM peak hour volumes have consistent patterns with the daily volumes described above. The state highways have the highest traffic volumes with two-way volumes during the PM peak hour ranging from 700 vehicles per hour (vph) on SR 9 north of John Liner Road to approximately 2,260 vph on SR 20 east of Metcalf St. City arterials in the central business district generally serve between 200 and 400 vehicles during the PM peak hour, with the exception of State Street which serves just 740 vph in the downtown area.

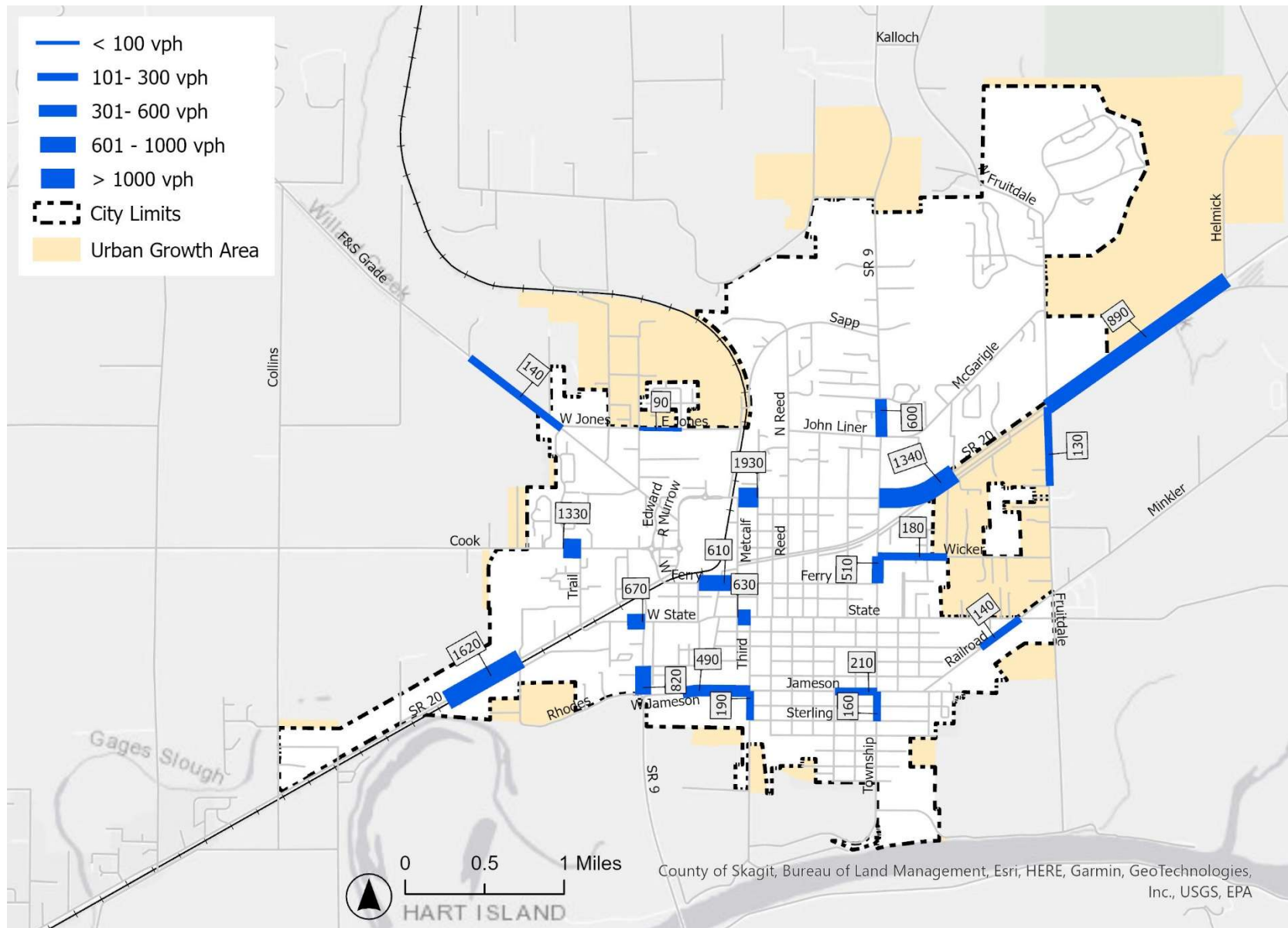


Figure 5. 2024 PM Peak Hour Traffic Volumes

Level of Service

Level of service (LOS) is a qualitative description of the operating performance of an element of transportation infrastructure such as a roadway or an intersection. LOS is typically expressed as a letter score from LOS A, representing free flow conditions with minimal delays, to LOS F, representing breakdown flow with high delays. The street and intersection LOS methodologies used in this Transportation Element are described below.

Street Segment Level of Service

Sedro-Woolley has adopted a multimodal street segment LOS standard which considers the impact of nonmotorized facilities on maximum service volume. These standards, shown in Table 2, are used to calculate capacity for arterial and collector streets in Sedro-Woolley.

The adopted street capacity standards use a base peak hour capacity which is based on the Transportation Research Board (TRB) Highway Capacity Manual (HCM) and similar methodologies used throughout the region. Base capacity is adjusted based on segment attributes including left-turn lanes, access restrictions, bike lanes, sidewalks, and on-street parking.

Left-turn lanes are estimated to add the capacity equivalent of one half through lane by removing major approach left-turn delay. Similarly, segments with limited access (e.g. physical or natural barriers) experience an increase of the equivalent of 70 percent of one through lane. Capacity reductions for lack of nonmotorized facilities are based on the principle that HCM capacity calculations assume fully-built urban street sections. Streets without sidewalks or bike lanes will force nonmotorized users into vehicle lanes, reducing vehicle capacity. The presence of on-street parking also reduces capacity slightly.

Table 2. Sedro-Woolley Street Capacity Standards

Functional Classification	Base Peak Hour Capacity (vphpl)	Capacity Adjustment (vph)				
		Left-Turn Lane	Access-Restriction	No Bike Lane	No Sidewalk	Street Parking
Principal Arterial	900	+450	+630	-90	-180	-45
Minor Arterial	800	+400	+560	-40	-80	-40
Major Collector	600	+300	+420	-30	-60	-30

Street segment LOS is based on the ratio of traffic volume to roadway capacity, or volume-to-capacity ratio, and can be described as a roadway's ability to serve all users. Segment LOS thresholds and definitions are shown in Table 3.

Table 3. Street Segment LOS Characteristics

LOS	Volume / Capacity	Description
A	≤ 0.60	Facility accommodates all modes of transportation. Vehicles experience free flow, with low volumes and high speeds
B	0.61 – 0.70	Stable flow, with traffic conditions beginning to restrict operating speeds. Drivers still have reasonable maneuverability between multiple lanes. All modes are accommodated
C	0.71 – 0.80	Fairly stable flow, but higher volumes more closely constrict speeds and maneuverability.
D	0.81 – 0.90	Approaching unstable flow, with tolerable operating speeds and limited maneuverability. Facilities without nonmotorized facilities and heavy pedestrian/bike volume may experience unstable flow.
E	0.91 – 1.00	Nonmotorized users in travel lanes will conflict with heavy vehicle volume and cause breakdowns in flow. Vehicles experience unstable flow with reduced operating speeds.
F	> 1.00	Facility is unable to accommodate all modes. Vehicles experience forced flow, operating under stop-and-go conditions

Intersection Level of Service

Intersection LOS is based on the average delay experienced by a vehicle traveling through an intersection. Delay at a signalized intersection can be caused by waiting for the signal or waiting for the queue ahead to clear the signal. Delay at unsignalized intersections is caused by waiting for a gap in traffic or waiting for a queue to clear the intersection.

Delay is defined differently for signalized and all-way stop controlled intersections than for two-way stop controlled (i.e. stop control on minor approach) intersections. For signalized and all-way stop controlled intersections, level of service thresholds are based upon average control delay for all vehicles using the intersection. For two-way stop-controlled intersections, delay is reported for the movement with the worst (highest) delay. Table 4 identifies LOS delay thresholds for signalized and unsignalized intersections.

Table 4. Intersection Level of Service Thresholds

LOS	Signalized Delay (sec/veh)	Unsignalized Delay (sec/veh)
A	≤10	≤10
B	>10 – 20	>10 – 15
C	>20 – 35	>15 – 25
D	>35 – 55	>25 – 35
E	>55 – 80	>35 – 50
F	>80	>50

Level of Service Standards

Sedro-Woolley has adopted street segment and intersection 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
- Minor Arterials LOS C
- Major Collectors LOS C

Minimum LOS for State facilities are set by WSDOT. SR 20 is designated by WSDOT as a Highway of Statewide Significance (HSS) and is assigned minimum intersection LOS D. This is consistent with the City’s LOS D standard for principal arterials. The City is not required to apply concurrency standards to developments impacting State routes. The City may, however, require developments to mitigate their traffic impacts to state highways through SEPA or transportation impact fees.

SR 9 is classified as a minor arterial both north and south of SR 20. The City applies a minimum LOS C standard, which is more stringent than the WSDOT minimum LOS D standard for SR 9.

The City’s LOS C standard for other secondary and major collectors reflect the City’s desire to minimize peak hour congestion and reduce the potential for cut-through traffic on neighborhood and local access streets.

Analysis Methodology

Intersection delay and LOS for signalized and stop-controlled intersections were calculated in Synchro software using Highway Capacity Manual 6th Edition methodologies and analysis parameters identified in the WSDOT “Synchro & SimTraffic Protocol.” Roundabout delay and LOS were calculated in Sidra Intersection software using analysis methodologies and parameters described in the WSDOT “Sidra Policy Settings.”

Intersection LOS was analyzed for 45 collector and arterial intersections citywide. Segment LOS was analyzed for every collector and arterial street segment in Sedro-Woolley.

Level of Service Results

Three street segments within city limits operate below their minimum LOS standard. All LOS-deficient street segments are located on SR 20. Street segment LOS deficiencies are identified in Table 5.

Table 5. 2024 Street Segment LOS Deficiencies

ID	Name	Functional Classification	LOS Std.	LOS (V/C)
2001	SR 20 (Collins Rd to Rhodes Rd)	Principal Arterial	D	E (0.95)
2009	SR 20 (Metcalf St to Reed St)	Principal Arterial	D	F (1.00)
2010	SR 20 (Reed St to Township St)	Principal Arterial	D	E (0.91)

Three intersections within city limits operate below their minimum LOS standard. All intersection deficiencies are located on state highways. Intersection LOS deficiencies are identified in Table 6 and shown graphically in Figure 6.

Table 6. 2024 Intersection Level of Service Deficiencies

Intersection	Control Type ¹	Delay ² (s/veh)	LOS
N Cascades Hwy (SR 20) & Metcalf St.	TWSC	39.2	E
N Cascades Hwy (SR 20) & Reed St.	TWSC	44.8	E
N Township St. (SR 9) & John Liner Rd./McGarigle Rd.	TWSC	37.6	E

¹TWSC = Two-Way Stop Control; AWSC = All-Way Stop Control; RAB = Roundabout; Signal = Signalized
²Average control delay for all movements. For TWSC, delay is reported for the movement with the worst (highest) delay.

Safety Performance Analysis

Crash history data for the five-year period from 2020 through 2024 was reviewed on all public roadways in Sedro-Woolley. A total of 669 crashes, including two fatal crashes and 10 serious injury crashes, were reported during the five-year study period. The reported fatal injury crashes are described below.

- On April 30, 2020, a vehicle traveling eastbound on Warner Street struck a vehicle traveling northbound on Township Street. The driver of the eastbound vehicle suffered fatal injuries. Drugs and high speed were cited as contributing factors.
- On March 29, 2022 a vehicle traveling eastbound on State Street near 7th Street left the travel lane and struck a parked vehicle. The driver of the eastbound vehicle suffered fatal injuries. Driver distraction was cited as a contributing factor.

Four bicycle-involved crashes and six pedestrian-involved crashes were reported. One pedestrian-involved crash resulted in serious injuries.

The predominant crash types during the five-year study period were entering (27%) and rear-end (26%) collisions. Parked vehicle collisions also constituted 16 percent of all crashes. The total number of crashes increased from 112 in 2020 to 155 in 2024.

A crash heat map, including identification of serious injury and fatal crashes during the 2020-2024 period, is provided in Figure 7.

