PLANNING COMMISSION
January 20, 2026
6:30 PM
Planning Commission

a. Call to Order

b. Pledge of Allegiance

c. Roll Call

d. Consent Agenda

1. Minutes from October 21, 2025 Planning Commission Meeting
2. Minutes from December 16, 2025 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. Draft 2025 Comprehensive Plan Periodic Update - Recommendation

h. New Business

1. Proposed Amendments to Title 15 and Chapters 12.32 and 17.100 SWMC to Add Address and Street Name Standards
2. Election of 2026 Planning Commission Officers

i. Adjournment

PLANNING COMMISSIONERS

Pat Huggins Matthew Desvoigne Madison Bowman
Joe Fattizzi Jessica Jasper Joe Franett 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.

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Regular Meeting of the Planning Commission
October 21, 2025 - 6:30 PM

a. Call to Order

Planning Commission Chair, Joe Franett, called the meeting to order at (6:30PM).

b. Pledge of Allegiance

c. Roll Call

Commissioners Present:

- Commissioner Joe Franett
- Commissioner Joe Fattizzi
- Commissioner Jessica Jasper
- Commissioner Pat Huggins
- Commissioner Cassandra Sexson
- Commissioner Madison Bowman

Commissioners Absent:

- Commissioner Matthew Desvoigne

Staff Present:

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

d. Consent Agenda

1. Minutes May 27, 2025

Minutes from May 27th, 2025, Planning Commission Meeting approved as written.

2. Minutes June 17, 2025

Minutes from June 17th, 2025, Planning Commission Meeting approved as written.

3. Minutes July 15, 2025

Minutes from July 15th, 2025, Planning Commission Meeting approved as written.

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.

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

- No online participants.
- No comments from participants 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. Comprehensive Plan - Chapter 3, Housing Element Strategies

Ian Kastner was introduced to the Planning Commission by Nicole McGown. Ian has been interning with the City of Sedro-Woolley's Planning Department since June 2025 and was a presenter of the evening's slideshow about Housing Target Strategies for the 2025 Comprehensive Plan Periodic Update.

The slideshow consisted of a refresher on the State Mandated Housing Targets by Income Band (AMI) with a table showing the surplus/deficit of each income band and an in-depth overview of each Proposed Housing Policy Strategies.

Following the presentation, Nicole McGowan led a discovery and action dialogue facilitation, presenting the Commissioners with seven questions, one at a time, and then discussing their thoughts and ideas derived from the question.

1. What stands out to you after hearing about these housing strategies?
2. Which strategies do you believe would make the greatest impact on meeting housing needs across income levels in Sedro-Woolley? Why?
3. What barriers or challenges do you foresee in implementing these strategies — politically, financially, or practically?
4. Which strategies align most strongly with Sedro-Woolley's community values and long-term vision?
5. Are there any strategies that seem less appropriate for Sedro-Woolley at this time? Why?
6. Every strategy comes with trade-offs. Which trade-offs feel acceptable to you, and which feel like deal-breakers for Sedro-Woolley?
7. Considering everything we've discussed, which combination of strategies do you feel staff should move forward with for inclusion in the City's Comprehensive Plan and development regulations? Are there strategies you feel must be included together to be effective? Are there strategies you feel strongly should not be included?

In response, Planning Commissioners expressed support for strategies that expand housing variety, reduce regulatory barriers, and create incentives for producing and preserving affordable housing. Commissioners emphasized approaches that produce more immediate results and are predictable, easy to administer, and aligned with Sedro-Woolley's character. They prioritized strategies that leverage existing infrastructure, maintain neighborhood livability, and avoid major sweeping changes or programs with significant long-term staffing burdens. Commissioners were especially supportive of smaller-scale, "gentle density" solutions — such as cottage clusters, duplexes, allowing minor modifications to nonconforming single family homes and incentivizing reinvestment into older dilapidated housing. Infill development and use of existing infrastructure were also highlighted as preferred approaches, through tools like Multifamily Tax Exemption (MFTE), unit lot subdivision, and shadow platting.

Across the board, Commissioners noted that developers tend to understand what makes projects feasible, and encouraged a collaborative, partnership-driven approach to crafting any new development standards or incentive programs. For developers, the key is to improve financial feasibility and to allow diverse housing forms with flexibility in lot sizes and without strict limits on unit counts, so that creative approaches to housing can be implemented.

The Planning Commission emphasized caution regarding unintended consequences of housing strategies, such as increasing market-rate prices, environmental compliance challenges, and limitations posed by existing transit and transportation infrastructure. Fee reductions or waivers

should be implemented only after evaluating utility and service impacts to ensure city services can be maintained. Preservation of community character and livability was repeatedly noted, particularly as new housing types are introduced. Planning Commissioners did not favor fee-in-lieu requirements, and urged the City to avoid programs that could become long-term code enforcement burdens.

h. New Business

None.

i. Adjournment

Time (9:56PM).

ATTEST:

_____
Planning Commission Chair

APPROVED:

_____
Planning Commission Secretary

Regular Meeting of the Planning Commission
December 16, 2025 - 6:30 PM

a. Call to Order

Planning Commission Chair, Joe Franett, called the meeting to order at (6:32PM).

b. Pledge of Allegiance

c. Roll Call

Commissioners Present:

- Commissioner Joe Franett
- Commissioner Jessica Jasper
- Commissioner Pat Huggins
- Commissioner Cassandra Sexson - Online
- Commissioner Matthew Desvoigne
- Commissioner Madison Bowman

Commissioner Absent:

- Commissioner Joe Fattizzi

Staff Present:

- Planner Nicole McGowan
- Community Development Director Tom Glover
- Permit Technician Nicole Pfluger

d. Consent Agenda

None.

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.

General Public Comment opened at (6:34PM).

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

General Public Comment closed at (6:34PM).

f. Public Hearing(s)

1. 2025 Comprehensive Plan Periodic Update

Public Hearing opened at (6:37PM).

Community Development Director, Tom Glover, opened the discussion for the seventh version of the 2025 Comprehensive Plan Periodic Update. He articulated that there were few changes from the previous version and made note that updates were based on recent decisions from the Growth Management Hearings Board and the findings of the Housing Forum, Community Survey and Facilitation exercise with the Planning Commission.

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

Public Hearing closed at (6:37PM).

Commissioners suggested the following changes to the 2025 Comprehensive Plan Periodic Update:

- On page 43 of the document, Sedro-Woolley is mentioned twice in the same sentence, regarding household income, and needs to be re-worded.
- On page 44 of the document, under Cost Burden in the third paragraph, 'a home

purchase' should be changed to 'with home purchases'.

- On page 7 of the document, there are two different population numbers given for Sedro-Woolley. Staff was tasked with verifying that these differences are accurate.
- On page 162 of the document, it was suggested that the police mission section move before the police department UGA coverage section.
- On page 46 of the document, Affordable Housing item #3, to remove the unnecessary word "of".

Tom also expressed that Council took issue with the Land Acknowledgment. Commissioner Joe Franett agreed, and also took issue.

Commissioner Pat Huggins expressed frustration about being unable to easily access the agenda packet electronically for the last several meetings.

Commissioner Matthew Desvoigne also expressed frustration about the FACET link expiring and his comments disappearing.

g. Unfinished Business

None.

h. New Business

None.

i. Information/Discussion Items

1. Reappointment of Joe Fattizzi and Pat Huggins to the Planning Commission

Both Commissioner Pat Huggins and Commissioner Joe Fattizzi agreed to another six-year term on the Planning Commission. The request for reappointment is being considered at the December 17th, 2025 City Council meeting. If the reappointment is approved, both Commissioners' new terms will begin January 20th, 2026.

2. Election of Planning Commission Officers for 2026

Planning Commission Chair and Vice-Chair nominations and election will take place during the January 20th, 2026 Planning Commission meeting.

j. Adjournment

Time (7:07PM).

ATTEST:

_____
Planning Commission Chair

APPROVED:

_____
Planning Commission Secretary

Planning Commission Agenda Item

Agenda Item No.: g.1.

Date: January 20, 2026

From: Thomas Glover, Community Development Director

Subject: Draft 2025 Comprehensive Plan Periodic Update - Recommendation

RECOMMENDED ACTION:

Staff is requesting a motion to Recommend Approval of the Draft Comprehensive Plan as attached.

BACKGROUND/SUMMARY INFORMATION:

Following the Public Hearing held by the Planning Commission on December 16, 2025, the city staff and consultant team have completed revisions to the draft Plan and are now presenting the latest version for the Planning Commission's review and consideration. Attached for the Planning Commission's review are the Planning Commission Findings of Fact, Conclusions, and Recommendation document and Version 9 of the 2025 Comprehensive Plan Update. Staff is requesting a recommendation from the Commission, to be forwarded to the City Council for its review, consideration, and adoption.