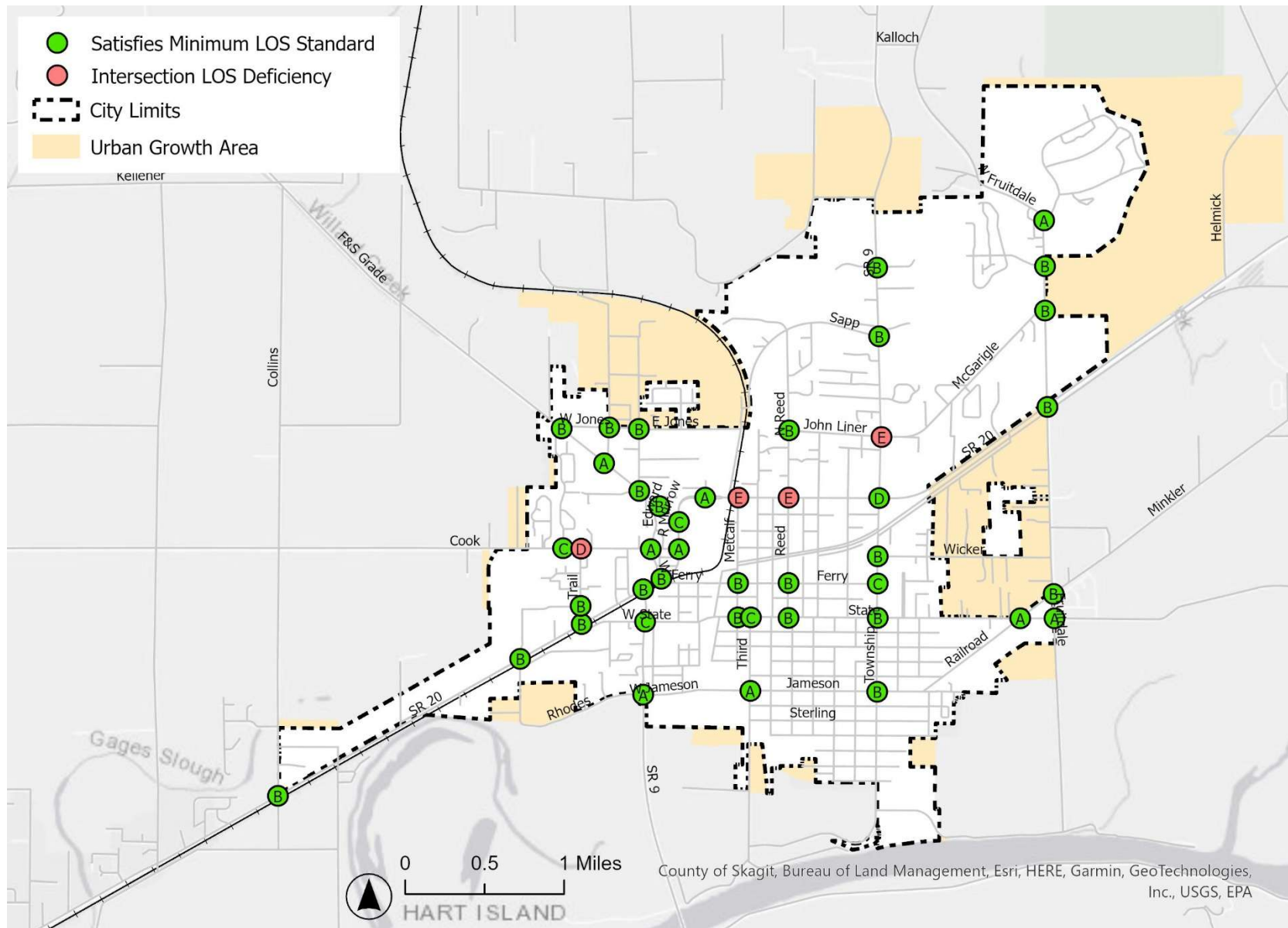


Figure 6. 2024 PM Intersection Levels of Service

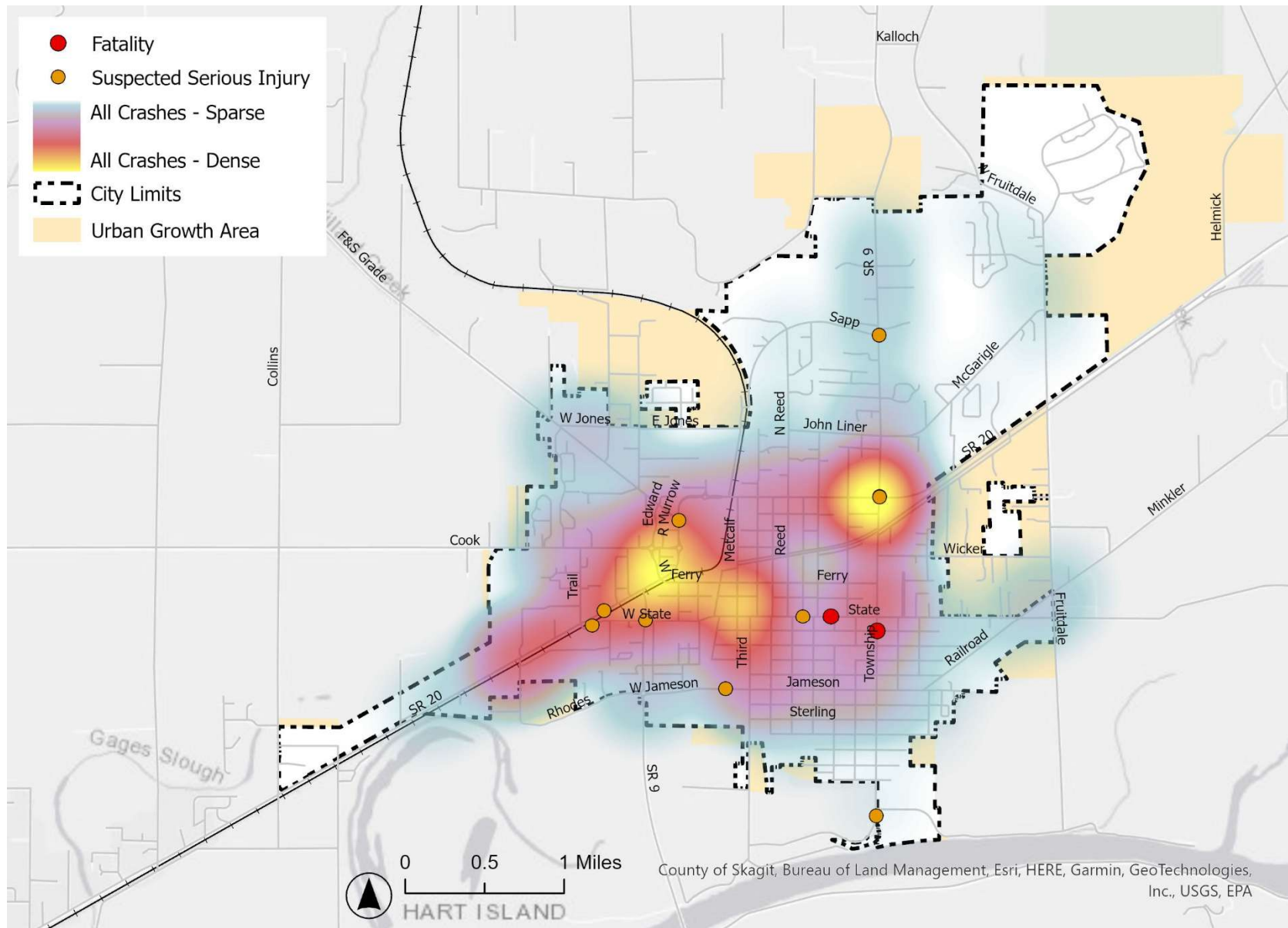


Figure 7. 2020-2024 Crash History

Travel Demand Forecasting

This section summarizes the methods, assumptions, and findings of the Sedro-Woolley travel demand model. The travel demand model incorporates the latest development inventories and forecasts, transportation facilities, and travel behavior patterns in the city. It reflects a snapshot of travel patterns in and near Sedro-Woolley during a weekday afternoon one-hour period. The forecasts generated by the travel demand model are the basis for the future conditions analysis and transportation improvement needs recommendations described later in this Transportation Element.

Land Use Assumptions

Existing and future land use constitute a fundamental component of the travel demand forecasting process. The locations, types, and quantities of land use in and near Sedro-Woolley determine the travel patterns that impact local, county, and state roadways, and the capital improvements that will be needed to support future growth.

Land use was modeled using three residential and nine non-residential categories. Residential uses were expressed in terms of dwelling units and non-residential categories were expressed in terms of employees, except for park and recreation land which was expressed in terms of acres. Modeled land use categories are summarized in Table x.

An inventory of 2024 land use was developed using Skagit County Assessor tax parcel data and validated using the land capacity analysis summarized in the Land Use Element of this Comprehensive Plan. Year 2045 development forecasts were modeled consistent with the Land Use Element and included 4,000 new residents and 2,399 new employees. Residential and employment forecasts were spatially distributed according to the City's 2025 Land Capacity Analysis (LCA).

Travel Demand Forecasting Methodology

Sedro-Woolley maintains a travel demand model which is regularly updated and utilized for transportation planning, policy development, and concurrency management. The Sedro-Woolley model was initially developed in 2015 based on the SCOG travel demand model. It has been maintained and regularly updated since then to reflect changes in development patterns, transportation improvement projects, and travel behavior. The key methods and assumptions of the travel demand model are described below.

Transportation Network

The travel demand model contains a digital representation of all functionally classified streets and most local public streets within city limits and the UGA, in addition to state and county roadways that impact transportation access and mobility within Sedro-Woolley. Street segment and intersection characteristics, including roadway alignment, intersection control devices, lane channelization, turn restrictions, free-flow speeds, and signal timings, were coded to the model based on observations obtained from field review, aerial imagery, and data provided by WSDOT, SCOG, and Skagit County.

Turn capacities and volume-delay functions were modeled using *Highway Capacity Manual 6th Edition* methodologies for signalized and stop-controlled intersections, and the TRL/Kimber capacity methodology for roundabouts.

Link capacities and volume-delay functions were modeled based on planning-level Highway Capacity Manual capacity concepts, consistent with the SCOG travel demand model.

Transportation Analysis Zone Structure

Transportation Analysis Zones (TAZs) are the geographic units used by a travel demand model to represent land use and to generate trips into and out of the transportation network. Each TAZ's land use determines the number of trips generated by the TAZ.

Internal zones include defined geographic areas which represent housing and employment in and near the City and UGA. Internal TAZ boundaries were defined based on Census 2020 block boundaries and refined based on city limits and zoning. Fifty-five of the model's 94 TAZs are located within city limits.

External zones represent trips entering and exiting the model area via major access routes. The model's seven external TAZs include state routes SR 20 and SR 9 as well as county access routes such as Cook Road and F&S Grade Road. In contrast to internal TAZs which are based on defined geographic areas, external TAZs represent vehicle trips crossing a specified point, typically determined via traffic count. A portion of the trips generated by an external zone connect with internal TAZs, while the remainder of the trips interact with other external zones outside the planning area. These external-to-external trips have neither an origin nor destination within the study area, yet they pass through the study area, impacting the transportation network

Three-Step Modeling Process

The travel demand model uses a three-step process to calculate vehicle traffic volumes from land use. The following section summarizes each step of the three-step process.

TRIP GENERATION

In the first step of the travel demand modeling process, the number and purpose of vehicle trips generated by each TAZ are calculated. The model includes three trip purposes:

- Home-Based Work (HBW): Trips with one end at the traveler's home and the other end at the traveler's place of employment
- Home-Based Other (HBO): Trips with one end at the traveler's home and the other end at somewhere other than the traveler's place of employment, e.g. shopping trips
- Non-Home-Based (NHB): Trips without an end at the traveler's home

Modeled trip generation rates were based on PM peak hour trip rates published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual 11th Edition* and calibrated to reflect 2024 traffic counts.

TRIP DISTRIBUTION

In the second step of the travel demand modeling process, each generated trip is distributed from an origin TAZ to a destination TAZ. The trip distribution procedure uses a “gravity” model, which is based on the theory that the attraction between two bodies is directly proportional to the bodies’ masses and inversely proportional to the distance between the bodies. In travel demand modeling, a TAZ’s “mass” is represented by the number of trips generated by the TAZ while the distance is typically represented by travel time. The trip distribution process results in a trip table, or origin-destination matrix, for each modeled trip type. The Sedro-Woolley trip distribution model was calibrated using guidance identified in the National Highway Cooperative Research Project (NCHRP) *Report 716* and based on historical rates used in the SCOG travel demand model as well as prior Sedro-Woolley model updates.

TRAFFIC ASSIGNMENT

The traffic assignment step consists of finding the optimal route from each vehicle trip’s origin to destination. Traffic assignment is an iterative process which begins by calculating the shortest travel-time route from each origin to destination based on free-flow conditions. Trips are then loaded into the transportation network model, traffic delay is calculated based on the initial assignment result, and traffic is reassigned based on the updated shortest paths. This process is repeated until an equilibrium condition is achieved, in which each trip finds an optimal route from its origin to its destination via the fully-loaded (congested) transportation network.

Travel Demand Model Calibration

Travel demand model calibration consists of adjusting model inputs and procedures to allow model outputs to better reflect observed travel behavior, such as traffic counts. This critical step of the travel forecasting process may involve adjusting trip generation rates, gravity model parameters, volume-delay functions, and other model parameters. A well-calibrated model, when populated with land use and street network data that existed at the time traffic counts were collected, will generate traffic volumes that closely correlate with traffic counts. Calibration errors should be minimal and evenly distributed to consider a model “validated” and therefore suitable for use in concurrency tests, planning, and design studies.

The travel demand model was calibrated according to best practices identified in National Cooperative Highway Research Program *Report 765: Analytical Travel Forecasting Approaches for Project-Level Planning and Design* (TRB 2014) and *Travel Model Validation and Reasonableness Checking Manual Second Edition* (FHWA 2010). A total of 294 PM peak hour volume count locations were used as reference points for model calibration. The 2024 model traffic volumes were checked against the 2024 traffic counts and model inputs were adjusted to improve the correlation between the modeled volumes and traffic counts. The resulting model yielded a correlation coefficient (R^2) of 0.98 and a mean relative error of 11 percent, indicating a well-calibrated forecasting tool.

Future Transportation System Needs

The Transportation Element provides a long-range strategy for the City of Sedro-Woolley to address current and future transportation needs, implement transportation goals and policies, and achieve the community's transportation vision. The Element is based upon an analysis of the existing transportation system, forecasts of future travel demand, the anticipated availability of resources, and the desire of the community to create an efficient transportation system that prioritizes community livability.

Roadway Standards

The Sedro-Woolley Public Works Construction Standards, with which all new development must comply, are defined in SWMC 15.40. The standards include items such as right-of-way needs, pavement width, and type and design of active transportation facilities. The standards support the City's goals in providing adequate facilities to meet the community's multimodal mobility and safety needs. 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 Sedro-Woolley.

These standards have been used as one criterion for evaluation of transportation system needs. Many existing roadways are not constructed to these standards. Roadways in the UGA are typically rural in nature with few urban features.

Future Level of Service Deficiencies

Jones-John Liner-Trail Road Corridor Project

The Jones-John Liner-Trail Road Corridor Project is a multi-phase transportation improvement project which will create a new east-west alternative route to SR 20 through Sedro-Woolley. The corridor will reduce travel demand on SR 20, improving safety and operations along the state route. It will also improve access to existing and future development to the north of SR 20, make fish passage improvements to existing culvert crossings, provide opportunities for economic development, and add a new shared-use path along the length of the corridor. The corridor has been the focus of a multi-year planning process which has demonstrated its necessity to achieve the City's vision of a safe, accessible, and robust multimodal transportation network. As such, the travel demand and intersection operations forecasts described in this Transportation Element assumed completion of the corridor.

The corridor project consists of 15 phases, summarized in Table 7, three of which have been completed as of 2025, with others awarded state or federal grant funding. Collectively, the improvements will provide a contiguous corridor from Cook Road extending north to Jones Road, proceeding east to include a grade-separated crossing of the BNSF railroad before intersecting Township Street (SR 9) at McGarigle Road. A map of the Jones-John Liner-Trail Road Corridor is shown in Figure 8.

The corridor will reduce traffic volume on SR 20 by up to 315 vehicles per hour (vph) during the weekday PM peak hour, or approximately 3,150 vehicles per day (vpd) during the average weekday, while providing travel opportunities for all modes through dedicated bicycle and pedestrian facilities.

Table 7. Jones-John Liner-Trail Road Corridor Project Phases

TIP ID	Project	Year of Completion
-	N Trail Road (F&S Grade Rd to Jones Rd)	2021
-	BNSF Undercrossing Phase 1	2021
-	Township St (SR 9) & John Liner/McGarigle Roundabout	2025
D	Trail Rd Extension (Cook Rd to Bucko Avenue) (Developer improvement)	2025
04-01	Jones/John Liner RR Undercrossing (Reed St to Sapp Rd)	2026
25-06	Sapp Road RR Undercrossing Closure	2026
04-03	John Liner Rd Arterial Improvements (Township/SR 9 to Reed St)	2027
04-04	John Liner Rd Bike/Ped Improvements (Township/SR 9 to Reed St)	2027
04-08	Jones Road Improvements Phase 1 (Sapp Rd to Cambridge St)	2029
20-03	Patrick Street Improvements (Brickyard Creek to Jones Road)	2030
04-10	Jones Road Improvements Phase 2 (Cambridge St to Trail Rd)	2030
20-04	Trail Road Impr. Phase 1 (F&S Grade Rd to Bucko Avenue)	2030
04-11	Trail Road & Cook Road Intersection Improvements	2031
04-12	Jones Road Improvements Ph. 3 (Trail Rd to F&S Grade Rd)	2031
D	Patrick Street Extension (SR 20 to Brickyard Creek)	TBD

D = Improvement will be provided by development

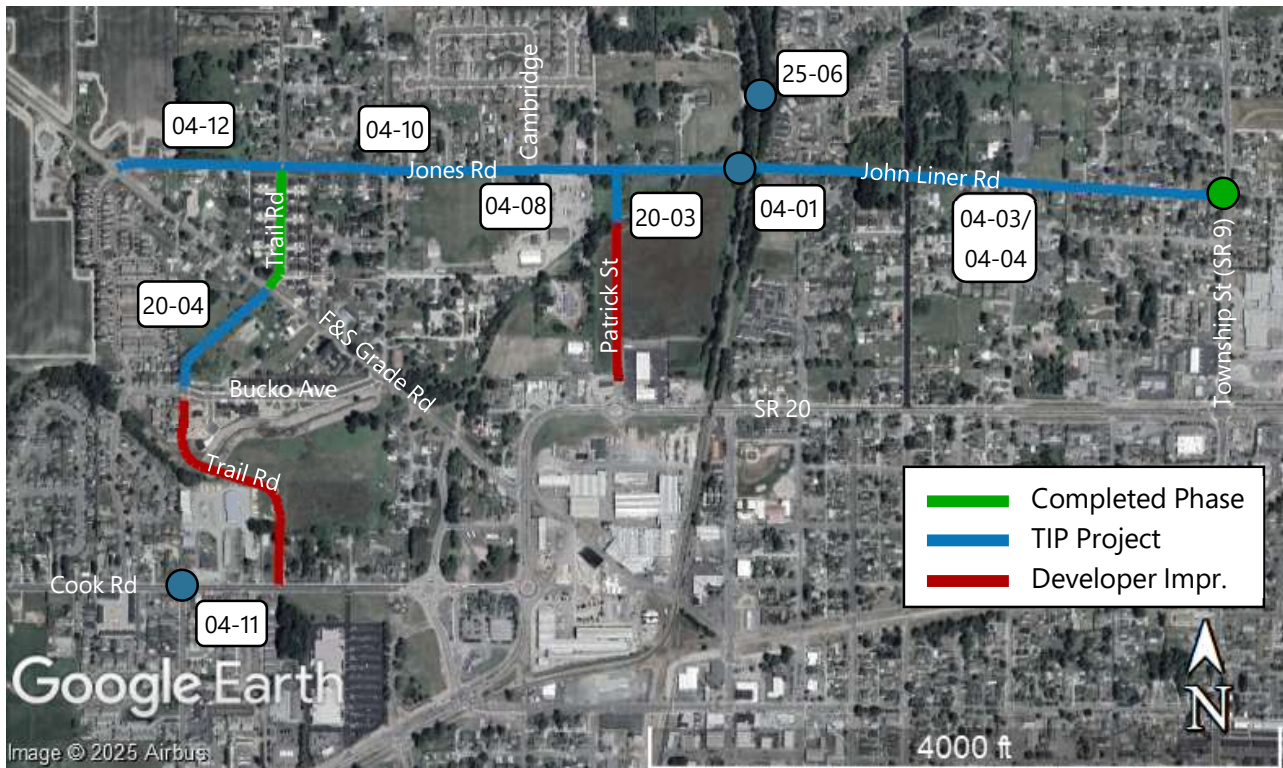


Figure 8. Jones-John Liner-Trail Road Corridor Project

Level of Service Results

By 2045, assuming completion of the Jones-John Liner-Trail Road Corridor, Level of Service deficiencies will be present on one street segment and one intersection in city limits.

SR 20 from Collins Road to Rhodes Road will operate at LOS F with a volume-to-capacity (v/c) ratio of 1.04, indicating oversaturated conditions. Mitigation may include the construction of a shared-use path parallel to SR 20 to provide physical separation between vehicles and nonmotorized travelers. This pathway has been identified as a planned two-phase project in the City of Sedro-Woolley 2026-2031 Six-Year Transportation Improvement Program (TIP), consisting of projects #SW04-02 and #SW04-05.

The intersection of SR 20 and Reed Street will operate at LOS F due to left-turn delay on the stop-controlled minor street (Reed Street) approaches. Mitigation may include construction of a new traffic signal or roundabout, a project which has been identified in the 2026-2031 TIP as #SW04-13.

The Jones-John Liner-Trail Road Corridor project will mitigate existing (2025) LOS deficiencies on two segments of SR 20 and at two intersections: SR 20 & Metcalf Street and Township Street (SR 9) & John Liner Road/McGarigle Rd, was being reconstructed as a single-lane roundabout at the time of this Transportation Element update.

Transportation Improvement Projects

The transportation improvement projects identified in Table 8 are necessary to maintain minimum intersection and street segment LOS standards within city limits through 2045, assuming completion of the multiphase Jones-John Liner-Trail Road Corridor project.

Table 8. Transportation Improvement Projects Required to Mitigate 2045 LOS Deficiencies

ID	Project Name	Description
04-02	SR 20/Cascade Trail West Extension Ph.2A (Holtcamp to Hodgkin)	Shared-use pathway
04-05	SR 20/Cascade Trail West Extension Ph.2B (Holtcamp Rd to Collins Rd)	Shared-use pathway
04-13	SR 20/Reed Street Intersection Improvements	New traffic signal

Transit Service Improvements

Transit service in the Sedro-Woolley area is provided by Skagit Transit. The Sedro-Woolley transportation plan has been coordinated with Skagit Transit's 2024-2029 Transit Development Plan (TDP), which provides a framework to guide Skagit Transit's service delivery through 2029. Transit service in Sedro-Woolley is focused on the SR 20 corridor which connects Sedro-Woolley and communities to the east and west. SR 20 also connects Sedro-Woolley 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 single-occupancy vehicle travel. Transit service to Sedro-Woolley's park-and-ride lots will become increasingly important in providing commuters with access to transit and ridesharing alternatives.

The 2024-2029 TDP identifies plans to add 20 rideshare vans to the Skagit Transit fleet by 2029. The expansion of the rideshare fleet will increase opportunities for Sedro-Woolley commuters to vanpool, reducing single-occupancy vehicle demand and improving transportation system efficiency.

The City encourages Skagit Transit to consider increasing the service frequency of existing transit routes as growth occurs. Increased service will make transit a more attractive alternative to driving alone. In addition, the following transit improvements are recommended:

- **Regional Routes** – Continue to create and enhance linkages to regional destinations. Improve connections to regional hubs, such as to the Skagit Station transportation hub in Mount Vernon as well as the 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 residents 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-and-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 Sedro-Woolley.

Active Transportation Improvements

Complete Street Improvements

Complete Streets is a street design concept and policy framework to ensure the entire public right-of-way is planned, designed, constructed, operated and maintained to provide safe access for all users. In the past, transportation design tended to focus on vehicular traffic, often to the detriment of pedestrians, bicyclists, and other users. Sedro-Woolley has adopted a Complete Streets policy by which all new transportation improvement projects will provide accommodation for bicyclists, pedestrians, transit users, and people of all abilities in a comprehensive and connected transportation network, unless special circumstances prevent it or topography or environmental impacts make it cost prohibitive.

Active Transportation System Vision

An effective multimodal transportation system encourages healthy recreational activities, reduces vehicle demand on city roadways, and enhances safety within the community. Shared-use paths, sidewalks, bike lanes and off-street trails are integral components of such a system. To provide an active transportation system which affords safe and practical opportunities for walking, biking, and other modes of

nonmotorized transportation to users of all ages and abilities throughout Sedro-Woolley, the City will pursue the following:

- Provide sidewalks on both sides of all arterial streets. Sidewalks should especially be located along streets providing access to the CBD, schools, parks, public buildings, and transit routes. Much of the system will be constructed concurrently with future development and as part of the future street improvement projects.
- Continue to develop the portions of the regional Cascade and Centennial rails-to-trails corridors which travel through city limits, providing nonmotorized connectivity with other cities and recreational destinations throughout the region.
- Pursue opportunities for additional off-street trails through partnership with developers, community groups and other stakeholders, increasing active transportation connectivity separate from public street alignment.
- Continue to expand active transportation facilities as part of complete street improvement projects, including planned roadway extensions of Trail Road and Jones/John Liner Road.

Active Transportation Projects

The improvement projects identified below will provide active transportation facilities consistent with the City's vision and will support the multimodal transportation needs of anticipated growth. Several of these projects will be constructed concurrently with street improvement projects identified in the previous subsection.

- **SR 20/Cascade Trail West Extension Phase 2A, Holtcamp Road to Hodgkin Street:** Extend shared-use path (SUP) on north side of SR 20 by 3,000 linear feet (LF). (TIP #04-02)
- **Jones/John Liner Road BNSF Undercrossing:** Construct 1,000 LF of 10-foot SUP and 1,000 LF of 6-foot sidewalk on this new arterial from Sapp Road to Reed Street. (#04-01)
- **Patrick Street Arterial Extension Project, Michael Street to Jones Road:** Extend sidewalk improvements 1,200 LF on Patrick Street from Michael Street to Jones Road.
- **Portobello Street Arterial Extension:** Extend sidewalk improvements 2,900 LF on Portobello from SR 9 to Arrezo Drive.
- **Trail Road Arterial Extension:** Construct 2,200 LF of 10-foot SUP and 2,200 LF of 6-foot sidewalk on this new arterial from Cook Road to F&S Grade Road. (#20-04)
- **Jones Road Arterial Improvements:** Construct 4,000 LF of 10-foot SUP and 4,000 LF of 6-foot sidewalk on this existing arterial from Trail Road to Sapp Road. (#04-08/04-10)
- **SR 9 Nonmotorized Improvements Project:** Extend existing 6-foot sidewalk and bike lane on the west side of SR 9 1,240 LF from Park Cottage Place to the north city limits.
- **SR 20/Cascade Trail West Extension Phase 2B, Collins Road to Holtcamp Road:** Extend SUP on SR 20 west 3,100 LF and complete the system on SR 20 through city limits.

- **State Street Sidewalks:** Extend existing 6-foot sidewalks on both side of State Street east 3,000 LF from Haines Street to the east city limits.
- **Cascade Trail East Extension:** Improve and pave existing gravel trail from Metcalf Street to 400' east of Township Street to connect to the existing Skagit County Cascade Trail system.
- **SR 9/Centennial Trail Nonmotorized Improvements:** Extend existing 6-foot sidewalk and bicycle lane on the east side of SR 9 north 4,100 LF from Summer Meadows Court to the north city limits.
- **South Township Arterial Improvements:** Extend existing 6-foot sidewalk on both sides of Township Street south 1,300 LF from Dunlop Street to Sterling Street.
- **Centennial Trail South:** Construct trail improvements from Ferry Street to the south city limits 3,700 LF to connect to planned Skagit County Centennial Trail system.
- **Brickyard Creek Trail:** Construct an 8,500 LF SUP along Brickyard Creek from the west side of Janicki Fields (south of Cook Road) to the northeast, terminating at Jones Road approximately 350 feet west of Sapp Road.

Transportation Demand Management Strategies

Transportation demand management (TDM) programs can play an important role in reducing transportation capital improvement needs and making efficient use of transportation investments. Such programs build on regional efforts, with some refinements to reflect specific local needs.

Reducing travel demand by supporting TDM programs is an effective component in Sedro-Woolley's transportation system. TDM programs consist of measures for reducing peak hour single occupancy vehicle travel that are largely focused on major employers. 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 residents.

Sedro-Woolley will experience more urban levels of development with anticipated residential and commercial growth. TDM programs provide effective strategies for reducing single-occupancy vehicle demand during commute hours, particularly in higher-density areas. TDM programs can also provide effective alternatives for smaller developing communities such as Sedro-Woolley. Potential TDM strategies for Sedro-Woolley should be regionally coordinated. The following strategies should be considered:

- Encouraging carpools and vanpools. Employer incentives for commuters to carpool and vanpool can be in the form of a financial incentive or as simple as reserved car and vanpool parking spaces near buildings.
- Encouraging transit fare subsidies. Employer subsidies for transit passes provide an incentive for those who are able to commute by transit.
- Encouraging bicycle lockers/showers at work sites. Bicycle lockers and shower facilities at work sites provide greater opportunities for workers to commute by bicycle.

- Encouraging remote work or telecommuting. The prevalence of part-time or full-time remote work employment has increased significantly in the post-COVID world. Encouraging employers to allow some employees to work from home, even if on a limited basis, can reduce peak period travel demand generated by commute trips.
- Encouraging 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, thereby reducing peak hour congestion and reducing or delaying the need for transportation capital improvements.
- Encouraging 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.

Transportation Financing Plan

The State of Washington's Growth Management Act (GMA) requires that each jurisdiction's Transportation Element contain a funding analysis of the recommended transportation improvement projects. The analysis should cover funding needs, funding resources, and include a multi-year financing plan. The purpose of this requirement is to ensure that each jurisdiction's Transportation Element is affordable and achievable. If a funding analysis reveals that a plan is not affordable or achievable, the plan must discuss how additional funds will be raised, or how land use assumptions will be reassessed. Alternatively, the City can adjust its level of service (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.

A list of recommended transportation improvement projects was developed based on the travel demand and traffic operations forecasts as well as the Level of Service standards described earlier in this Transportation Element. Planning-level cost estimates were prepared for each project and program. An analysis of the City's capability to fund the projects, including a review of existing and projected revenues and potential grants or other agency funding, was developed. In addition, this Transportation Element provides a strategy for adjusting the funding program over time if revenues fall short of expectations.

Project Cost Summary

The estimated costs of the transportation improvement projects necessary to achieve the City's long-range multimodal transportation network vision are summarized in Table 9. These projects will improve safety, accessibility, connectivity, and congestion for travelers of all transportation modes in Sedro-Woolley. Costs are expressed in 2025 dollars.