FISCAL IMPACT, IF APPROPRIATE:

N/A

ATTACHMENTS:

1. PC Description-Findings-Recommendation 012026 TG
2. Sedro-Woolley_Preliminary Draft Comprehensive Plan_12.18.25_Clean_V9

CITY OF SEDRO-WOOLLEY
Sedro-Woolley Municipal Building
325 Metcalf Street
Sedro-Woolley, WA 98284
Phone (360) 855-1661

Julia Johnson, Mayor

To: City of Sedro-Woolley Planning Commission
From: Tom Glover, Community Development Director
Date: January 20, 2025
Re: 2025 Comprehensive Plan, periodic update

DESCRIPTION, FINDINGS OF FACT, AND RECOMMENDATION

Description

As required by the Washington State Growth Management Act (Chapter 36.70A RCW), the City of Sedro-Woolley must update its Comprehensive Plan every 10 years. Adoption by City Council of the last update occurred in 2016. This current update was to be completed on or before December 31, 2025. While the draft plan was mostly completed by mid-fall 2025, the City took additional time to ensure proposed policies align with recent decisions made by the Growth Management Hearings Board.

The following is a summary of the amended elements of the Comprehensive Plan (see Exhibit A, Draft Comprehensive Plan). New to the Plan this update cycle:

- Climate Chapter 9 – Climate Element with resilience and greenhouse gas emissions reduction sub-elements.
- Expanded analysis within the Housing Element to craft policies that advance affordable housing choices and provide housing policies across all economic segments of the populations and how housing will be distributed.

Chapter 1 – Introduction and Vision Statement of the Comprehensive Plan Update

Through a facilitated process, the Planning Commission created a new Vision Statement for the Comprehensive Plan and revised the Introduction to clarify the approach taken in creating this document.

Chapter 2 – Land Use Element

The Planning Commission completed a review of the Land Use Element and has recommended updates to it. The recommended updates will require minor amendments to the Land Use Map.

UGA Size Review – Through a collaborative process involving Skagit County and the other cities within the county, each jurisdiction has been allotted a provisional population projection and

employment forecast for the 20-year planning horizon. That allotment has been reviewed and approved by the Board of Skagit County Commissioners on March 25, 2025, via Ordinance O2025002. Sedro-Woolley's population (including the UGA) is projected to increase to 18,582 by 2046. This represents an increase of 4,486 residents over the assumed 2022 population. The number of people employed in Sedro-Woolley in 2025 is projected to increase by 2,399 for a total of 7,039 jobs.

The city commissioned a land capacity analysis report (Report) to address whether the city has enough land in its UGA (including incorporated and unincorporated areas) to accommodate 20 years of residential population growth and jobs growth. In general, the Report (Summary Report attached as Exhibit B) indicates that there will be an adequate supply of commercial/industrial and residential land over the next 20 years. The Planning Commission does not recommend an expansion of the UGA to accommodate future growth.

Chapter 3 – Housing Element

The Planning Commission completed a review of the Land Use Element and recommended updates to comply with the new housing requirements under the Growth Management Act (GMA). The housing goals of the GMA are to accommodate affordable housing across all economic segments of the population of the City, promote a variety of residential densities and housing types, and encourage the preservation of existing housing stock. As part of this effort, the City commissioned a housing needs assessment (Exhibit C) to analyze the community's demographics and existing housing to identify current and future housing needs, affordability gaps, and specific needs for different income sectors to inform housing policies and guide future development in the city. This analysis documents how the Housing Element meets guidance provided by the State of Washington.

Chapter 4 – Transportation Element

The Planning Commission completed a review of the Transportation Element and has recommended updates. The updated information in the Transportation Element includes the population and employment projections approved by the Board of Skagit County Commissioners on March 25, 2025, via Ordinance O2025002. The entire Transportation Element has been rewritten. The analysis, standards, goals, and policies described are consistent with the other elements of the Comprehensive Plan, as required by the Growth Management Act.

Chapter 5 – Parks, Recreation and Open Space Element

The Planning Commission completed a review of the Parks, Recreation and Open Space Element and has recommended updates. This element was last updated in 2016 and set goals and planned future parks and recreation needs through 2036. In 2024, growth targets and allocations, along with housing allocations by income bracket, were developed through the Skagit Council of Governments (SCOG) and its Growth Management Steering Committee in 2024. As part of this update, the Planning Commission reviewed the current level of parks services through the 2046 planning horizon. The Sedro-Woolley's Planning Commission reviewed the County population projections and held several public meetings to gather input

on what the city's goals for parks should be. Our consultant team prepared a summary of the element (Exhibit E), and a brief analysis of the City's Parks Impact Fee (Exhibit F).

Chapter 6 - Capital Facilities Element & Public Safety Sub-Element

The Planning Commission completed a review of the Capital Facilities Element & Public Safety Sub-Element and has recommended updates. Goal 12 of the Washington State Growth Management Act (GMA) states: "Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing the current service levels below locally established minimum standards."

This chapter includes a reference to the Sedro-Woolley School District and it's capital facility planning, a separate sub-element that summarizes Public Safety (Fire & Police) needs, as well as Storm Water Management and Solid Waste Management. The City does not operate the Library, but it does own the property. The section covering the Library was crafted in close coordination with the Central Skagit Library District staff.

Chapter 7 – Public Utilities Element

The Planning Commission completed a review of the Public Utilities Element and has recommended minor updates. The Growth Management Act requires the utility element of a comprehensive plan to consist of "the general location, proposed location and capacity of all existing and proposed utilities, including but not limited to, electrical lines, telecommunication lines and natural gas lines."

Chapter 8 – Economic Development Element

The Planning Commission completed a review of the Economic Development Element, and has recommended updates to it. This chapter summarizes the purpose of maintaining and enhancing economic vitality within the City. It includes a discussion of the factors influencing the economy of the area, employment by sector, and economic development strategy.

Chapter 9 – Climate Element

The Planning Commission completed a review of the Climate Element, Chapter 9, of the Comprehensive Plan and has recommended goals and policies for this Element.

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). Jurisdictions fully planning 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, and avoid creating or worsening localized climate impacts to vulnerable populations and overburdened communities.

Due to population size and location within Skagit County, the City was also required to develop a greenhouse gas emissions reduction sub-element which must result in reductions in overall greenhouse gas emissions generated by transportation and land use within the jurisdiction but without increasing greenhouse gas emissions elsewhere in the state; result in reductions in per capita vehicle miles traveled within the jurisdiction but without increasing greenhouse gas

emissions elsewhere in the state; and prioritize reductions that benefit overburdened communities in order to maximize the co-benefits of reduced air pollution and environmental justice pursuant to House Bill 1181.

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 (Exhibit G). Their efforts were focused on climate resiliency and reduction of greenhouse gas emissions (GHG) and vehicle miles travelled (VMT) per capita. 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.

Comprehensive Plan Land Use Map and Zoning Map Amendments

The Planning Commission completed a review of the future Land Use Map of the Comprehensive Plan during the 2025 update cycle and has recommended updating the map to remove the Transitional Mixed Commercial Overlay (TMCO) and replace it with a Makers District (MD) designation. This removes the requirement for the property owner to apply for an overlay land use application permit, thereby facilitating redevelopment opportunities that support a mix of residential, commercial, and small-scale manufacturing uses in the area.

Planning Commission Findings of Fact

Conformance with Growth Management Act:

1. The Growth Management Act (GMA) requires cities and counties to update their Comprehensive Plans at least once every 10 years; the last update occurred in 2016.
2. The deadline for completing the next update, underway now, was to be completed on or before December 31, 2025.
3. In March 2024, the City of Sedro-Woolley secured two (2) grants from the Department of Commerce to assist with the cost to update the Plan, including a new required element to address Climate change.
4. In May 2024, planning staff from the City of Sedro-Woolley met with Facet, the consultant team hired by the City to assist with the periodic update, in a kick-off meeting at City Hall to outline the process.
5. On May 24, and June 8, 2024, the City published a formal call for amendments to the Comprehensive Plan, for inclusion into the update. Deadline for submittals was July 2, 2024. No applications for amendments were received.
6. Throughout the course of the development of the draft Plan update the City conducted several public meetings, open house events, community forums, and surveys to obtain feedback and guidance from the community's residents concerning the vision, goals, policies of the Plan.
7. To invite leadership into the Comprehensive Plan update process from the area tribes in the Comprehensive Plan update, the City sent a letter on June 3, 2024, to the Lummi Nation, Nooksack Tribe, Samish Nation, Sauk-Suiattle Tribe, Swinomish Tribe, Tulalip Tribe, and the Upper Skagit Tribe.