Table 9. Transportation Improvement Project Cost Summary

ID (TIP ID)	Project Name	Total Cost (in \$\$\$\$)
2026-2031 Transportation Improvement Projects*		
1 (04-01)	Jones/John Liner RR Undercrossing (Reed St to Sapp Rd)	2,100
2 (25-06)	Sapp Road RR Undercrossing Closure	40
3 (04-02)	SR 20/Cascade Trail West Extension Ph.2A (Holtcamp to Hodgins)	750
4 (04-03)	John Liner Rd Arterial Improvements (Township/SR 9 to Reed St)	1,930
5 (04-04)	John Liner Rd Bike/Ped Improvements (Township/SR 9 to Reed St)	706
6 (04-05)	SR 9/Cascade Trail West Extension Ph.2B (Holtcamp Rd to Collins Rd)	1,210
7 (25-07)	Jones Road/Brickyard Creek Culvert (supports Jones Rd Improvements)	1,490
8 (04-06)	F&S Grade Road Impr. Ph. 1 (Edward Murrow to 700 ft. N of Garden of Eden)	2,060
9 (20-01)	Garden of Eden Road Improvements (F&S Grade Rd to Jones Rd)	2,450
10 (04-07)	Cascade Trail East Extension (Metcalf St to 400 ft east of Township)	640
11 (20-02)	Railroad/Jameson St Intersection Improvement	1,050
12 (04-08)	Jones Road Improvements Phase 1 (Sapp Rd to Cambridge St)	2,550
13 (04-13)	SR 20/Reed Street Intersection Improvements	1,350
14 (20-03)	Patrick Street Improvements (Brickyard Creek to Jones Road)	2,500
15 (04-09)	F&S Grade Road Impr. Ph. 2 (700 ft N of Garden of Eden to Jones Rd)	2,680
16 (04-10)	Jones Road Improvements Phase 2 (Cambridge St to Trail Rd)	3,120
17 (20-04)	Trail Road Improvements Phase 1 (F&S Grade Rd to Bucko Connection)	550
18 (04-11)	Trail Road & Cook Road Intersection Improvements	1,350
19 (04-12)	Jones Road Improvements Ph. 3 (Trail Rd to F&S Grade Rd)	2,170
20 (25-08)	Birch Lane Improvements (Jones Rd to Apple Ln)	2,400
2026-2031 Subtotal		33,096
2032-2045 Transportation Improvement Projects		
21	Portobello Street Arterial Extension (SR 9 to Arrezo Dr)	3,300
22	SR 9 Nonmotorized Improvements (Park Cottage Pl to N city limit)	1,680
23	State Street Sidewalks (Haines St to E city limit)	2,100
24	SR 9/Centennial Trail (Summer Meadows Ct to N city limit)	6,600
25	South Township Arterial Improvements (Dunlop St to Sterling St)	4,040
26	Centennial Trail South (Ferry St to S city limit)	1,940
27	Brickyard Creek Trail (8,500 ft shared-use path)	5,100
2032-2045 Transportation Improvement Projects Subtotal		24,760
2026-2045 Transportation Improvement Projects Total		57,856

*Excludes overlay, maintenance, and stormwater improvement projects

Transportation Revenue Sources

Federal Revenue Sources

BIPARTISAN INFRASTRUCTURE LAW (BIL)

On November 15, 2021, President Biden signed into law the Infrastructure Investment and Jobs Act, also known as the “Bipartisan Infrastructure Law” (BIL) into law. The BIL authorizes \$550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including in roads, bridges, mass transit, water infrastructure, resilience, and broadband communications. This funding includes \$350 billion for highway programs, including over a dozen new highway programs. For more information, visit: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/>.

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG)

The STBG Program provides flexible funding that may be used by States and local agencies for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge, and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects.

STBG-eligible projects may be located on any federal-aid highway system facility including the National Highway System (NHS), bridge projects not located on the federal-aid system (“off system bridges”), transit capital projects, modifications of existing public sidewalks to comply with the Americans with Disabilities Act (ADA) regardless of whether the sidewalk is on the federal-aid system right of way, and intracity and intercity bus terminals and facilities. An apportionment of these funds is to be obligated to areas with population greater than 5,000 but no more than 200,000 (the Washington State Office of Financial Management estimated the 2024 population of Sedro-Woolley at 13,080). The State is to identify projects in these areas for funding in consultation with regional planning organizations. A portion of the funds are reserved for rural areas and may be spent on the federal-aid functionally classified system including Minor Collectors. Project eligible for funding include all city arterial and collector improvement projects recommended in this Plan. For more information, visit: <https://www.fhwa.dot.gov/specialfunding/stp/>.

TRANSPORTATION ALTERNATIVES PROGRAM (TA)

The BIL continues the Transportation Alternatives set-aside from the STBG program. Eligible uses of the set-aside funds include all projects and activities that were previously eligible under the Transportation Alternatives Program under the Moving Ahead for Progress in the 21st Century Act (MAP-21). This encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. For more information, visit: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/ta.cfm>.

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

The BIL continues the HSIP to achieve significant reductions in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The BIL maintains the previous FAST Act definition of highway safety improvement projects and adds under that definition several additional types of projects:

- Intersection safety that provide for the safety of all road users, as appropriate, including multimodal roundabouts;
- Construction and improvement of a railway-highway grade crossing safety feature, including installation of protective devices or a grade separation project;
- Construction or installation of features, measures, and road designs to calm traffic and reduce vehicle speeds;
- Installation or upgrades of traffic control devices for pedestrians and bicyclists including pedestrian hybrid beacons and the addition of bicycle movement phases to traffic signals;
- Roadway improvements that provide separation between vehicles and bicyclists, including medians, pedestrian islands, protected bike lanes, and protected intersection features; and
- Pedestrian security features designed to slow or stop a motor vehicle.

For more information, visit: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/hsip.cfm>.

RECREATIONAL TRAILS PROGRAM (RTP)

The BIL reauthorized the Recreational Trails Program (RTP) for Federal fiscal years 2022 through 2026 as a set-aside of funds from the Transportation Alternatives (TA) Set-Aside under STBG. The Recreational Trail Program provides funds to develop and maintain recreational trails for motorized and nonmotorized travel. For more information, visit: https://www.fhwa.dot.gov/environment/recreational_trails/.

SAFE ROUTES TO SCHOOL PROGRAM (SRTS)

The purpose of the Safe Routes to Schools (SRTS) program is to provide K-12 students a safe, healthy alternative to riding the bus or being driven to school. Organized by the USDOT and National Highway Traffic Safety Administration (NHTSA), this federal program also includes a Washington state funded portion that provides funding for engineering and construction, education efforts and enforcement activities within two miles of schools. There is no match requirement. Projects are to be submitted as complete projects and fully funded. For more information, visit: <https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/safe-routes-school-program>.

BRIDGE INVESTMENT PROGRAM (BIP)

The BIL authorized the Bridge Investment Program, a competitive, discretionary program that focuses on existing bridges to reduce the overall number of bridges in poor condition, or in fair condition at risk of falling into poor condition. It also expands applicant eligibilities to create opportunity for all levels of

government to be direct recipients of program funds. Alongside states and federal lands management agencies, metropolitan planning organizations and local and tribal governments can also apply directly to FHWA, making it easier to advance projects at the local level that meet community needs. For more information, visit: https://www.fhwa.dot.gov/bipartisan-infrastructure-law/bip_factsheet.cfm.

RAILWAY-HIGHWAY CROSSINGS PROGRAM (RHCP)

The BIL continues the Railway-Highway Crossings Program (RHCP), which provides funds for safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings. Funds may be used to install or upgrade protective devices at railroad crossings, including gates, pedestrian crossings, signal systems, and signing. Funds may also be used to eliminate grade crossings by closing them or providing grade separation. For more information, visit <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/rhcp.cfm>.

Washington State Transportation Revenue Services

The Washington State Transportation Improvement Board (TIB) provides funding to foster investment in quality local government transportation projects. The TIB distributes grant funding from revenue generated by three cents of the State's gas tax to cities and counties for funding transportation projects. TIB administers several funding programs, each with its own set of criteria used to facilitate project selection. The project selection process for all programs is completed annually. The TIB programs are summarized below.

TIB URBAN PROGRAMS

The TIB provides funding to cities within federally designated urban areas with a population greater than 5,000. For jurisdictions of this size, four state-funded grant programs are administered through TIB:

- Urban Arterial Program (UAP) for road projects for urban agency construction projects that address safety, growth & development, physical condition, mobility, sustainability and constructability criteria;
- Active Transportation Program (ATP) for projects which improve pedestrian and cyclist safety, enhance pedestrian and cyclist mobility and connectivity, or improve the condition of existing facilities;
- Arterial Preservation Program (APP) to address declining street conditions for medium sized cities through overlay of federally classified arterial streets;
- Complete Streets Award is a funding opportunity for local governments that have an adopted complete streets ordinance.

TIB Urban Program projects require financial participation by the local agency. Minimum local match requirements range from 10% to 20% depending on the assessed value of the local agency. Local match is typically a mixture of private and public funds. Projects are selected annually using a rating system based on criteria developed by TIB. TIB awards more than \$70 million to new projects each year. For more information, visit: <http://www.tib.wa.gov/grants/grants.cfm>.

Several other programs are administered by TIB including:

- Route Jurisdiction Transfer Program (RJT) reviews petitions from cities, counties or WSDOT for additions or deletions from the state highway system.
- Route Transfer Program (RTP) provides funding to offset extraordinary costs associated with the transfer of state highways to cities.

LOCAL BRIDGE PROGRAM

This local bridge program includes funding from the NHPP and STBG for both on- and off-system bridges. Its purpose is to improve the condition of bridges through replacement, rehabilitation, and preventive maintenance. In 2023, the program awarded approximately \$150 million in funding. For more information, visit: <https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/local-bridge-program>.

MOVE AHEAD WASHINGTON RAILROAD CROSSING PROGRAM

The Move Ahead Washington Railroad Crossing Grant Program provides up to \$5 million in state funds to match federal funds for city and county projects which eliminate at-grade highway-rail crossings. For more information, visit: <https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/move-ahead-washington-railroad-crossing-program>.

COUNTY SAFETY PROGRAM

The County Safety program provides funding for projects that reduce fatal and serious injury crashes on county roads using engineering improvements/countermeasures. Projects are identified through each county's local road safety plan, that identifies and prioritizes projects based on the top crash type(s) in the county. Projects can be at intersection(s), spot or mid-block location(s), and/or on corridor(s) throughout a county or over wide areas within a county. For more information, visit: <https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/highway-safety-improvement-program>.

CITY SAFETY PROGRAM

The City Safety program provides funding for projects that reduce fatal and serious injury crashes on city/town streets and state highways using engineering improvements/countermeasures. For more information, visit: <https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/highway-safety-improvement-program>.

PEDESTRIAN & BICYCLE SAFETY PROGRAM

The Pedestrian & Bicycle Safety Program was initiated to reduce the nearly 400 statewide fatal and injury collisions involving pedestrians and bicycles each year. Like the federal Safe Routes to School Program, the purpose of the program is to aid public agencies in funding cost effective projects that improve pedestrian and bicycle safety through engineering, education and enforcement. For more information,

visit: <https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/pedestrian-bicycle-program>.

Local Transportation Revenue Services

The City utilizes several fees and tax revenues to construct and maintain transportation facilities. Summaries of these sources are shown in Table x. Funding options include the use of existing revenue sources such as motor vehicle fuel taxes, real estate excise taxes, and other City revenues, grant programs, and developer contributions (through frontage improvements, environmental mitigation, and transportation impact fees).

STREET & ARTERIAL STREET FUNDS

The Street Fund (Account 103) receives revenues from state distributions of motor vehicle fuel taxes, allocated based on the number of residents within corporate limits. These state distributions are not sufficient to maintain city streets. The City's general fund provides subsidies for the street fund to operate. The arterial street fund (Account 104) receives revenues from GMA Transportation Impact Fees, grants, and developer agreements.

TRANSPORTATION IMPACT FEE (TIF) PROGRAM

The City administers a transportation impact fee (TIF), a financing tool which allows the collection of revenue to offset the traffic impacts of new development. The TIF rate is based on the number of new trips generated by development and varies by district. The TIF rate is updated with each Transportation Element update and is updated annually between Transportation Element updates based on the National Highway Construction Cost Index to reflect changes in transportation improvement project costs.

TRANSPORTATION BENEFIT DISTRICT (TBD)

The City has established a Transportation Benefit District (TBD), an independent taxing district which is authorized to raise revenue for the preservation, maintenance, operation, and construction of transportation infrastructure. The TBD is funded by a \$20 per vehicle tab fee, generating an estimated \$225,000 per year as of 2025.

GENERAL FUND

The City has supplemented the Street Fund with General Fund money in previous years. General Fund revenue has many sources, including motor vehicle fuel taxes, property taxes, business taxes, and local retail sales and use tax. The majority of the existing tax revenue sources will be used for maintenance, or to provide matching funds for grants or to complete a portion of the roadway widening projects not covered by other agencies or traffic impact fees.

Revenue Forecast [In Progress]

[To be led by City staff. This subsection will summarize anticipated transportation capital improvement revenue sources and their associated revenue forecasts for the 20-year planning horizon will be developed based on recent historical revenue trends, expected future revenue sources including grant funding opportunities/goals, and transportation capital improvement project needs, through discussion with City staff. GMA requires anticipated revenue to match transportation improvement needs.]

Table 10. Transportation Improvement Revenue Forecast 2026 to 2045

Funding Source	Description	2026-2045 Revenue Forecast		
		Annual Revenue	Total Revenue	%
Transportation Impact Fee (TIF) Program	Assessed to new development, per SWMC 15.060	\$250,000	\$5,000,000	8.6%
Transportation Benefit District (TBD)	Generated from a vehicle tab fee	\$250,000	\$5,000,000	8.6%
Real Estate Excise Tax (REET)	Local distribution of state REET revenue	\$400,000	\$8,000,000	13.8%
Intergovernmental Revenue/Grants	Includes federal and state grants as well as cost sharing agreements with WSDOT and Skagit County,	\$1,942,800	\$38,856,000	67.2%
Other – Developer mitigation New debt, new sources	SEPA mitigation and development agreements, bonds, low interest loans	\$50,000	\$1,000,000	1.7%
Total Revenue		2,892,800	57,856,000	100%

Summary of Financing Strategy [In Progress]

Reassessment Strategy

The financing strategy identifies a balance between revenues and expenditures over the life of the Transportation Element. 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 Transportation Element 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

Table 11. Transportation Financing Strategy Summary

Revenue/Cost Category	Total (2026-2045)	Percent
Estimated Revenues (2026-2045)		
Transportation Impact Fees (TIF)	\$5,000,000	8.6%
Transportation Benefit District (TBD)	\$5,000,000	8.6%
Real Estate Excise Tax (REET)	\$8,000,000	13.8%
Grants/Intergovernmental Funding	\$38,856,000	67.2%
Developer Mitigation & New Debt Sources	\$1,000,000	1.7%
Total Revenue	57,856,000	100%
Estimated Improvement Costs (2026-2045)		
2026-2031 Improvements	\$33,096,000	57.2%
2032-2045 Improvements	\$24,760,000	42.8%
Total Costs	\$57,856,000	100%

To successfully implement the Transportation Element, the City will apply the following principles:

- 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;
- 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.

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 regularly 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 adopted level of service (LOS) standards. The development of the TIP will be an ongoing process and will be reviewed and amended annually.

Concurrency Management / 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 concurrently with the additional travel demand generated by each succeeding development action. GMA defines concurrency 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. (SWMC 15.56)

The City also reviews new developments under SEPA. As part of the SEPA review potential impacts to the transportation network are identified and mitigation may be required. The City also has adopted development regulations and street standards that are applied to development.

Intergovernmental Coordination

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. This Transportation Element considered planned improvements and policies of various state, regional, and local agencies, including Washington State Department of Transportation (WSDOT), Skagit Council of Governments (SCOG), Skagit County, Skagit Transit, and nearby cities. Overall, this Transportation Element is consistent and supportive of these other transportation plans and policies. The following summarizes the consistency of the Transportation Element with the state, regional, and county plans.

Washington State Department of Transportation (WSDOT)

As required by GMA, the Sedro-Woolley Transportation Element fully addresses the state highway system serving the city.

The State has adopted level of service (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. SR 9 is a non-HSS state highway, and the state and region have established LOS D as the standard for this route. The City's revised standard of LOS D for SR 9 within the city is consistent with the State's and regions LOS D standard for SR 9.

The Transportation Element describes an update to the City's Street Functional Classification System which is consistent with WSDOT policy.

Skagit Council of Governments (SCOG)

The projects, programs, and policies of the Sedro-Woolley Transportation Element support the goals and policies of the Skagit 2040 Regional Transportation Plan (Skagit 2040). 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 Element 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 Element 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 Sedro-Woolley model is based on updated land use data (consistent with the Sedro-Woolley Land Use element) and a refined transportation analysis zone and network structure. This data are available to SCOG as it prepares its regional travel forecasts and transportation plans.

The City provided a copy of this Transportation Element for SCOG for review and certification by SCOG to ensure its conformity with the Skagit Regional Transportation Plan (RTP) and to the requirements of the Growth Management Act. Comments received from SCOG too late to be included in the 2025 Transportation Element update will be incorporated to a future update.

Skagit County

Skagit County transportation and capital improvement plans were reviewed as part of the Sedro-Woolley transportation element update. The City will continue to coordinate with Skagit County to address the needs of travel across jurisdiction limits, including developing joint regulations for 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.

Roadway improvement projects which were included in the Skagit County's Six-Year Transportation Improvement Plan (2025-2030) were reviewed and incorporated, as appropriate, into this Element. The City provided this Transportation Element to Skagit County for review and comment.

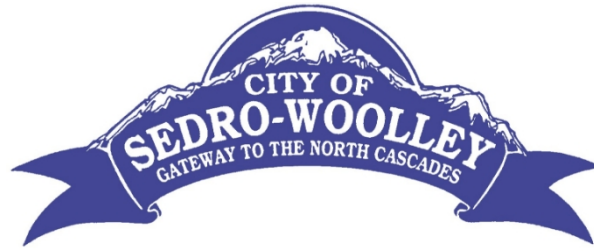
This Element also supports and incorporates connections to the regional trail system. These include developing trails along the railroad rights-of-way. The City coordinates with Skagit County Parks on improvements to the Centennial and Cascade Trails. The City also partners with Skagit County and the Port of Skagit for infrastructure and trail improvements to serve the SWIFT Center.

Skagit Transit

The Sedro-Woolley Transportation Element acknowledges the need for coordination between the City and Skagit Transit 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 nonmotorized facilities to support transit service.

Other Jurisdictions

The City has coordinated with the City of Burlington on its Cascade Trail extension projects.



Planning Commission Agenda Item

Agenda Item No.: h.1.

Date: June 17, 2025

From: Thomas Glover, Community Development Director

Subject: Comprehensive Plan - Economic Development Element

RECOMMENDED ACTION:

Review only

BACKGROUND/SUMMARY INFORMATION:

Updated Economic Development Element

FISCAL IMPACT, IF APPROPRIATE:

None identified at this time.

ATTACHMENTS:

1. Existing Economic Development Chapter for Markup_rev061125

Chapter 8

ECONOMIC DEVELOPMENT ELEMENT

- 8.04 Purpose and Relationship to GMA
- 8.08 Commercial and Industrial Land Designations
- 8.12 Profile of Planning Area
- 8.16 Economic Development Strategy
- 8.20 Economic Development Goals, Policies and Actions

Commented [DK1]: Update with new format

PURPOSE AND RELATIONSHIP TO GMA

The purpose of the economic development element is to provide guidelines for maintaining and enhancing economic vitality in appropriate locations in Sedro- Woolley's urban growth area ~~so as to encourage and support~~ ~~guarantee and ensure~~ adequate selection and availability of employment opportunities and ~~ensure adequate selection and availability of~~ goods and services for all of Sedro- Woolley's residents. The economic development element outlines the City's economic development goals and policies and serves as a road map to achieve those economic goals and policies. ~~This~~ element also helps prospective business owners and investors understand the City's economic development needs and investment opportunities within the City as well as acknowledging the importance of supporting local businesses and the development of new industry in the City of Sedro- Woolley. The goals and policies also provide guidance for embedding equity and inclusivity during the transition to a clean energy economy within the City.

Commented [TG2]: Replace with "encourage and support"

Commented [DK3R2]: Done

Commented [TG4]: I like this!

The Growth Management Act requires the inclusion of an economic development element. Section 36.70A.070(7) of the Revised Code of Washington (RCW), requires:

"An economic development element establishing local goals, policies, objectives, and provisions for economic growth and vitality and a high quality of life. The element shall include: (a) A summary of the local economy such as population, employment, payroll, sectors, businesses, sales, and other information as appropriate; (b) a summary of the strengths and weaknesses of the local economy defined as the commercial and industrial sectors and supporting factors such as land use, transportation, utilities, education, workforce, housing, and natural/cultural resources; and (c) an identification of policies, programs, and projects to foster economic growth and development and to address future needs. A city that has chosen to be a residential community is exempt from the economic development element requirement of this subsection."

The Act also requires countywide planning policies to address economic development and employment. Skagit County's policies as they address economic development are set forth in Section 5 of the Skagit County Countywide Planning Policies, ~~updated in March, 2025~~ ~~adopted in October, 2007~~. The next required update to the Countywide Planning Policies is in 2035~~16~~. The following Countywide Planning Policies are particularly salient to the City's economic development plan:

- Policy 5.5. A diversified economic base shall be encouraged to minimize the vulnerability of the local economy to economic fluctuations.
- Policy 5.6. Commercial, industrial and residential acreage shall be designated to meet future needs without adversely affecting natural resource lands, critical areas, and rural character and lifestyles.
- Policy 5.15. The comprehensive plan shall support and encourage economic development and employment to provide opportunities for prosperity.

Commented [MC5]: I know this will all get put in the new formatting, but these should definitely be bulleted or called out in some way rather than just being in-line paragraphs.

Commented [DK6R5]: Agree

Commented [TG7]: I know we know what a service area is, but some people do not. I'm wondering if we can add a little language that clarifies what that is. Some folks don't understand that our service area reaches way beyond city limits.

Commented [DK8R7]: See proposed language.

Commented [MC9]: Is increasing the level of employment experienced by its citizens actually the economic development goal? Suggest focusing on stable, healthy employment base and replacing "citizens" with "residents".

Commented [TG10R9]: Agree. Both items.

The city is also a retail service center that, due to the increase of the service area* population, has grown at a steady rate. It is anticipated that the population in the city's service area will increase more than the urban growth area population, resulting in an increase in the demand for space for commercial and service activities in the city's urban growth area.

(* A service area defines the geographic region where a business offers its products or services. It can be a neighborhood, city, county or even an entire state. In the case of Sedro-Woolley, its retail center service area reaches well beyond the city limits).

If Sedro-Woolley is reasonably expected to ~~increase the level of employment experienced by its citizens~~ ~~support a stable and healthy economic base for residents~~, and also to provide employment

opportunities to people who live close by, it ~~will be necessary to provide ample lands for commercial and industrial expansion must provide land with sufficient commercial and industrial capacity to accommodate the city's employment target~~. It is also necessary that the city be aggressive in its effort to attract new businesses and industrial activities that provide living-wage jobs for Sedro-Woolley residents.

Commented [MC11]: Rewrote to focus on GMA responsibility for employment growth.

The city's vision statement includes language stating that the city will be a full-service community where there are ample opportunities to work, live, shop and play within the same geographic area. Adequate commercial and industrial areas with site plan control must be provided for a diversified commercial and industrial base.

Commented [MC12]: At the end we'll need to focus the vision statement piece on economic development that will be moved to the top of this element.

This economic development element is outlined as follows:

- Designations of commercial and industrial land
- Profile of planning area
- Economic development strategy
- Economic development goals and policies

Commented [MC13]: Turned the outline of the chapter into bullet points that can be hyperlinked in the new format.

~~will discuss the city's commercial and industrial designations. It will then present an inventory and analysis of the city's commercial/industrial lands. This inventory and analysis will then be followed by the city's economic development strategy. Finally, the city's economic development goals and policies will be set forth.~~

8.08

COMMERCIAL AND INDUSTRIAL LAND DESIGNATIONS

COMMERCIAL

There are two ~~commercially-supportive oriented~~ zoning designations in the city: the ~~Ce~~central ~~B~~business ~~D~~istrict (CBD) and the Mixed Commercial zone (MC). The designations, intended to implement the goals and policies of the economic development element, allow a diversity of commercial options and provide for appropriate separations between potentially conflicting uses. Intensities for commercial uses refers to a combination of factors, such as visual appearance and building size, traffic generation, noise, dust, light, and economic value.

Commented [MC14]: There is also currently the TMCO - this will likely be tweaked and turned into a permanent zone so this will need to get updated accordingly when the time comes.

Commented [TG15R14]: Right.

Commented [TG16]: "...or ..."commercial supportive..." ??

Commented [DK17R16]: See proposed revisions

Commercial areas, including professional services (office-oriented) and tourist-related facilities, should be compact with easy access and adequate off-street parking, and loading facilities. Retail commercial areas should be, whenever possible, convenient ~~to~~for major routes of transportation, tourism commercial and professional office service areas should also be convenient to and along major routes of transportation. Each commercial area should be designed to adequately serve the public while discouraging the movement of disruptive traffic through residential areas.

Central Business District Designation - (CBD)

The central business district designation is for medium intensity commercial ~~and higher density residential uses areas~~ and is designed to allow those normal commercial uses that are consistent with a pedestrian-oriented business area. The designation is intended for the established commercial areas of the city which lie generally between State and Warner Street to the South and the Burlington Northern Railroad to the north. A small section of CBD designated area lies between the Burlington Northern Railroad and State Route 20 between the Burlington Northern Railroad to the west and Murdock Street to the east. In general, the east/west perimeters of the central business district are State Routes 9 and 20 to the west and Haines Avenue and Fifth Street to the east.

Much of the traditional CBD encompasses the historic downtown located between the Burlington Northern Railroad to the north and State Street to the south, and between the Burlington Northern Railroad on the west and Puget Street on the east. Many historic buildings are located in this area

including the Bingham-Holland Building built in 1905, the Schneider Building built in 1914, and the Livermoore Building built in 1915. Outside of this traditional area single-family residential and multi-family uses are located in the central business district. Some of these areas are in a transitional stage with commercial structures gradually expanding beyond the historic downtown area into adjacent neighborhood centers. ~~making an in-road into the residential areas.~~

Commented [TG18]: "...gradually expanding beyond the historic downtown area into adjacent neighborhood centers...." ??

Commented [DK19R18]: Revised.

The City's historic downtown area is centered in the heart of the CBD, along Metcalf Street, beginning about one half mile south of State Route 20. The historic downtown is an active commercial district serving many of the commercial and retail needs of the City's residents, but also maintains an early 1900's architecture that makes the downtown area a significant destination for visitors and tourists. Because the CBD is not directly adjacent to the major State Routes through the City, it is possible that visitors can pass through town without being aware of the City's central business district, including the impressive historic downtown area. Improved access and directional signage to the CBD and historic downtown can help stimulate new development in the area.

The CBD is also a mixed-use zone, allowing residential uses located above the first floor or at the rear of a commercial and/or retail primary use or multifamily residential development independent of commercial uses in certain locations.

~~Parking requirements should be created to acknowledge that, with space provided for off-street parking limited, areas within this designation may require shared parking and that more and better parking facilities are needed. Commercial development in the central business district zone must conform to design standards that have been developed for this zone. The development process includes review by a design review committee responsible for the application of the downtown design standards.~~

Commented [MC20]: This paragraph is three separate policy statements that are better off in the goals and policies or strategies sections.

Commented [TG21R20]: Good.

Mixed Commercial Zone – (MC)

The intent of the MC zone is to encourage a compatible mix of commercial and residential development. Standards are 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. Commercial development should be scaled down when adjacent to residential areas to improve compatibility between uses.

An Urban Village Mixed Use (UVMU) overlay ~~has been is~~ designated for a portion of the MC zone north of State Route 20, west of Trail Road, and east of Brickyard Creek. The UVMU overlay allows for and encourages higher density residential and commercial development in the MC zone when the development includes additional open space and pedestrian amenities. The overlay is intended to encourage a higher concentration of development while improving the overall quality of the development. The intent is to create a pedestrian oriented commercial and residential environment similar to that of a traditional downtown commercial district, as opposed to auto-oriented commercial development that is more typically associated with commercial development of the past 50 years.

Commented [MC22]: Reflects that this is a continuing overlay.

Additionally, an area of land zoned Industrial has, since the 2016 comprehensive plan was adopted, been subject to a Transitional Mixed Commercial Overlay (TMCO) that aims to encourage the conversion of the underlying zone of the area from industrial to mixed commercial. This plan addresses the TMCO overlay in the goals and policies.

~~Specific guidelines for UVMU overlay development are in the process of being written and are yet to be adopted. The overlay exists only on the Comprehensive Land Use map and Land Use Element of the Comprehensive Plan; it has not been included on the Zoning map or in the Development regulations in the Sedro-Woolley Municipal Code.~~

Commented [MC23]: Development regulations have been adopted for UVMU, so this paragraph is no longer needed.