8. On July 15, 2024 the City hosted a public Open House event at the Central Skagit Library to present the update process, provide attendees with the opportunity to learn about the need to update the Plan, parameters of the process, and the specific elements: Housing, Land Use, Parks/Recreation/Open Space, Climate Resilience, Economic Development, Transportation, Capital Facilities and Utilities.
9. To continue the public input opportunity for the Update, a Community Visioning Survey was created and distributed to the public over the summer of 2024. The purpose of the survey was to solicit feedback from the community regarding the update process, and the vision the community has for its future.
10. The first of several housing policy forums was hosted at City Hall on August 21, 2024. The purpose was to share and collect information about the housing crisis impacting our area, discuss potential goals and tools, and hear about innovative solutions to the issue.
11. The Sedro-Woolley Chamber of Commerce invited the Planning Department staff to attend the fall 2024 luncheon on September 4, 2024, to speak on the Comprehensive Plan update. The purpose was to collect feedback on the Plan from the local business community particularly concerning economic development, and ideas for partnering more effectively to disseminate information about the plan update process.
12. To advise on the development of the Climate Resilience element of the Plan, a Climate Policy Advisory Taskforce (CPAT) was established. The CPAT met three (3) times, each time through facilitated discussion with planning staff and the Facet team to assess the City's climatic hazards and vulnerabilities and provide guidance in the development of goals and policies that reflect the vision for the City, and implement the state-required climate planning policies.
13. At the invitation from the Latinx Advisory Committee of Community Action of Skagit County, our Planner, Nicole McGowan presented an overview of the Comprehensive Plan update process, emphasizing the housing and climate resilience elements. The purpose of the presentation was to provide information to Skagit County's Spanish-speaking community, and to invite attendees to participate in the process.
14. A second Housing Forum was held on September 19, 2024, at the Sedro-Woolley Community Center. The purpose was to present the new requirements of the Growth Management Act on housing, share data points such as the Area Median Income (AMI) bands, growth targets, and the state-mandated housing policies that must coincide with the 2025 update.
15. Over the winter of 2024-2025, three (3) separate community surveys were distributed to the community: Housing data and concerns, Climate Impacts and vulnerabilities, and Household travel including the identification of incomplete infrastructure and travel (mode) inconvenience.
16. A Draft Land Capacity Analysis Report (LCA Report) was reviewed at the Planning Commission meeting held on March 18, 2025. The amount of land available to accommodate future residential, commercial and industrial growth, as well as the preferred methods and locations to accommodate the projected growth, was the focus of these meetings. Based on the Report findings, expansion of the City UGA boundaries was determined to ***not*** be necessary to accommodate 20-year growth.
17. Another public Community Meeting was held at the Community Center on April 22, 2025, this time to present survey results including vehicle miles traveled (VMT) per capita data.

18. A third Housing Forum was held at the Community Center on November 20, 2025, to present potential housing strategies (a total of 21 strategies were presented) to an audience from the public, along with a survey questionnaire to collect opinions and ideas.
19. Since the start of this plan update process in early 2024, the Planning Commission has held 19 meetings where the draft plan was discussed in public, open session. This includes three (3) joint public meetings with City Council.
20. While the draft plan was mostly completed by mid-fall 2025, the City took additional time to ensure proposed housing policies align with recent decisions made by the Growth Management Hearings Board.
21. On December 16, 2025, in compliance with Chapter 2.90 SWMC, a Public Hearing was held with the Planning Commission. The announcement of the meeting, with opportunity to comment on the proposed Draft Comprehensive Plan was published in the Skagit Valley Herald twice, on December 5 and 6, 2025. In addition, formal notice was also sent to people who have participated in previous hearings or submitted comments on the Land Use Element update, and posted on the City's social media pages.
22. The Planning Commission reviewed the latest draft of the proposed updated Comprehensive Plan at their regularly scheduled meeting held on January 20, 2026 (Exhibit A).
23. State Environmental Policy Act (SEPA) review checklist has been completed, and a determination of non-significance (DNS) will be issued prior to adoption.
24. The City intends to issue the required state agency 60-day Notice of Intent to Adopt the Amended Comprehensive Plan (Periodic Update) to the Washington State Department of Commerce following approval of the recommendation by the Planning Commission.

Planning Commission Recommendation

Based on the findings of fact and testimonies received by the Planning Commission, the Planning Commission recommends that the City Council approve the updated Draft Comprehensive Plan and Land Use map.

ATTACHMENTS

- Exhibit A – Draft Comprehensive Plan, with amended Land Use map.

CERTIFICATION

_____ _____

Joe Franett, Planning Commission Chairman **Date**

CITY OF SEDRO-WOOLLEY

COMPREHENSIVE PLAN

2025 - 2045

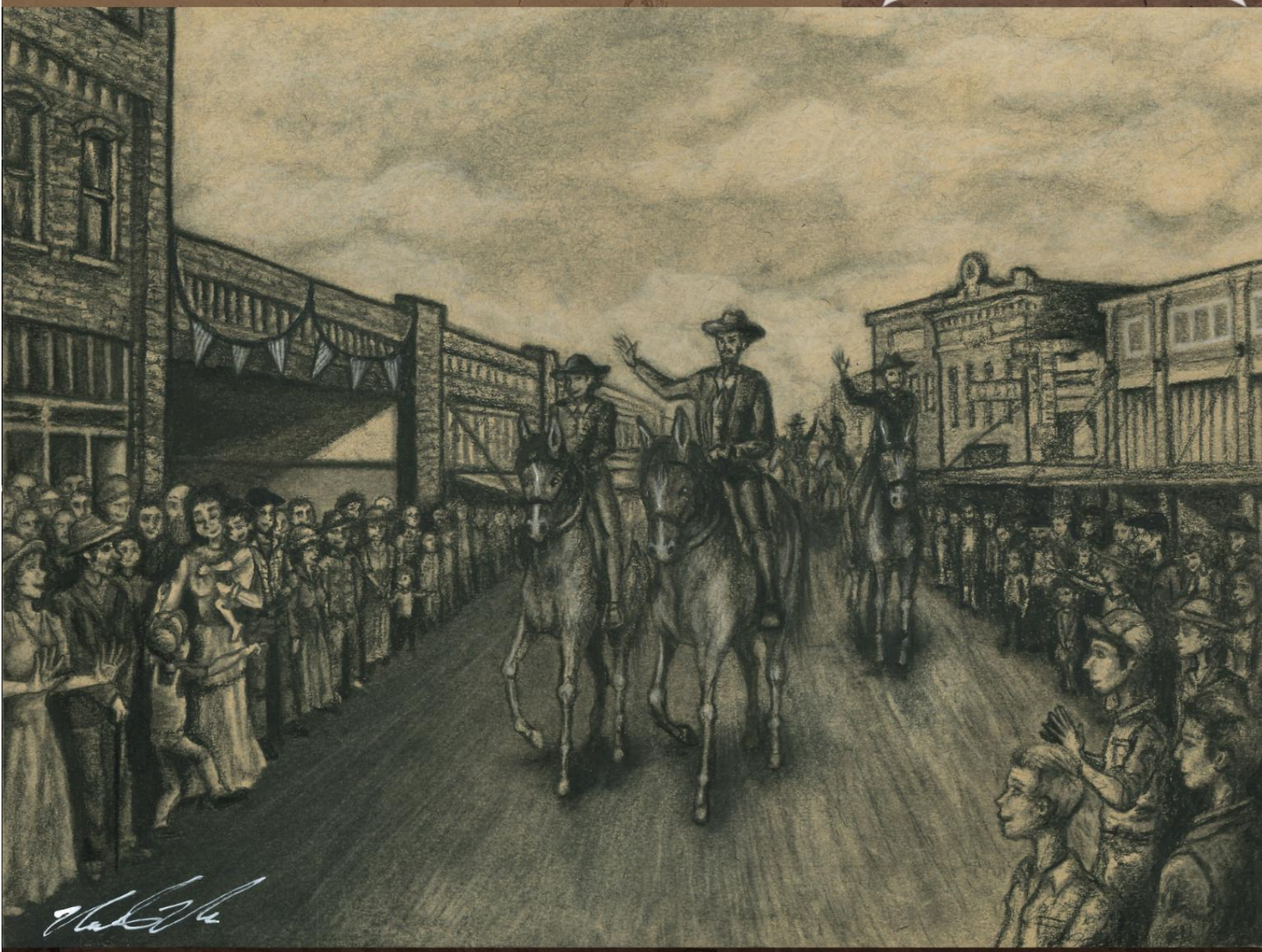


ILLUSTRATION BY NICOLE MCGOWAN, PLANNER

Plan at a Glance

VISION AND PLAN INTRODUCTION

This chapter introduces Sedro-Woolley's community vision and provides a brief overview of the planning framework under which this plan was created, and how the plan will be implemented.

LAND USE ELEMENT

This chapter serves as an "umbrella" to all other elements and describes development patterns that support Sedro-Woolley's vision for the future into 2045. It includes a Future Land Use Map (FLUM). Goals and policies address community priorities, residential and commercial uses, recreation and open space, and others.

HOUSING ELEMENT

This addresses the preservation, improvement, and development of housing and identifies land to accommodate different housing types. It also makes provisions for the existing and projected housing needs of all economic segments of the community.

TRANSPORTATION ELEMENT

This element guides the development of the transportation system, including multi-modal transportation, to accommodate existing and future growth described in the Land Use Element.

PARKS AND RECREATION ELEMENT

This element provides for the maintenance, preservation and expansion of Sedro-Woolley's park system and helps to ensure a healthy recreational and open space environment.

CAPITAL FACILITIES ELEMENT AND PUBLIC SAFETY SUB-ELEMENT

This element guides the maintenance, preservation, and expansion of city-owned or operated facilities and services in Sedro-Woolley including public buildings, streets, parks, water, stormwater and sewer. This includes public safety facilities such as fire and police.