Commented [TG24R23]: Agree

INDUSTRIAL

Industrial uses should have ready access to primary transportation corridors and utilities with sites large enough to accommodate off-street parking, loading and reasonable expansion. Industrial areas should be compatible with surrounding land uses and be buffered from conflicting uses. The industrial areas in Sedro-Woolley are vibrant and provide a wide-array of skilled, living-wage jobs. The goods developed by the City's industrial businesses are a source of pride to area residents. The City has one zoning designation for all types of industrial activities, [the "Industrial" zone \(abbreviated I\)](#).

Industrial activities are also subject to landscaping and buffering requirements as set forth in the city zoning code when adjacent to residential and commercial zones. The intent of the industrial zone is to provide appropriately located areas for manufacturing, warehousing, distribution, and office uses to enhance the city's economic base in a manner that minimizes impacts to surrounding non-industrial zones. The standards recognize the market preferences and construction techniques characteristic of this type of use.

Commercial, retail, [light manufacturing](#), and residential uses are permitted at a limited scale so as to preserve the majority of land in this category for industrial and business uses.

Though some uses may be outright allowed in the industrial zone, the city's Essential Public Facilities (EPF) ordinance (Chapter 17.88 SWMC) sets additional review measures for uses that potentially may have a negative impact on surrounding neighborhoods and uses. The EPF ordinance requires that new EPFs obtain a conditional use permit, which requires broader public notice and public hearings. An EPF is defined as a facility owned or operated by a governing body, public utility, private utility, transportation company, or any other entity that provides a public service as its primary mission, and is difficult to site.

[The 2016 Comprehensive Plan periodic update included designation of a Transitional Mixed Commercial Overlay \(TMCO\) on the former Skagit Plant site northwest of the Central Business District. This designation aimed to encourage the transition of the underlying zoning on this site from Industrial to Mixed Commercial. This plan attempts to chart a course to a more permanent solution for this area as outlined in the goals and policies.](#)

[In 2024, the city adopted a temporary moratorium for processing permit applications for major utility development projects that involve the storage and generation of electricity. –New development regulations are being considered in Industrial and other areas to address the risk posed by newly emerging technologies.](#)

PROFILE OF PLANNING AREA

Skagit County Profile

In terms of population and economic vitality, Skagit County continues to be is one of the fastest growing counties in the StatePuget Sound region. The county benefits from its location between Seattle and Vancouver, B.C., along the I-5 corridor.

Skagit County has seen incremental growth in employment over the past two decades, despite employment declines during the 2008 financial crisis and the COVID-19 pandemic. The mix of employment by industry has shifted over time. Warehousing, transportation, construction and utilities, education, and manufacturing industries had the strongest rate of growth countywide, while the sectors that have recovered fastest since the COVID-19 pandemic are education, retail, finance, information, real estate and services, and manufacturing. Firms that might have automatically located a King County or Snohomish County location are discovering less-expensive, less congested neighboring counties like Skagit.

The county is well positioned to take advantage of this situation to enhance its economic development.

The focus of Skagit County economic development efforts have not been merely job growth and diversification, but also the establishment of Skagit County as an economic entity unto itself. In addition, Skagit County has aimed to do so while not sacrificing its natural resource environment. In the past, the county has been heavily impacted if major manufacturers relocated.

Strategies and policies have been formed to mitigate the impact of these types of fluctuations through a wider scale diversification of business activities.

Despite all the attention paid to Skagit County's urban and suburban economic development, it is important to remember that the county still has a significant natural resource base. In fact, it is diversified in two areas: logging and lumber, and agriculture and dairying.

Sedro-Woolley Profile

In terms of population, Sedro- Woolley is one of the fastest growing cities in Skagit Countyhas continued to grow. Between 1990 and 20102010 and 2024, the population of Sedro-Woolley increased from 6,03110,540 to 10,540,13,080, an increase of 74.724.1% (US Census Data). The State Office of Financial Management estimates the April 1, 2015 population at 10,700, an increase of 77.4% from 1990.

In 2014 the Skagit Council of Governments (SCOG) and Skagit County commissioned BERK Consulting to work in conjunction with the SCOG planners group to develop an allocation for population and jobs among the counties jurisdictionscommissioned a new Comprehensive Economic Development Strategy and established growth projections and allocations. The table that follows shows the jobs allocation for the Sedro-Woolley Urban Growth Area (UGA) over the planning horizon:

<u>2022 Employment</u> <u>42</u>	<u>Net Growth</u> <u>2012-20152045</u> <u>Employment Target</u>	<u>Reseuree2022-2045</u> <u>Employment Growth</u>	<u>Pct Total Countywide</u> <u>growthRetail</u>	<u>IndCompound</u> <u>Annual Growth Rate</u> <u>(CAGR)</u>
<u>4,6404,594</u>	<u>1587,040</u>	<u>2,3990</u>	<u>12%46</u>	<u>1.8%368</u>

Source: SCOG Growth Allocations and Projections Final Report, 2024

Employment growth allocation by sector within the Sedro-Woolley UGA is as follows:

Sector	2022 Employment	2025 Employment	2045 Employment Targets	2022-2045 Employment Growth		
				Amount	Pct Total Growth	CAGR
Resource	74	74	74	0	0.0%	0.0%
Warehousing, transportation, construction and utilities	467	468	468	0	0.0%	0.0%
Manufacturing	483	483	508	25	0.1%	0.2%
Retail	640	710	818	178	0.9%	1.1%
Finance, insurance, real estate and services	400	430	509	109	0.5%	1.1%
Education	700	749	983	283	1.4%	1.5%
Government	319	353	598	280	1.4%	2.8%
Health	934	1,039	2,133	1,199	5.8%	3.7%
Self- employment	624	669	949	325	1.6%	1.8%

Source: SCOG Growth Allocations and Projections Final Report, 2024

The 2,855 jobs allocated to the Technology Sector are the anticipated job growth associated with ~~the Center for Innovation and Technology~~ the SWIFT Center (proposed formerly the Northern State Hospital Campus), and Sedron Technologies, located downtown. Job growth in Sedro-Woolley is anticipated to nearly double over the planning horizon, primarily to the growth of the Technology Sector.

The city benefits from its close location to the I-5 corridor and its location adjacent to two state highways and the Burlington Northern Railroad. Small firms that might have located in other parts of the county are discovering less expensive, less congested neighboring cities. The city is well positioned to take advantage of this situation to enhance its economic development.

In the past the city has been hampered by its dependence on logging and lumber operations and on the activities taking place at the Skagit Plant site. When economics forced a slow down in logging and related activities and in the closure of the manufacturing site, the city faced severe economic impacts. Likewise, the closure of the former Northern State Hospital heavily impacted the city with its loss of employment opportunities. ~~The city is now attempting to develop a more diversified economic base along with an increase in the number of job opportunities. For this planning period, the City of Sedro-Woolley is continuing to attempt to diversify its economic base and make investments in infrastructure to support establishment and expansion of businesses that serve the community and the surrounding area.~~ The ~~former~~ Skagit Plant is now an vibrant industrial park, renting out portions of the facility to smaller, independent businesses. There is opportunity for new and innovative light manufacturing and commercial businesses in this zone.

The City has ~~just~~ completed construction of a round-about on State Route 20 that provides much needed truck and vehicular traffic to the Industrial Park Skagit Plant and new access to the industrial

Commented [TG25]: Sedron is located in downtown and is talking about expansion.

Commented [DK26R25]: Added. Please confirm it reads as intended.

Commented [TG27]: Not sure about this. I wouldn't call it "vibrant" per se, but there is opportunity for new/innovative light manufacturing there. TMC zone.

Commented [DK28R27]: See added language.

Commented [TG29]: Not sure that it's still called Skagit Plant.

Commented [DK30R29]: Revised to Industrial Park

lands to the north of ~~the SR 20~~ State Route 20. The new access to two of the largest parcels of industrial land to the busiest state route (S.R. 20) in Skagit County is expected to spur increased manufacturing, warehousing, distribution, and office uses in the center of Sedro-Woolley. The transfer of the former Northern State Hospital property to the Port of Skagit into local control and the proposed Center for Innovation and Technology is expected to help continued implementation of the SWIFT Center planning work will continue to diversify the City's economy and reinvigorate economic activity at the former Hospital Campus.

The focus of Sedro-Woolley economic development efforts ~~have~~ has not been merely job growth and diversification, but also the establishment of the city as an economic entity unto itself. In addition, ~~the~~ the City has aimed to do so while not sacrificing its natural environment, public health, and community values.

Factors Influencing the Planning Area

As part of the Puget Sound Economic Region, Skagit County and Sedro-Woolley will be impacted over the next twenty (20) years by several important factors:

~~Developing Pacific Rim nations use the Puget Sounds as a destination for goods and services. The pent-up demand for goods and services in the Pacific Rim will fuel active markets throughout the northwest over the next twenty (20) years.~~

~~Skagit County and Sedro-Woolley are strategically located halfway between Seattle and Vancouver, British Columbia, providing an attractive location for business, investments, and economic development. The region serves as a gateway to the Cascades and the Asia-Pacific region and is home to innovative industries and a rapidly growing technological sector. With access to excellent schools, world class recreational opportunities a highly skilled workforce, Skagit County offers an affordable, cost-competitive, and welcoming environment for new businesses (and their employees) to thrive. located in the "next tier" of industrial development in the Puget Sound. As King County and Snohomish County become saturated with business activity and as land prices increase in the areas closer to the urban centers of the Puget Sound, companies will seek homes for business outside of the first tier suburbs. Many of the industrial parks located in these areas are either full or filling up rapidly. It is expected that this activity will materially impact Skagit County, including Sedro-Woolley within the next five years.~~

- The tourist and recreation industry is markedly increasing as a result of continued growth in leisure-time activities. The aging of the "baby boomers" and individuals and families moving to the area for more affordable housing options, will likely continue to affect this industry in this planning period, result in an increase in this trend.
- Sedro-Woolley has unique resources: "Gateway" to the North Cascades, a vibrant historic downtown, the railroad, trail system, location astride two state highways and proximity to the I-5 corridor, location astride two state highways, the railroad, a historic downtown, and as a "gateway" to the North Cascades. These resources can be put to work to create a dynamic and healthy environment for economic growth.
- Center for Innovation and Technology SWIFT Center development. "The Center" is a planned research and dDevelopment faeility-complex focusing on technology on the grounds of the former Northern State Hospital (AKA North Cascades Center). While planning and an environmental study have been conducted on this campus, actual development has been slow, and tThe City will have the chance to shape this area according to economic trends and local and regional needs in partnership with the Port of Skagit, and other entities
- According to a 2025 Business Climate Survey Report by the Economic Development Alliance

Commented [MC31]: City - please provide input on further transportation improvements that have been made since 2016 or are currently in process to provide better access to commercial and industrial land.

Commented [AP32]: Should this be referenced as SR 20?

Commented [TG33]: Right, but it's owned/operated/managed by the Port of Skagit.

Commented [DK34R33]: Revised to note the Port's ownership.

Commented [MC35]: Should all be bullet pointed below in final layout.

Commented [MC36]: Is this still true?

Commented [TG37R36]: Not sure that its incorrect, but it's kind of a funny statement. We're between Bellingham and the northern suburbs of the Seattle Metro Area ...but also at the base of the North Cascades. We're also close to Canada, and there is some trickle down investment from Canadians here locally. Not sure how to capture that into a paragraph, but I'd like to see if we can steer the conversation away from a King County relationship, and more toward a Northern Counties type perspective.

Commented [DK38R36]: See proposed re-write with help from EDASC website ☺ ☐

Commented [TG39]: Not sure this is still a driver at this point. I think more people are demanding access to outdoor activities/opportunities, regardless of generation./age.

Commented [DK40R39]: Data shows statewide it continues to be a driver, along with in-migration. See proposed revisions.

Commented [TG41]: What happens if we reverse order this list? How does that change perception?

Commented [DK42R41]: I like that! See revisions.

Commented [TG43]: At the moment, Job Corps has a significant presence here, but I recently saw that it may close due to cuts from the Fed Gov't.

Commented [DK44R43]: Job Corps is so important and in my opinion, provides a huge benefit over cost.

of Skagit County (EDASC), overall, respondents were optimistic about the business environment in Skagit County and would recommend Skagit County as a good place to do business. Key challenges facing businesses include:

- Workforce issues. A significant number of businesses struggle with hiring and retaining qualified employees.
- Cost of development and regulations. Concerns were raised over permits, land use regulations, utility barriers, and increasing business costs.
- Access to capital and lending. Many small businesses, particularly those in ~~retails~~retail and service industries, reported difficulty securing funding for expansion or stability.
- Supply chain constraints. Manufacturing, agriculture, and food service businesses noted issues with supply chain disruptions.
- Childcare and Housing. The lack of affordable housing and childcare availability for employers were identified as major barriers to workforce retention.

Inventory and Analysis

The following discussion includes an inventory and analysis of the socio-economic characteristics of Sedro-Woolley.

Employment by Sector

Government/Education

Historically the single largest employment category in Sedro-Woolley has been government jobs. The unusually large percentage of the work force in the public sector is due in large part to the public schools, the presence of the Department of Natural Resources office, the North Cascades National Park headquarters, the United States Forest Service office and local government offices within the city limits. In terms of its share of total employment, public sector employment is expected to ~~decrease-continue to be a leader in employment growth over the planning period but trailing self-employment and health care over the planning period as retail trade and service, and industrial activities increase their share of total employment faster than any other sector.~~

Due in large part to the location of the ~~PeaceHealth United General Medical Center (formerly United General Hospital), (including the health service offices surrounding the hospital,) as well as and several assisted/senior living facilities (including Birchview Memory Care, Country Meadow Village Hilde Senior Living Solutions)~~ and the Life Care Center) within Sedro-Woolley, health care and social assistance jobs make up the second largest category of employment in the City ~~and are expected to be the fastest growing industry through 2045.~~ The former Northern State Hospital property ~~that includes the SWIFT Center~~ lies in the City's urban growth area. The campus is still used by many social assistance organizations including Job Corps and Pioneer Human Services' treatment center. ~~Though these employers are not actually located within the City limits, they are none the less~~ These existing employers are significant contributors to the health care and social assistance industry in Sedro-Woolley's geographic and economic sphere of influence.

The majority of the employment is located in the commercial corridor along Highway 20 and the downtown area. Industrial uses, including manufacturing and wholesale trade activities, are located in the two industrial parks and at smaller light industrial sites within the urban growth area. ~~There are a large number of~~ Additionally, home occupations are scattered throughout the community.

Technology and Innovation

Commented [MC45]: Heading for these should be distinct from the header for the overall section in the final formatting.

Commented [MC46]: Country Meadow Village doesn't seem to exist any more - this replacement came up in a web search. City to verify.

Sedro-Woolley's Innovation and Technology sector is a ~~fast-growing~~ section of the local employment sector. Companies serving the aerospace and green technologies are an important driver of future employment opportunities in Sedro-Woolley. The ~~Center for Innovation and Technology~~ SWIFT Center is a 225-acre property ~~owned by the state~~ and managed by the Port of Skagit. The Center is designed to accommodate research, development and ancillary activities associated with the technology and innovation. ~~This sector is projected to be by far the fastest-growing sector of the City's economy over the planning period accounting for 64% of all of the projected job growth.~~

Retail Trade

The existing retail activity in the urban growth area is a product of numerous years of development in the downtown core and ~~a~~ along the commercial corridors located along portions of State Route 20 ~~(and Moore St.)~~ and State Route 9 ~~(and North Township)~~, and Cook Road west to I-5. The central business district is quite large, ~~comprising at around about~~ one hundred forty-five (145) acres. The Mixed Commercial zoning along the highways is limited to certain areas along the ~~highways corridors~~ and is ~~comprised of~~ approximately one hundred and forty six (146) acres. While the CBD is intended to accommodate medium intensity commercial development and is designed to allow those normal commercial uses that are consistent with a pedestrian-oriented business area, the Mixed Commercial zone is intended to accommodate auto oriented retail development (i.e. gas stations, fast food restaurants) with the potential for residential uses above commercial uses. Commercial activities are intended to serve both local and regional residents and pass-through motorists traveling across the North Cascades Highway (State Route 20) and State Route 9 for recreational activities.

The largest portion of retail sales activities occurred in food stores, eating and drinking establishments, building materials and hardware, and automotive dealerships. Shopping facilities in Sedro-Woolley provide a primary source for many retail items north, south, and east of the city. The city's retail trade area encompasses the city, State Route 20 east past Newhalem to the county line, north to Alger, and south to Big Lake.

There is one community shopping center located near the intersection of State Route 20 and Cook Road, anchored by a grocery store and an automotive parts store. The existing central business district (CBD) encompasses a large number of retail activities including automobile sales and service, drinking and eating establishments, a pharmacy, hardware stores, clothing stores, specialty shops, several antiques stores, and a number of smaller establishments. There is commercially zoned land located within the central business district, ~~particularly in the MC zone~~, that is either vacant or underutilized.

In addition to the community shopping center and central business district, there are a number of facilities serving automobile traffic adjacent to State Routes 20 and 9. ~~Examples of businesses located along the highways include automobile service and sales, two major drug stores, a hardware store, gasoline/convenience stores, eating and drinking establishments, and a number of smaller establishments.~~ There are several vacant or underutilized commercial properties along State Route 20. Except where State Routes 9 and 20 share the same path, there is little commercial property along State Route 9.

Service Industries

Sedro-Woolley's professional service sector continues to assume a greater role in the local economy. This sector is comprised primarily of professional office, financial, insurance, medical/dental, legal, and real estate services provided to the growing construction and retail trade sectors and to the growing population within Sedro-Woolley and the surrounding area. Service sector employment generally depends upon a strong retail and manufacturing base to supply ancillary support services and a strong population base.

There are many service ~~uses~~ industries located in the CBD, including several banks, professional offices (including at least three professional engineering companies), salons/barbers, insurance and realty businesses, dental and doctor offices, heating and plumbing companies, law offices and other services. The Mixed Commercial properties focused along State Route 20 are primarily retail, serving automotive traffic.

Commented [MC47]: I don't think much in this section needs to be changed, as the overall mix of uses re: retail trade hasn't likely changed a ton. Will defer to the city on this one.

Commented [MC48]: Substantively this seems fine as well.

Industrial

Industrial business continues to grow slightly in the urban growth area. Industrial business generally is through activities located in the industrial parks and from a large food production company based in the central business district.

There has been a movement of King and Snohomish County business outward to less developed areas including Skagit County. This shift in development is projected to continue early into the new millennium, making Skagit County and Sedro-Woolley increasingly attractive for firms requiring a combination of office warehousing, research and development, or light industrial manufacturing space.

The bulk of the industrial activities in Sedro-Woolley take place in either the old Skagit Plant site, the Industrial properties on the east side of town or Sunset Industrial Park. The old Skagit Plant site formerly housed the Skagit Steel and Iron Works (later Skagit Steel Company) that manufactured a gas-powered hoist used in the logging and farming industries. With this innovation and other products for mining, logging, and other industries, the Steel Company, later Bendix Corporation continued to manufacture projects until the site closed in 1985. Since its purchase by Sealand Development Corp, the site has been cleaned up and has gradually developed into heavy industrial uses, including manufacture of components for the aerospace industry, a modular office manufacturer, a boat manufacturer, a traffic equipment manufacturer, and a number of smaller light and heavy industrial manufacturers.

Commented [MC49]: City - is this true?

Commented [MC50]: This is old text, and I don't know if it's true or not.

Commented [DK51R50]: Removed for now.

Commented [TG52]: Still using this name? Or is it called something else by now? I defer to Nicole.

Commented [TG53]: Uh-oh, I don't know where this is.

Commented [MC54]: City - does this still accurately describe the uses on the Skagit Plant site?

A large section of industrial property lies north of State Route 20, just west of Fruitdale Road. This area hosts a perfume manufacturer, an aerospace industry contractor and other industrial uses. Another smaller industrial park site, Sunset Industrial Park, is located in the southern portion of the city adjacent to State Route 20. Activities in this park include a number of small heavy and light industrial activities and commercial activities (related to the industrial development).

A number of areas are zoned for industrial uses which are not yet industrially developed but have the potential of being developed. One forty-acre parcel is north of Moore Street (State Route 20) and is zoned Industrial. Other Industrial zoned areas include the two large sawmill sites in the city. Another undeveloped industrial site is located between State Route 9 and Maple Street.

Other light industrial areas are located adjacent to State Route 20 on the south side of the city.

Sedro-Woolley supports a range of industries in aerospace, construction, and natural resources. Some of the largest representative industries include the following:

Sedro-Woolley Major Industrial Employers

Company Name	Type of Industry
Thermacor Process, LP	Insulated Pipe Manufacturing
Rothenbuler Engineering	Electrical Engineering and Manufacturing
Janicki Logging and Construction	Logging & Construction
Janicki Industries	Aerospace, Marine and Transportation Component Engineering and Manufacturing
Janicki Bioenergy	Alternative energy development processes
Seven Sisters	Electrical Contractor
Truss Engineering	Roof Truss Manufacturing
Fathom Yachts	Yacht Manufacturing
Truck Vault	In-Vehicle Storage Manufacturing
Snelson Industries	Construction contractor

Commented [TG55]: I didn't know this.

Commented [TG56]: Yes, I think this is still true.

Commented [MC57]: City - is this still true?

Commented [MC58]: Have these areas been developed?

Commented [TG59R58]: I defer to Nicole

Commented [MC60]: This will need to be updated.

Commented [DK61R60]: With exception to Thermacore, the rest of the industries listed are still in S-W. City, are there any others that should be added?

Commented [TG62R60]: Sedron or is that Janicki Bioenergy?

Commented [DK63]: Thermacore still in S-W? Website says Chehalis

ECONOMIC DEVELOPMENT STRATEGY

Commented [MC64]: City - I think the content of the intro text overall is still relevant. There are some economic priorities/strategies that will need to be reviewed for currency (i.e., has the thing already happened yet?).

It has often been asked “Why should the public sector contribute to economic development efforts?” The most obvious reason is to promote job opportunities for ~~members of the community~~ its citizens. Less apparent is the role in providing necessary services to promote a higher quality of life. It has been well documented that commercial and industrial land uses more than pay for themselves (i.e. generates more taxes than the value of the services consumed). Therefore, expanded economic growth benefits every Sedro- Woolley resident by reducing the amount of ad valorem taxes that would otherwise be borne by the residential taxpayer.

As a result of Washington’s Growth Management Act and the city’s growth rate over the last decade, the city has a need for greater infrastructure improvements including roads, water, and sewer services and a host of community-related facilities. Solutions to these problems are complex.

However, a part of the solution is the need to expand the city’s tax base by attracting development that will more than pay for its growth.

The overall purpose of the economic development strategy is to improve the quality of life within the city. Public investment made to stimulate economic development helps to provide for permanent employment, increase personal income, and improve the general business climate. A more direct result of local public investment is an enhancement of the tax base, which improves the financial capacity of the city. The major thrust of the city’s economic development strategy is to convince businesses to start, expand, or locate within the city.

Unfortunately, because we live in an imperfect world, not every business has complete and accurate data on the attributes of every community where it might ~~locate~~ be located.

Many businesses have needs that could be met by many of the communities in Skagit County. Unless these businesses are made aware of Sedro-Woolley opportunities, they may go elsewhere. Economic development (i.e. seeking new or expanded employment opportunities) has grown increasingly competitive. Sedro-Woolley, too, must maintain an aggressive economic development strategy in order to provide opportunities for new business.

Sedro-Woolley Economic Development Action Plan

The city, in cooperation with various partners, issued a draft Economic Development Action Plan in the fall 2024. According to this plan, Economic priorities for Sedro- Woolley ~~should~~ include the following:

Commented [DK65]: City, we added these as goals and policies below and included the “action items” from the report.

1. Continue to p~~Provide~~ business-friendly project review and permitting.
2. Support housing development to provide a larger workforce and to further support local retail.
3. Focus on public Downtown ~~infrastructure and design i~~ mprovements.
4. Improve State Route 20 and State Route corridors.
5. Improve the cleanliness and visual appearance of commercial areas, including downtown.
6. Engage in creative placemaking. Support the creation of experiences and places that are unique for visitors and residents in Sedro-Woolley.
7. ~~Do further~~ Continue to work with economic development partners to provide additional help and technical assistance for online commerce and other technical business and support services.
8. Support infill commercial and housing development.

Commented [TG66]: I think this needs to be more specific, but not sure how.

Commented [DK67R66]: There are some policies below on SR 20 and entry points.

Commented [TG68]: I really like this!

9. Continue to partner regionally to benefit the regional economy, which will benefit the Sedro-Woolley economy.
10. Continue to partner with the Port of Skagit and Skagit County on the continued redevelopment of the SWIFT Center.
11. Support enhanced tourism.
12. Citywide public infrastructure development.
13. Workforce development.

Additional priorities include:

14. Enhance the city's tax base and encourage higher-income job opportunities by aggressively promoting industrial/light manufacturing/commercial development in the city's business/industrial parks, commercial, and industrially zoned lands. To achieve this goal, Sedro-Woolley needs to identify suitable lands, establish zoning districts **compatible** with the neighboring zones – **especially mindful of impacts to** residential zones **and established neighborhoods** – that encourage **compatible well-suited** industrial use, maintain an adequate supply of suitable commercial/industrial land, and provided infrastructure to support it.
15. Work with the property owners in the downtown area to continue **efforts** to establish **and make more visible** the identity of downtown Sedro- Woolley by providing a framework for which the retail and commercial economy can evolve into a civic and retail specialty area that incorporates the unique Metcalf Street character of Sedro-Woolley with vital and diverse specialty retail and service businesses. **To accomplish this, the city will develop a Downtown Design Plan to create a pedestrian-friendly downtown environment, including street and sidewalk improvements, a Town Center Park, the addition of Sedro-Woolley identified features (i.e. murals, carvings), beautification, and a funding source for continuing improvements, maintenance, and marketing for downtown businesses and events.**
16. Encourage retail uses in the storefronts along Metcalf Street which allows window-shopping and engages passers- by. Retail uses in the storefronts **givesgive** pedestrian more to look at than service uses and offices, therefore allowing pedestrians to participate in the streetscape and adding to the pedestrian-friendliness of the downtown shopping core.
17. Seek opportunities to improve pedestrian friendly infrastructure such as sidewalks and walking routes allowing access to and connectivity within the downtown district.
18. **Continued sSupport of the Sedro-Woolley library systemCentral Skagit Library District will also contribute** to the local economy. Investment in library facilities attracts local employees, their families and management to the community. Libraries are places where new ideas are discovered, databases and other reference data and information is available free of charge and where job seekers can go for assistance. A good library is a valuable tool **that** brings visitors and additional revenue to the city.
19. **Support** inter-modal connectivity by planning for an Inter-modal Transportation Center/Hub in or near the CBD. Work with and encourage SKAT to offer a city bus that circulates around Sedro-Woolley and syncs with a link route from the Inter-modal Transportation Center to

Commented [MC69]: How many of these things have been done?

Commented [DK70R69]: Moved this to a policy below with updated language.

Commented [MC71]: Seems like a separate strategy from above.

Burlington.

- 4.20. ~~To~~ Encourage a multi-modal transportation system that allows local residents to move easily from their homes to their jobs to the necessary services without exclusive dependence upon the single-occupancy vehicle.
21. Encourage new park and ride facilities and improvements to the existing park and ride facilities. Foster new partnerships with the Skagit Transit (SKAT), Van-Go and other transit organizations for increased service in and around Sedro-Woolley, especially to the Central Business District and Industrial zoned properties. Seek opportunities to encourage “express” service between Sedro-Woolley and the major city centers of Anacortes, Burlington and Mount Vernon.
- 5.—22. Provide economic diversification and a broader range of higher-income employment opportunities by providing space for manufacturing and professional office development. Promote more job development in Sedro-Woolley ~~in order~~ to reduce costs for residents who travel elsewhere to work and to increase the share of spending in the local economy versus money being spent in other areas by local residents.
- 6.—23. Encourage employers to support bicycle and pedestrian commuting. The City assists in supporting bicycle commuting by implementing the Bicycle and Pedestrian section of the Transportation Element of the Comprehensive Plan. Incorporate access to the city via the County trail system into the city economic development and tourism strategies.
- 7.—24. Promote tourism to enhance and increase the economic vitality of Sedro- Woolley. Promote the use of the theme “Gateway to the North Cascades.” Create partnerships with like cities on the east side of the North Cascade Pass, such as Winthrop or Twisp, ~~in order~~ to promote each other and what lies between to capture dollars that might be spent elsewhere. Encourage the re-envisioning of the “Trolley Park” idea.
25. Encourage redevelopment of unused or underutilized properties for more tourism retail opportunities. Encourage the creation of CBD hotels/motels, bed and breakfasts, or other lodging prospects.
26. Encourage employment and business development opportunities at the ~~Center for Innovation and Technology~~ SWIFT Center.
27. Promote the decarbonization and innovative use of technology to conduct business. Prioritize energy efficiency and electrification of new developments and redevelopment.

8.

Commented [TG72]: Yes!!

ECONOMIC DEVELOPMENT GOALS, POLICIES, AND ACTIONS

The city has actively planned for an expanding light industrial/commercial economic base. While detailed manufacturing-related economic impacts have not been recorded for the city, projections of employment indicate a growing industrial/ manufacturing/commercial base can be expected for the city.

Goal E1: To develop a sound fiscal base.