PUBLIC UTILITIES ELEMENT

This element establishes an overall strategy for providing adequate water, sewer, and other utilities to serve the growth projected in the Land Use Element.

ECONOMIC DEVELOPMENT ELEMENT

This element provides guidance on the types of businesses that are compatible with Sedro-Woolley. It addresses industry, tourism, and commercial uses and promotes employment opportunities.

CLIMATE ELEMENT AND RESILIENCE

This is a new element that sets goals for reducing greenhouse gas emissions, strategies for adapting to climate change impacts and mechanisms for implementation, monitoring, and evaluation. It also includes goals and policies to help reduce the risks of extreme weather events and shifting climate patterns with the aim of protecting people, infrastructure, economic assets, and the natural environment.

Acknowledgements

LAND ACKNOWLEDGEMENT

We want to acknowledge that Sedro-Woolley and its surrounding areas reside on the ancestral lands of the native people who continue to live here, including the Upper Skagit Tribe, the Swinomish Tribe, and the Sauk-Suiattle Tribe. We honor the native people's historic connection to the Skagit Valley, and their continuing stewardship of its lands and waters.

Mayor
Julia Johnson

City Council
Kevin Loy, Ward 1
JoEllen Kesti, Ward 2
Sarah Diamond, Ward 3
Allan Henderson, Ward 4
Paul Cocke, Ward 5
Joe Burns, Ward 6
Nick Lavacca, At Large
Nora Pederson, Ward 3

Planning Commission
Joe Franett, Chairperson
Joe Fattizzi, Vice Chairperson
Pat Huggins, Commissioner
Danielle Freiberger, Commissioner
Matthew DesVoigne, Commissioner
Cassandra Sexson, Commissioner
Jessica Jasper, Commissioner
Madison Bowman, Commissioner

City Staff
Charlie Bush, City Administrator
Tom Glover, Community Development Director
Bill Bullock, Public Works Director
Dan McIlraith, Police Chief
Frank Wagner, Fire Chief
Nicole McGowan, Planner
Ashton Sandoval Oaks, Assistant Planner
Nicole Pfluger, Permitting Technician

Consultant Team
Facet: Matt Covert, Alexandra Plumb, Donna Keeler, Dan Nickel, Hilary Hahn, Alex Capron, Laura Jones, Laura Keil, Rachel Henden

Kimley-Horn: Clay White, Heidi Rous, Denise Truong, Alice Cao

Transportation Solutions: Andrew Bratlien

Pace Engineers: Paul Weller, Leily Mojarab

Gray and Osborne: Stacey Clear, Curt Iffrig

Cover art page credit: Nicole McGowan

Mayors Message

As Mayor of the City of Sedro-Woolley, Gateway to the North Cascades, I am proud to present this updated Comprehensive Plan. This Plan looks ahead 20 years into the future of our community and reflects the many elements that make Sedro-Woolley a special place to live, work, and visit — including our parks, public amenities, neighborhoods, commercial areas, public safety services, and economic development opportunities.

Sedro-Woolley is a wonderful city with a rich history and a strong sense of community. We value our heritage and enjoy sharing it with visitors, while also embracing thoughtful growth and progress. This Plan establishes a vision that preserves our hometown character and community spirit, while supporting innovation, technology, and sustainable development.

Sedro-Woolley is home. It is a place where families put down roots, new neighbors are welcomed, and residents of all ages can find opportunities to thrive. This Comprehensive Plan provides the framework to guide future growth and investment, ensuring that as our city continues to grow, it does so in a way that reflects our shared values and long-term goals.

There is much to be proud of in Sedro-Woolley, and this Plan helps position our community for a vibrant and resilient future.

Mayor Julia Johnson

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CHAPTER 1

Vision and Plan Introduction

Vision Statement

Sedro-Woolley is a city built on hard work, dreams, and the ingenuity of those who have turned vision into reality. A heritage steeped in rich history has laid a strong foundation for succeeding generations to prosper. This city thrives on resilience and innovation. As the Gateway to the North Cascades, Sedro-Woolley welcomes visitors to experience its thriving downtown, year-round events, and cultural charms. Having gracefully grown, the city offers a high quality of life and sense of community for its residents. Pleasant neighborhoods, accessible parks and trails, competitive schools, and flourishing businesses draw entrepreneurs who bring fresh energy and new opportunities. Home to small-town hospitality, Sedro-Woolley remains a place where history, progress, and community come together.

Introduction

This comprehensive plan was prepared by the city of Sedro-Woolley in accordance with Section 36.70A.070 of the Growth Management Act (GMA) to address growth issues in Sedro-Woolley and its adjacent urban growth area. Sedro-Woolley's Comprehensive Plan is the city's foundational policy document that guides growth and development over the next twenty (20) years after adoption, through 2045.



Sedro-Woolley is known as the "Gateway to the North Cascades" due to its location on the western edge of the Cascade Mountain Range. *Photo of Mount Shuksan by Rich Murphy.*



Referred to as the "Chainsaw Carving Capital of Washington State," Sedro-Woolley is famous for its Loggerodeo. This chainsaw carving competition has been part of the city's 4th of July celebrations since 1948. *Photo by Cody Logan.*

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Why the City of Sedro-Woolley is Planning to Implement the Growth Management Act from the "Bottom Up"

The GMA was intentionally drafted to give significant decision-making power to local jurisdictions. Although the Act tells jurisdictions that they must identify concerns and goals of the community, prioritize these goals, and plan how these goals will be achieved, it does not dictate the solutions.



Photo of Police, Fire, and Municipal Court sign by Facet.

To Maintain Local Decision-Making Control

Sedro-Woolley's population remained stable after experiencing a loss in the mid-1980's after the closure of Skagit Manufacturing. However, population growth started to accelerate in the 1990's, growing from 6,031 people in 1990 to 8,658 in 2000. During this period, to 2005, the City's annual population growth was 3%. After 2005 the growth rate slowed, likely a result of the housing crisis and economic recession. The city experienced another spike in the early 2020's during the Covid 19 Pandemic to a population of 12,596 in 2022. In 2024, Sedro-Woolley had an estimated population of 13,080 and is growing at a rate of 1.22% annually. This growth is largely the result of migration from the more densely populated areas of the central Puget Sound region. With this growth comes increased demand for public facilities like streets, sanitary sewer, solid waste collection, and fire and police protection. Provision of services and operation of the city is increasingly influenced by policy decisions made at the federal, state and regional level.



Photo of Sedro-Woolley fire truck by Frank Wagner.

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



An open house at the Sedro-Woolley library.

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To Promote Desired Changes

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

To Address Changes in Community Needs

Sedro-Woolley is also updating its comprehensive plan to address dramatic changes since the previous plan was adopted in 2016. There has been a steady decline in household size, and an increase in the number of elderly individuals living on fixed incomes. The balance between the number of jobs and the number of housing units has shifted as major employers have left the community, and the viability of timber and agriculture industries has waned. Concerns about environmental impact and the impact on personal finances have also created a change in traditional land use patterns as well as a preference for alternatives to the automobile. Finally, the economy has shifted away from a traditional industrial economy based on steel and lumber milling to light manufacturing, technology and service industries.

Purpose of the Comprehensive Plan

This comprehensive plan is the city's foundational policy document. It plays a vital role in preparing for future growth and emerging challenges such as housing availability, traffic congestion, and economic stability. Through the comprehensive plan, the city sets goals and policies to guide future decision making on the following topics:

- Designation and use of land to accommodate twenty years of growth and change;
- Transportation, including improving multimodal connectivity and managing congestion on city streets and state highways;
- Parks and recreation;
- Capital facilities and how the City will invest in facilities needed to serve growth;
- Ensuring that Sedro-Woolley's homes and businesses will be adequately served with utilities;
- Planning for and accommodating housing that is affordable and available to all economic segments of the community;
- Economic development; and
- Climate change, including greenhouse gas emissions reduction and resiliency to climate change impacts.

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County-Wide Planning Policies

The county-wide planning policies provide the framework for Sedro-Woolley's planning process, and a measure for ensuring coordination and consistency between the city and Skagit County. These policies address urban growth areas, housing allocations, and the twenty (20) year population forecast accommodation, means to promote contiguous and orderly development and provision of urban services, siting of county-wide and state-wide public capital facilities, county-wide transportation facilities and strategies, the need for and distribution of affordable housing for all economic segments, joint planning between the cities and county within the urban growth areas, economic development and employment, analysis of fiscal impact, and environmental quality. All the individual elements in the plan have been integrated along with the county-wide planning policies to ensure consistency.

Goal of 2025 Update

The goal of this update is to achieve greater consistency between the plan and the development regulations and to comply with new requirements under the GMA. The Plan must be updated every 10 years but no more frequently than once a year.

Community Engagement Summary

Public Works Day | May 31, 2024
Planning Department staff attended the Public Works Day event at Riverfront Park (1001 River Road) that was hosted by the City of Sedro-Woolley and open to the public, particularly elementary-aged students. Staff created and distributed a flyer that provided a high-level overview of the comprehensive plan periodic update process. During this event, staff emphasized the process for submitting public comments regarding the proposed plan and answered procedural questions asked by members of the public.

Consulting Party Invitations Sent to Local Tribes | June 3, 2024
Letters from Mayor Johnson were drafted and sent to the Lummi Nation, Nooksack Tribe, Samish Nation, Sauk-Suiattle Tribe, Swinomish Tribe, Tulalip Tribe, and Upper Skagit Tribe inviting leadership to provide valuable insight as the City updates its comprehensive plan. No responses from the Tribes were received by the City.

Community Visioning Survey | June – August 2024
Planning Department and Facet staff drafted a community visioning survey to be released to the public over summer 2025. This survey intended to provide feedback to staff and City leaders to properly craft a vision statement that accurately reflected the needs and desires of the public. Approximately 260 responses were received for the community visioning survey. Responses from the public prioritized the City's small community feel, quality of life, sense of community, and proximity to outdoor recreation. Common concerns that were expressed in the survey included increasing traffic, insufficient amount of jobs (becoming a bedroom community), a loss of quality of life, and the lack of affordable housing. Respondents also indicated they would like to see Sedro-Woolley gracefully grow using good site

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design, thrive with a vibrant and mixed-use downtown, add more parks and open space, and adequately maintain services and infrastructure.

This survey was posted on the City's website, distributed via email, and printed at City Hall for in-person responses. The survey was also made available in Spanish. Responses to this survey were likely higher compared to the other surveys because it was limited to four brief questions. Other surveys required more involvement from the respondent, likely limiting the accessibility and decreasing overall response count for these subsequent surveys.

General Open House – Central Skagit Library | July 15, 2024

A general open house for the comprehensive plan update was hosted by the City at the Central Skagit Library (110 W State St) and open to the public. The event allowed attendees to mingle throughout five workshop tables, each of which focused on a particular element(s) of the comprehensive plan. Table topics included:

- Housing & Land Use
- Parks, Recreation & Open Space
- Climate Resilience
- Economic Development
- Transportation, Capital Facilities, & Utilities



The open house was initiated with a brief introduction and presentation by City and Facet staff, followed by a group question-and-answer session. This allowed members of the public to ask questions regarding the process, overall goals, or vision of the comprehensive plan before delving into more niche topics at the individual tables. Staff found it was an overall success, being attended by more than twenty-five members of the public who provided ample written comments at the event.

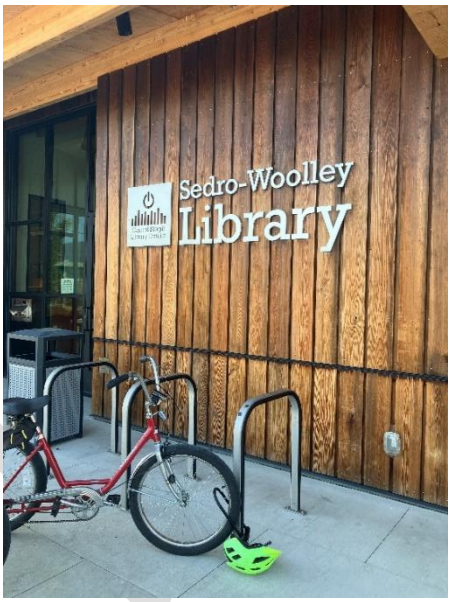
Housing Forum I – Sedro-Woolley City Hall | August 21, 2024

The first of several housing policy forums was hosted at Sedro-Woolley City Hall on August 21, 2024. The forum centered on sharing knowledge about the housing crisis, shared goals and tools, and innovative solutions to this critical issue. A panel of speakers convened and discussed their individual perspectives and theorized on potential solutions. Speakers included Mayor Johnson (Sedro-Woolley), John Janicki, President (Janicki Industries), Paul Woodmansee, President (BYK Construction), Tina Tate, CEO (Skagit Habitat for Humanity), and Rep. Sam Low (R) (WA 39th Legislative District). This event was not sponsored by the City of Sedro-Woolley; City staff extend their gratitude to the League of Women Voters of Skagit County, EDASC, Community Action of Skagit County, and Skagit Housing Consortium for sponsoring this forum.

Chamber of Commerce Luncheon | September 4, 2024

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The Sedro-Woolley Chamber of Commerce invited Planning Department staff to attend the fall 2024 luncheon. Staff briefly spoke on the comprehensive plan update and encouraged local businesses to provide comments on the plan, particularly regarding economic development. The Chamber of Commerce and City of Sedro-Woolley routinely partner to more effectively share community information, including seeking feedback on the comprehensive plan periodic update.



Climate Policy Advisory Team (CPAT) Meetings | September 10, 2024; April 3, 2025; May 5, 2025

To ensure the Climate Element of the comprehensive plan, a brand-new element for the City of Sedro-Woolley, was holistically crafted and reflected goals and policies shared by the community at-large, City staff, with substantial assistance from Facet, formed the CPAT to advise the creation of the climate element. The CPAT met virtually three times to assess the City's climatic hazards and vulnerability, produce goals and policies that reflect the vision of Sedro-Woolley, and implement state-required climate-planning policies.

Latinx Advisory Committee of Community Action of Skagit County | September 12, 2025

Liz Jennings (Community Action) led this presentation – Nicole McGowan, Planner (Sedro-Woolley) was on the panel with Tara Satushek, Senior Planner (Skagit County) and Stacie Pratschner, Development Services Director (Mount Vernon). Presenters provided an overview of what Comprehensive Planning is and the purpose for the periodic update, with emphasis on addressing housing and climate change. Stacie and Nicole shared specific examples of amendments being considered from Mount Vernon and Sedro-Woolley and shared ways to provide input. This presentation was meant to be informational and aimed at gathering input from Skagit County's Spanish-speaking community. Attendees were extended an invitation to the September 19, 2024, Housing Forum. An interpreter was present to translate the presentation.

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Housing Forum II – Sedro-Woolley Community Center | September 19, 2024

The second housing forum focused on sharing the new housing requirements of the Growth Management Act (GMA) with the community. This included discussion on Area Median Income (AMI) bands, Sedro-Woolley's growth targets, and state-mandated housing policies that must coincide with the 2025 periodic update. After explaining the changes to the housing element initiated by the State government, further elaboration centered on housing solutions that address the State's lofty goals without undermining the character of the City's neighborhoods. The event received moderate turnout, with several audience members requesting helpful Q&As to be posted on the website or simply sending follow-up questions to City staff via email.



Housing Survey | December 2024 – January 2025

The housing survey received 44 responses, the majority of which came from local homeowners (82%). More than three quarters of respondents reside in a single-family detached home, whereas fewer than 10% of the responses were made by an individual living in an apartment, condominium, or accessory dwelling unit. The cost of housing widely varied, with some paying fewer than 5% of their monthly income on housing and one paying more than 60%. The majority of these responses rested between 10 – 50% of a household's monthly income. Responses were heavily skewed to older demographics; nearly 50% of the responses came from an individual 55 years of age or older. When asked what is contributing to the high cost of housing in our area, most individuals noted high construction costs. Others, while fewer in number but still a significant portion of the population, pointed to land scarcity, community opposition, and land use regulations like local zoning and the GMA. Despite these restraints, a majority of responses were opposed to allowing more flexible housing options and encouraging infill development, instead favoring partnerships with local non-profits and streamlining the permitting process. Survey results indicate respondents are generally not supportive of apartment buildings, triplexes, or emergency housing shelters.

Climate Impacts Survey | January 2025

A climate impacts survey was posted on the city website and Facebook account, emailed to the distribution list, and mailed as postcards to addresses on the city's register of utility addresses. Eighty-one responses were received from the public. More than 25% of the responses were made by individuals above the age of 65; 17% were made by those younger than 35. More than 35% of individuals taking the survey made more than $100,000 annually. Critical and transportation infrastructure were identified as the features or amenities in Sedro-Woolley most likely to be impacted

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by climate-related hazards. When asked what habitual changes your household may make in response to possible impacts from climate change, more than 50% of responses answered, "support the local economy" and "recycle." Many vulnerable populations and geographies were identified, including wildfire-risk in the northern highlands, flooding in the southern lowlands, low-income households and households of color, senior citizens living south of State Street, United General Hospital, Birchview Memory Care, and various single-family homes near the Skagit River. The top three policy changes supported by the survey's respondents were:

- Evaluate climate vulnerabilities as part of long-range planning efforts and capital/infrastructure projects.
- Develop and implement climate change adaptation strategies that create a more resilient community by addressing the impact of climate change on public health and safety, the local economy, public and private infrastructure, and natural resources.
- Coordinate with Skagit Transit, Skagit County, WSDOT, and others improve pedestrian / bus connections to facilities and encourage more transit ridership.