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

Policy E1.2: [Continue participating](#) ~~Participate~~ with other public agencies and private interests, [such as Job Corps, inCorps, in](#) labor force training programs that take advantage of traditional resources.

Commented [TG73]: Note earlier comment about Job Corps. I'll send the link to the article.

Policy E1.3: Identify and promote sites which can be developed for a variety of local employment projects. Promote development of business and industrial parks, [light manufacturing](#), office and professional centers, and specialized commercial and entertainment centers.

Policy E1.4: Work with property owners to determine the effective development capacity of sites having employment center possibilities.

Policy E1.5: Withhold Sedro-Woolley services to areas outside the incorporated city limits, sewer in particular, unless potential property developers agree to annexation and the payment of local property or other revenue taxes, and associated impact fee assessments.

Policy E1.6: [Pursue a policy](#), in conjunction with the county, to expand the acreage for heavy and light industrial activities within the Sedro-Woolley urban growth area.

Commented [DK74]: City, was this done?

[Policy E1.7: Enhance the city's tax base and encourage higher-income job opportunities by aggressively promoting industrial/light manufacturing/commercial development in the city's business/industrial parks and industrially zoned lands.](#)

Initiatives/Actions:

- [Identify suitable lands and establish zoning districts compatible with the neighboring zones that encourage industrial use](#)
- [Maintain an adequate supply of suitable commercial/industrial land](#)
- [Provide adequate infrastructure to support these areas](#)

Goal E2: To increase economic opportunities.

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 small business financing and management assistance programs.

Policy E2.2: Identify facilities which may be used for small businesses. Assist efforts to reuse older buildings, redevelop vacant property, and revitalize the existing central business district

(CBD).

Policy E2.3: Assist private groups to establish special improvement districts including parking and business improvement authorities, local improvement districts (LID's), or other programs necessary to the effective revitalization of the existing business and commercial districts of Sedro-Woolley.

Policy E2.4: Participate in special public/private ventures that provide public benefits and are appropriate to Sedro-Woolley's ~~long-range~~long-range goals.

Policy E2.5: Reserve certain capable lands and sites for employment-related developments. Provide a suitable supply of commercial, retail, business, office and industrial lands within Sedro-Woolley to reduce commuting requirements to outside areas for employment opportunities.

Policy E2.6: Create local employment, shopping and other urban service activities that reduce Sedro-Woolley's dependence upon other urban areas.

Policy E2.7: Work cooperatively with the Sedro-Woolley Chamber of Commerce to establish strong business leadership.

Policy E2.8: Perform a detailed commercial/ industrial land use inventory to provide more accurate information on the usable lands available for development in the urban growth area.

Policy E2.9: Encourage local business owners to attend economic development activities, forums, etc.

Policy E.2.10: Improve the cleanliness and visual appearance of commercial areas, including downtown.

Policy E.2.11: Continue supporting the Central Skagit Library District, recognizing its contribution to the community and local economy.

Policy E.2.12: Support inter-modal connectivity by planning for an Inter-modal Transportation Center/Hub in or near the CBD. Work with and encourage SKAT to offer a city bus that circulates around Sedro-Woolley and syncs with a link route from the Inter-modal Transportation Center to Burlington and other employment centers.

Policy E.2.13: Encourage a multi-modal transportation system that allows local residents to move easily from their homes to their jobs to the necessary services without exclusive dependence upon the single-occupancy vehicle.

Policy E.2.14: Encourage new park and ride facilities and improvements to the existing park and ride facilities. Foster new partnerships with the Skagit Transit (SKAT), Van-Go and other transit organizations for increased service in and around Sedro-Woolley, especially to the Central Business District and Industrial zoned properties. Seek opportunities to encourage "express" service between Sedro-Woolley and the major city centers of Anacortes, Burlington and Mount Vernon.

Policy E.2.15: Provide economic diversification and a broader range of higher-income employment opportunities by encouraging entrepreneurship and providing space for manufacturing and professional office development. Promote more job development in Sedro-Woolley in order to reduce costs for residents who travel elsewhere to work and to increase the share of spending in the local economy versus money being spent in other areas by local residents.

Commented [MC75]: Seems like a separate strategy from above.

Commented [TG76R75]: Yes it does. But, I'm wondering if we can be more specific here as it could relate to access to jobs??

Commented [DK77R75]: Added employment centers.

Commented [TG78]: On the other hand, these get at Policy E.2.12 I think.

Commented [TG79]: Do we want to include some language regarding entrepreneurship? Encouraging it, fostering it, etc.

Commented [DK80R79]: Added "encouraging entrepreneurship"

Policy E.2.16: Encourage employers to support bicycle and pedestrian commuting. The City assists in supporting bicycle commuting by implementing the Bicycle and Pedestrian section of the Transportation Element of the Comprehensive Plan. Incorporate access to the city via the County trail system into the city economic development and tourism strategies.

Policy E.2.17: Encourage employment opportunities at the SWIFT Center.

Policy E.2.18: Promote the decarbonization and innovative use technology to conduct business. Prioritize energy efficiency and electrification of new development and redevelopments.

Commented [DK81]: Recommended for compliance with Climate Element requirements

Commented [TG82R81]: Agree.

NEW Goal XX: Focus on downtown improvements

Add/Reference 2 policies below from LU Element:

NEW Policy LU XX: Prioritize the transition of the TMCO District near the intersection of Cook Road and Highway 9 into an inviting gateway and connection into the central business district. Actively pursue redevelopment opportunities that support a mix of residential, commercial, and small-scale manufacturing uses to jumpstart revitalization of the area.

Commented [DK83]: New policy for TMCO Zone - Gateway site

Commented [TG84R83]: I like it.

New Policy LU XX: Engage in creative placemaking. Support the creation of experiences and places that are unique for visitors and residents in Sedro-Woolley.

Building on previous actions, work with the community to develop a downtown activation plan to detail legislative, programmatic and place-making efforts to foster economic development, increase living wage job opportunities and provide a more vibrant downtown hub for residents, workers and visitors.

Commented [DK85]: New policy for a downtown activation plan

Commented [TG86R85]: I like it!

Policy XX: Work with the property owners in the downtown area to continue efforts to establish and make more visible the identity of downtown Sedro-Woolley by providing a framework for which the retail and commercial economy can evolve into a civic and retail specialty area that incorporates the unique Metcalf Street character of Sedro-Woolley with vital and diverse specialty retail and service businesses.

Policy XX: Encourage retail uses in the storefronts along Metcalf Street which allows window-shopping and engages passers-by. Retail uses in the storefronts give ~~pedestrian~~pedestrians more to look at than service uses and offices, therefore allowing pedestrians to participate in the streetscape and adding to the pedestrian-friendliness of the downtown shopping core.

Policy XX: Seek opportunities to improve pedestrian friendly infrastructure such as sidewalks and walking routes allowing access to and connectivity within the downtown district.

Goal E3: To realize Sedro-Woolley's image as the "Gateway to the North Cascades."

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

Initiatives:

- Promote the use of the theme "Gateway to the North Cascades."
- Create partnerships with like cities on the east side of the North Cascade Pass, such as

Winthrop or Twisp, in order to promote each other and what lies between to capture dollars that might be spent elsewhere.

- Encourage the re-envisioning of the “Trolley Park” idea.
- Partner with the Chamber of Commerce and local businesses on marketing and branding the city.
- Provide cohesive directional and interpretive signage for vehicles and cyclists from different entry points.

Commented [TG87]: What is this?

Commented [DK88R87]: It came from the EDAP I believe. Remove?

Commented [TG89]: I like it. We are in need of better/more signage.

Policy E3.2: Create and adopt a neighborhood plan for the central business district (CBD). Establish a local tourism marketing strategy and branding for the central business district and other attractions or features in the city. ,especially the area along Metcalf Street.

Initiatives:

- Policy E3.9: 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.
- Policy E3.10: Include the interests and influence of the Upper Skagit Tribe in Sedro-Woolley’s tourism strategy. Encourage joint operation of environmental education sites and programs. Encourage development of Native American arts and crafts shops in the central business district.

Commented [TG90]: Yes!

Policy E3.3 Encourage retail and food service businesses to extend hours of operation on weeknights and weekends. past five p.m. at least a few days each week.

Policy E3.43: Work with upriver communities to identify tourism specialties to avoid direct competition with one another. Develop a tourism network that provides information on each community’s specialty, along with food and lodging opportunities.

Policy E3.54: Build on the success of Loggerodeo by supporting the addition of adding an associated music festival, such as bluegrass or folk music.

Policy E3.6 Provide a winter festival based on the Santa Claus parade, and add ice sculpture contests, historic home tours, cross-country skiing or other athletic competition, a play and/or Christmas concert. Develop similar festivals to take place in the spring or fall.

Commented [DK91]: Keep? If so, suggest making it less detailed and changing “provide” to “support.”

Commented [TG92R91]: ...ice sculpture contest ...in the rain.

Policy E3.75: Develop a flea market/craft show where local artists and crafts people can sell their work. Develop a network for artists and crafts people which would assist with business development, marketing and an apprenticeship program for local youth.

Commented [DK93]: City, was this done? Could also consider becoming a Creative District.
<https://www.arts.wa.gov/creative-district-communities/>

Policy E3.86: Support and recognize existing and ongoing activities and organizations such as the Farmer’s Market, local festivals, parades, the Holiday Home Tour and the Sedro-Woolley Museum.

Policy E3.97: Actively seek grant funding and pParticipate in regional trails development to encourage bicycle tourism in Sedro-Woolley.

Policy E3.108: Promote bicycling as Sedro- Woolley’s tourism specialty. Enhance existing facilities to accommodate bicyclists, such as providing additional tent spaces and showers at the Riverfront RV Park. Build new facilities, such as centrally-locatedcentrally located public restrooms, on-street bicycle lanes and picnic areas.

Policy E3.9: 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.

~~Policy E3.10: Include the interests and influence of the Upper Skagit Tribe in Sedro-Woolley's tourism strategy. Encourage joint operation of environmental education sites and programs. Encourage development of Native American arts and crafts shops in the central business district.~~

~~Policy E3.11: Support the development of tourist attractions within the Sedro-Woolley area, such as the Sedro-Woolley Museum.~~

Commented [DK94]: Duplicative.

Policy E3.112: Actively work to increase the variety and availability of overnight accommodations within the Sedro-Woolley area including R.V. camping, hotels, motels and Bed & Breakfasts.

Policy E3.123: Provide mitigation for negative impacts associated with tourism, including nonseasonal employment, tourist-local resident conflicts and environmental aspects.

Policy E3.134: Use a variety of media [sources](#) to promote Sedro-Woolley tourism opportunities. Use signage and design along State Route 20 to communicate economic ~~opportunity~~[opportunities](#) and attract tourism.

~~Policy E3.145: Promote the relocation of the fairgrounds to the county land adjacent to the Northern State campus.~~

Commented [DK95]: City, is this still wanted?

~~Policy E3.156: Encourage signage explaining what companies/products are located/produced in the City's industrial areas to promote the viability of the City's industrial sector. Many interesting and important goods are produced in these areas and improving the awareness of their presence can help attract prospective industrial tenants.~~

Commented [TG96R95]: I've heard no discussion about this. Probably safe to remove.

Commented [DK97]: This is a good idea and could be expanded to light manufacturing.

Policy E3.167: Increase the use of kiosks and directional signage to strategically direct visitors to City businesses and civic services. [Consider a branding strategy for cohesive, attractive and identifiable signage.](#)

Policy E3.178: Expand on the existing green industries and promote the City as a hub for further sustainable and green industries.

~~Policy E3.19: Promote the sprucing-up of the downtown business district. To instill a sense of ownership and foster long-term connections to the community, encourage youth participation in downtown revitalization.~~

Commented [DK98]: Replaced with new policy above.

~~Policy E3.20: Encourage directional signage, interpretive signage and parking for tour busses and other tourist vehicles such as R.V.s.~~

Commented [DK99]: Duplicative.

~~Policy E.17: Encourage redevelopment of unused or underutilized properties for more tourism retail opportunities. Encourage the creation of CBD hotels/motels, bed and breakfasts, or other lodging prospects.~~

New Goal: Enhance Sedro-Woolley's Business Friendly Environment

~~Policy E.4.1: Provide expedited permit processing, particularly for outright permitted uses.~~

~~Policy E.4.2: Do further work with economic development partners to provide additional help and technical assistance for online commerce and other technical business and support services.~~

~~Policy E.4.3: Support infill commercial and housing development.~~

~~Policy E.4.4: Continue to partner regionally to benefit the regional economy, which will benefit the Sedro-Woolley economy.~~

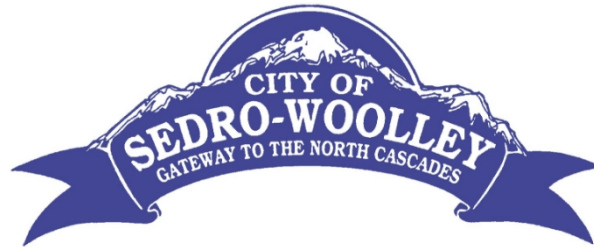
~~Policy E.4.5: Continue to partner with the Port of Skagit and Skagit County on the continued redevelopment of the SWIFT Center.~~

~~Policy E.4.6: Continue to support workforce development.~~

~~Policy E.4.7: Support housing development to provide a larger workforce and to further support~~

[local retail.](#)

Commented [DK100]: From Economic Development Action Plan



Planning Commission Agenda Item

Agenda Item No.: h.2.

Date: June 17, 2025

From: Thomas Glover, Community Development Director

Subject: Acceptance of Resignation

RECOMMENDED ACTION:

Review and discussion only, no formal action requested/required.

BACKGROUND/SUMMARY INFORMATION:

Vacancy has now been advertised.

FISCAL IMPACT, IF APPROPRIATE:

None.

ATTACHMENTS:

1. Resignation Letter SWPC

Danielle D. Freiburger
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danifreiburger@gmail.com

June 2, 2025

Julia Johnson, Mayor
City of Sedro-Woolley
325 Metcalf Street
Sedro-Woolley, WA 98284

Dear Mayor Johnson,

Please accept this letter as my notice of resignation from my position as Commissioner with the City of Sedro-Woolley Planning Commission. My last day will be June 17, 2025.

I will be relocating to eastern Washington to be closer to my parents.

It has been my pleasure to serve the Sedro-Woolley community as a member of the Planning Commission over the past six years. Being able to be a part of planning for city growth has been a rewarding experience and I believe we have accomplished much.

I would like to leave my position in a good state for my replacement. Please let me know if there is anything I can do to make the transition as smooth as possible before my last day.

Thank you again for giving me the opportunity to be a part of the Sedro-Woolley Planning Commission. I wish you and staff all the best.

Sincerely,

Danielle Freiburger

Danielle D. Freiburger