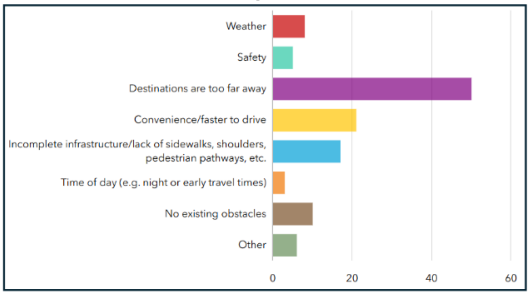
Other takeaways from the survey include community concern regarding wildfire and river flooding, widening staff knowledge of impacts through education or increasing staff size, partnering with developers and other agencies to reduce the city's burden on mitigation efforts, and suspicion of evidence behind the well-documented and widely supported concept of anthropogenic climate change.

Household Travel Survey | February 2025

The city received a total of 128 responses to the household travel survey, 43% of which were responses from individuals who reside outside of city limits. Nearly 90% of households have two or more functional vehicles. Roughly one-third of household vehicles travel 80 miles or farther per week. Survey results demonstrated the community's strong dependence on private automobiles. Over 90% of respondents claimed they have never used transit to travel to work or school. Most responses indicated that there is no barrier to traveling with a private automobile in Sedro-Woolley, whereas incomplete infrastructure and inconvenience were the largest barriers for the community to travel via bicycle. Distance between destinations was a significant barrier to walking and rolling. Two- and three-vehicle households are most common in Sedro-Woolley, supporting an average of one or two people traveling outside of the home for work per household.

Question No. 39: What is the greatest barrier to your household using walking or rolling to get to one or more regular destinations?
Answered: 120 Skipped: 0

Exhibit 39: Response Bar Chart



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Vehicle Miles Traveled (VMT) Community Meeting – Sedro-Woolley Community Center | April 22, 2025

With the support of Facet and Kimley-Horn, City of Sedro-Woolley staff hosted a VMT Community Meeting centered on greenhouse gas (GHG) and VMT reductions as required by the GMA. Eleven members of the public attended the meeting. Key findings from the city's Household Travel Survey were also presented to the public. Following an overview of the climate-related work up to that point, staff opened the floor to questions. Audience members were interested in how the city calculated its GHG and VMT data, coupling climate work to active transportation improvements and priorities (sidewalk improvements, ADA Transition Plan, multimodal LOS). Others opined on why Sedro-Woolley has difficulty reducing these figures, such as a lack of electric vehicle (EV) infrastructure, inconvenience of Skagit Transit, and limited ways to travel in or out of Sedro-Woolley without a private vehicle. Questions, answers, and statements from the meeting were transcribed, transmitted to individuals on the email distribution list, and posted on the city website.

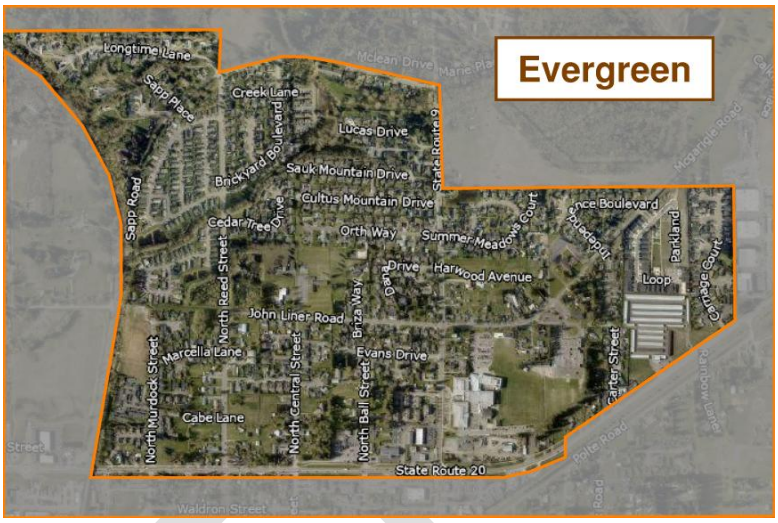
North Star Housing Forums | September 9, 2025; November 18, 2025

The North Star Housing Task Force led a presentation to discuss the housing crisis Skagit County is facing at the Mount Vernon Library. Danny Hagen, Assessor (Skagit County), moderated the forum. North Star's call to action was shared with the audience, showing how each jurisdiction in the County is banding together to address the problem. Greg Colburn, Associate Professor (University of Washington College of Built Environment, Runstad Department of Real Estate), presented at the forum on the topic "homelessness is a housing problem." He explained how homelessness is primarily caused by structural housing market conditions—such as high rents, low vacancy rates, and insufficient affordable housing supply—rather than individual factors like mental illness, addiction, or personal failure. In other words, places with the most homelessness are those where housing is hardest to access, not necessarily where more people are at higher personal risk. Following Greg's discussion, Nicole McGowan, Planner (Sedro-Woolley), was on a panel with Tina Tate, CEO (Skagit Habitat for Humanity), Brad Johnson, Community Development Director (Burlington), and Ryan Walters, Councilmember (Anacortes). Panelists reflected on Greg's point of view and described what each jurisdiction is doing to spur more housing. Panelists shared hopes and hurdles experienced while tackling the housing challenges. Questions were accepted from the audience as well as via an online QR code.

Housing Forum III – Sedro-Woolley Community Center | November 20, 2025

The City of Sedro-Woolley hosted a third and final housing forum at the Sedro-Woolley Community Center. Given the result of several 2025 Growth Management Hearing Board Cases, City and Facet staff opted to revise the housing element before submission for review by the Department of Commerce. A third housing forum was advertised and hosted to gather public input on these revisions. Members of the public were invited to attend one of five tables, each of which represent a different neighborhood in Sedro-Woolley. Staff then offered 21 different housing strategies, asking participants to rank each strategy as "favorable," "hesitant," or "unfavorable." These rankings would be displayed on a map of the neighborhood, allowing residents to identify areas of note directly on the map with a sticky note or other mark.

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Residents in attendance expressed strong support for allowing cottage clusters in residential zones and duplexes on lots that allow a single-family residence. Other strategies that received majority support but some hesitation consist of offering pre-approved ADU and SFR plans, reducing fees for low-income housing projects, allowing multifamily tax exemption on limited parcels, allowing middle housing in residential zones, and allowing modification to nonconforming SFRs. Conversely, strategies that were not well-received include requiring developers to provide affordable housing or a pay a fee-in-lieu, reducing parking requirements for low-income housing, allowing a multifamily heigh bonus, and allowing all housing as a permitted use in residential zones. Other strategies received support in specific areas of town. The Evergreen neighborhood (north of Moore Street) strongly supported upzoning from R-5 and R-7 to denser residential categories. Cottage clusters were also a particular favorite in the Duke's Hill area (northeast Sedro-Woolley near Northern State Hospital).

The results of the survey were analyzed in comparison to the answers provided by the Planning Commission during a staff-led facilitation on October 21, 2025. The comparison emphasizes the importance of preserving neighborhood character and historic significance while simultaneously providing sufficient housing for the community's residents.

Neighborhood Vision Survey | November 2025

Attendees of the November 20, 2025, Housing Forum were exposed to a very public setting, potentially affecting the opinions of some members due to this social dynamic. An anonymous survey was offered to attendees to provide feedback without fear of retaliation from their peers. Approximately 13 responses were received. Opinions on the survey generally reflected the results of the Housing Forum, excluding some notable opposition to the housing strategies that were not expressed at the initial meeting. Concerns reflected a changing neighborhood character in the wake of housing policy mandates being made at the State level, as well as general unaffordability within the community.

Public Hearing at Planning Commission | December 16, 2025

A public hearing before the Planning Commission was hosted at the Sedro-Woolley City Council Chambers. A notice was advertised in the Skagit Valley Herald on December 5 and 6, 2025. No members of the public attended the hearing. The Planning Commission recommended approval to the City Council with the conditions that several identified grammatical errors be corrected.

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Public Hearing at City Council |

State Environmental Policy Act (SEPA) Review & Public Comment Period |

Urban Growth Area

Under the GMA, counties must designate Urban Growth Areas (UGAs) where urban development is encouraged, while areas outside of UGAs are reserved for non-urban uses, protecting rural and resource lands. This ensures that urban services and infrastructure are provided where they are needed.

During the comprehensive plan periodic update, counties must review their UGAs to determine whether adjustments to UGA boundaries are needed to accommodate twenty years of growth.

A UGA may include territory that is located outside of a city only if such territory is already characterized by urban growth or is adjacent to a UGA or is designated as a new fully contained community.

Sedro-Woolley's UGA includes an unincorporated UGA that is regulated through a collaborative planning process between Skagit County and the City and mutually agreed upon set of development regulations that apply to all UGA's in the County. The ordinance adopted by Skagit County and supported by the cities, requires a minimum lot size of five acres for residential development when no urban infrastructure is required, but allows for cities to develop an Urban Reserve Development Permit in portions of the UGA where they expect urban infrastructure to become available relatively soon. A limited amount of commercial and industrial development can also occur in the UGAs without requiring the installation of urban services. The City of Sedro-Woolley may consider developing a program to allow development at higher densities with a mechanism to pay for required infrastructure that does not shift the costs of infrastructure to the taxpayers.

Plan Implementation and Monitoring

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

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

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

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

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

Planning is an ongoing process, and improved data or changing circumstances will require amendments to the comprehensive plan. In particular, the plan will be reviewed periodically as required by the GMA (every ten years) to ensure that the city's comprehensive plan, capital facilities planning, transportation planning and land available in the UGA are adequate to accommodate the projected 20-year employment and population growth. The 20-year update process requires that the cities and Skagit County cooperate to ensure that the Countywide Planning Policies and city comprehensive plans are consistent. The 20-year growth projections shall be based on the Office of Financial Management's population estimates. The update will also address any specific concerns, clarify inconsistencies that were identified during the year, and review the adequacy of the adopted level of service standards. If necessary, adjustments will be made to revenues, land use classifications or level of service (LOS) standards to ensure that probable funding meets the projected needs of the city.

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

Amendments to the comprehensive plan can be requested by the City Council, Planning Commission, or by any affected member of the public or property owner. However, the plan may not be amended more than once a year.

Consistency with State Growth Management Goals

The data used to develop this comprehensive plan is to the greatest extent possible the best available data. The city has coordinated its plan with that of adjacent jurisdictions and the County to achieve compatibility and external consistency. In addition, the GMA requires consistency and/or compatibility with the planning goals set forth in the Act. The following are the goals from the Act (shown in italics),

below which are listed the policies from the Sedro-Woolley Comprehensive Plan that support and/or are consistent with these goals.

Goals and Policies

The goals and policies set forth throughout the comprehensive plan are the result of the "visioning" process facilitated by the City of Sedro-Woolley in the early stages of the development of the comprehensive plan. Some modifications have been made because of new developments in the planning process of the City and County and because of the special study recommendations.

It is envisioned that the adoption of some of these goals and policies will require several years to enact. The City will actively work to implement these goals and policies within the next ten years until the next required major update of the comprehensive plan. These goals and policies will be incorporated into the City's codes as necessary and annually as amendments to the comprehensive plan.

Growth Management Act Goals

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

GOAL GMA1: Encourage development in areas where adequate public facilities exist.

Policy LU3.10	An annexation area must be provided with city services within six years, consistent with the provisions of the current Capital Facilities Plan.
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.
Policy LU3.9	Periodically review the comprehensive plan and adjust revenues, land use classifications, or level-of-service (LOS) standards to ensure that probable funding meets the projected needs of the city.
Policy CF1.2	"Concurrent Development" shall be defined as development which can be provided transportation services by the city of Sedro-Woolley within six years of the date of the development approval. If capital facilities necessary to meet the concurrency requirement are not provided in the six-year Capital Facilities Plan, the developer shall provide the facilities at his/her own expense to meet the concurrency requirement.
Policy CF1.1	The city of Sedro-Woolley shall allow only "concurrent development" to occur within the urban growth area. Proposed developments shall complete a concurrency review provided by the city planning department.

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

GOAL GMA2: Reduce Urban Sprawl

Policy LU3.10 An annexation area must be provided with city services within six years, consistent with the provisions of the current Capital Facilities Plan.

Policy LU3.11 Reject annexation requests which are not contiguous to existing city areas, except as permitted under RCW 35.13.180.

Transportation: *Encourage efficient multi-modal transportation systems that will reduce greenhouse gas emissions and per capita vehicle miles traveled (VMT) and are based on regional priorities and are coordinated with comprehensive county and city plans.*

GOAL GMA3: Provide safe, efficient transportation services to community residents.

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

Policy T1.4 Improve arterial and collector streets identified as deficient in condition level of service to the adopted design standard, consistent with the capital facilities element of the comprehensive plan.

Policy T1.4 Improve arterial and collector streets identified as deficient in capacity level of service to the design standard, consistent with the capital facilities element of the comprehensive plan.

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

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

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Housing: *Plan for and accommodate housing affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing.*

GOAL GMA4: Provide adequate, diverse and affordable housing for all community residents.

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

Policy H2.1 Encourage affordable housing for older adults. As an alternative, older adults should be accommodated in safe, well-maintained multiple unit structures, accessory dwelling units, or other suitable units.

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

Policy H2.3 Encourage affordable housing of all household types, including seasonal workers, single parents, extended families, and group homes.

Economic Development: *Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, and encourage growth, all within the capacities of the state's natural resources, public services, and public facilities.*

GOAL GMA5: Encourage community economic development.

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

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

Policy E3.1 Promote 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."

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- 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.
- 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.

Property Rights: *Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.*

GOAL GMA6: Preserve property rights

Policy LU7.7	Recognize the rights of property owners to freely use and develop private property consistent with city regulations.
Policy H4.3	Encourage the development of residential structures that respect existing views of natural features, and the right of everyone to enjoy them.

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

GOAL GMA7: Ensure fair, predictable and timely permit processes.

Policy H2.7	Maintain easy access to the permitting process.
Policy T5.3	Coordinate the Comprehensive Plan Transportation Element with WSDOT as required by RCW 36.70A.106.
Policy UI.2	Provide utility permits in a fair, timely and predictable manner.

Natural Resource Industries: *Maintain and enhance natural and resource-based industries, including productive timber, agricultural, and fisheries industries.*

GOAL GMA8: Encourage productive forest, agriculture and natural resource industries.

Policy LU7.4	Preserve and enhance Sedro-Woolley's rural and agricultural character by allowing necessary agricultural support services and facilities.
Policy LU16.1	Recognize and promote the benefits of agricultural land which include maintaining open space, establishing rural character, preserving view corridors,

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enhancing wildlife habitat, and providing employment for the residents of Skagit County.

Policy E3.2 Sedro-Woolley's tourism strategy should also capitalize upon the city's unique location and timber industry heritage. Tourism efforts should balance logging history and environmental education and preservation.

Open Space and Recreation: *Retain open space and green space, enhance recreational opportunities, enhance fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.*

GOAL GMA9: Provide open space and recreation opportunities to community residents.

Policy P1.8 Develop a land acquisition strategy that informs what land might be most appropriate to acquire for future parks, open space, and trails as well as a "living" list of desired properties for future acquisition.

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

Policy P4.3 Pursue partnerships and sponsorships to ensure City recreation programming and activities is open to all residents, regardless of financial means that the city could provide on its own.

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

GOAL GMA10: Protect the environment while enhancing community quality of life.

Policy LU17.8 Encourage Development of a Brickyard Creek plan that addresses the creek's habitat functions, passive recreation uses and stormwater conveyance functions. The plan should address off-site mitigation opportunities in the creek's riparian area in accordance with the regulations for critical areas – Chapter 17.65 SWMC.

Policy LU17.5 Promote land use patterns and methods of development that will protect the value of sensitive and critical areas and prevent hazardous conditions.

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.

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Policy U3.2 Promote conservation of water and electricity within the urban growth area. Work with utilities, service agencies and other jurisdictions to promote conservation products and programs.

Citizen Participation and Coordination: *Encourage the involvement of citizens in the planning process, including the participation of vulnerable populations and overburdened communities, and ensure coordination between communities and jurisdictions to reconcile conflicts.*

GOAL GMA11: Encourage early and continuous citizen participation in the comprehensive planning process.

Policy LU7.6 Ensure that the community's planning programs reflect basic community values.

Policy T1.5 Encourage and solicit public participation in transportation-related decisions to help ensure that planning and implementation have public support.

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

GOAL GMA12: Assure capacity for new developments through a capital facilities plan.

Policy CF1.1 The city of Sedro-Woolley shall allow only "concurrent development" to occur within the urban growth area. Proposed developments shall complete a concurrency review provided by the city planning department.

Policy CF1.3 Ensure that future development bears a fair share of capital improvement costs necessitated by the development. The city shall reserve the right to collect mitigation impact fees from new development in order to achieve and maintain adopted level of service (LOS) standards. The city shall be responsible for its fair share of capital improvement costs for existing deficiencies.

Policy CF1.4 Ensure that city plans and development regulations identify and allow for the siting of "essential public facilities," as described in the Growth Management Act. Work cooperatively with Skagit County and neighboring jurisdictions in the siting of public facilities of regional importance.

Policy CF2.1 Update the six-year Capital Facilities Plan (CFP) annually prior to the city budget process. All city departments shall review changes to the CFP and participate in the annual review.

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

GOAL GMA13: Preserve historically and culturally significant sites and structures.

Policy LU7.4	Preserve and enhance Sedro-Woolley's rural and agricultural heritage by allowing necessary agricultural support services and facilities.
Policy H1.3	Establish/maintain a program to protect historically significant housing sites and structures.
Policy CR.3.1	Protect significant historic resources, sites, and structures prone to floods or other hazards worsened by climate change.
Policy CR3.3	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.

Climate Change and Resiliency: *Ensure that comprehensive plans, development regulations, and regional policies, plans and strategies under RCW 36.70A.210 and chapter 47.80 RCW adapt and mitigate the effects of a changing climate; support reductions in greenhouse gas emissions and per capita vehicle miles traveled; prepare for climate impact scenarios; foster resiliency to climate impacts and natural hazards; protect and enhance environmental, economic, and human health and safety; and advance environmental justice.*

GOAL GMA14: Promote climate change and resiliency by ensuring that comprehensive plans adapt to and mitigate the effects of climate change.

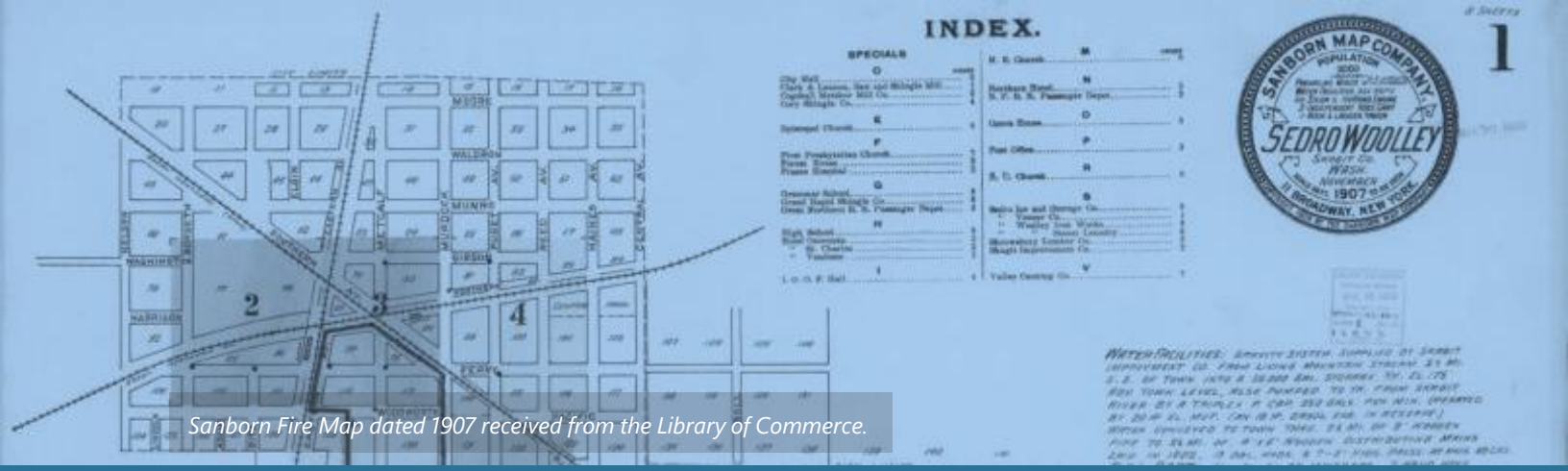
Policy CR1.1.	Continue requiring the design and construction of new commercial and residential buildings and proposals for redevelopment of existing buildings, and their surrounding sites, to reduce and treat stormwater runoff and pollution. Low impact development and green stormwater infrastructure techniques should be incentivized or encouraged, where possible.
Policy CR3.1	Protect significant historic resources, sites, and structures prone to floods or other hazards worsened by climate change.
Policy CR4.1	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.

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Policy CR9.2	Consider climate change impacts, such as extreme precipitation and increased winter streamflow, in floodplain management planning.
Policy CR11.1	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.
Policy CR14.1	Work with energy utilities to improve the safety and reliability of infrastructure vulnerable to climate change.
Policy GHG2.2	Prioritize the preservation and weatherization of housing in overburdened communities, particularly at higher densities, to reduce emissions and increase resilience.
Policy GHG3.1	Partner with WSDOT, Skagit Council of Governments (SCOG), and other agencies to support the implementation of travel demand management (TDM) programs and strategies.

GOAL GMA15: Shorelines of the State. For shorelines of the state, the goals and policies of the Shoreline Management Act as set forth in RCW 90.58.020 shall be considered an element of the city's comprehensive plan.

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Sanborn Fire Map dated 1907 received from the Library of Commerce.

CHAPTER 2

Land Use Element

Introduction

The land use element is central to all other elements. It addresses the general pattern of land use within Sedro-Woolley and provides a framework to guide the City's growth and development over the next twenty years. This element also ensures the mix of land uses in the city supports the vision for the future.

The Washington State Growth Management Act requires cities and towns to show how they will be able to accommodate growth over a twenty-year period through zoning, sufficient buildable land capacity, development regulations, capital facilities, services, and programs. Appendix A in Volume 2 contains the Land Use Element background information with data and analysis that provides the foundation for the Land Use Element goals and policies.

Vision Statement

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



Downtown Sedro-Woolley.

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

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Existing Land Uses and Land Capacity

The City of Sedro-Woolley (and Skagit County within the unincorporated Sedro-Woolley Urban Growth Area) must include areas and densities sufficient to permit the urban growth that is projected to occur in the city for the 20-year planning period. This includes areas sufficient to accommodate the "broad range of needs and uses that will accompany the projected urban growth including, as appropriate, medical, governmental, institutional, commercial, service, retail, and other nonresidential uses." (RCW 36.70A.110)

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

Central to this planning is the completion of a land capacity analysis (LCA) that identifies land within the city with capacity for new housing and employment uses. For the 2025 Comprehensive Plan, Sedro-Woolley completed an LCA based on the methodology of the "*buildable land and land capacity analysis report*" that was included in the previous comprehensive plan. Some important changes were made to this methodology as described in Appendix A of this 2025 Plan.

The population and employment growth targets and allocations, along with housing allocations by income bracket, were developed through the Skagit Council of Governments (SCOG) and its Growth Management Steering Committee in early 2024. The final population and employment projections and targets countywide anticipate that Skagit County will grow by 29,580 people to a total population of 160,830 by 2045. This is based on the state Office of Financial Management's Medium population projection for the county.

For the City of Sedro-Woolley, the population target in 2045 is 16,596, an increase of 4,000 people over the 2022 baseline. The unincorporated UGA is expected to grow by another 486 people to 1,986, for a total Sedro-Woolley UGA population of 18,582 in 2045.

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Table 1. POPULATION TARGETS

UGA	2022 Population	2025 Population	2045 Population Targets	2022-2045 Population Growth	
				Amount	Pct Total Growth Countywide
Sedro-Woolley City	12,596	13,236	16,596	4,000	14%
Unincorporated	1,500	1,578	1,986	486	2%
Sedro-Woolley UGA Total	14,096	14,813	18,582	4,486	15%

Source: SCOG, 2024.

The employment growth allocation for the entire UGA is an increase of 2,399 jobs over the 2022 baseline of 4,640 jobs for a total 2045 employment target of 7,039 jobs, a compound annual growth rate of 1.8 percent per year over the planning period.

Table 2. EMPLOYMENT GROWTH

UGA	2022 Employment	2045 Employment Target	2022-2045 Emp Growth	Pct Total Growth	CAGR
Sedro-Woolley UGA	4,640	7,039	2,399	12%	1.8%

Source: SCOG, 2024.

The LCA has produced an overall capacity within the city of 2,588 housing units (5,914 new residents) and 3,933 jobs. The latter includes the capacity of the SWIFT Center on the campus of the former Northern State Hospital.

Table 3. LAND CAPACITY BY ZONING DISTRICT

Zone	Vacant	Partially Vacant	Total	Market Factor	Final Housing Units, Inc. Infrastructure	Population
Residential 5 (R5) (large lot)	563	769	**1,332**	1,094	820	2,297
Residential 5 (R5) (small lot)	87	760	**847**	378	283	794

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Zone	Vacant	Partially Vacant	Total	Market Factor	Final Housing Units, Inc. Infrastructure	Population
Residential 7 (R7) (large lot)	89	166	**255**	208	156	438
Residential 7 (R7) (small lot)	144	529	**673**	334	251	701
Residential 15 (R15)	99	38	**137**	115	86	134
Residential 1 Environmentally Constrained (R1)	0	0	**0**	0	0	0
Mixed Commercial (MC)	410	331	**741**	613	460	719
Makers District (MD)*	40	34	**74**	61	46	72
Central Business District (CBD)	54	80	**134**	110	82	129
Urban Village Mixed Use (UVMU)	354	296	**650**	538	403	630
Total	**1,840**	**3,003**	**4,843**	**3,451**	**2,588**	**5,914**

Source: Facet, 2024.

Note: Residential capacity in the commercial zones is calculated using units per building, not dwelling units per acre.

Note: "Market Factor" refers to a reduction applied to gross land capacity to reflect realistic development feasibility and expected market absorption over the planning period.

* Makers District analyzed in Land Capacity Analysis under its previous designation, Transitional Mixed Commercial Overlay (TMCO)

Zone	Vacant Acres	Partially Vacant Acres	Vacant Jobs	Partially Vacant Jobs	Total	Market Factor	Public Land Deduction	Total Jobs
Central Business District (CBD)	3.65	5.42	68	91	**159**	119	89	**89**
Industrial (I)	46.77	11.31	287	58	**345**	259	194	**194**
Makers District (MD)*	2.61	2.17	50	42	**92**	69	52	**52**

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Zone	Vacant Acres	Partially Vacant Acres	Vacant Jobs	Partially Vacant Jobs	Total	Market Factor	Public Land Deduction	Total Jobs
Mixed Commercial (MC)	26.46	21.20	516	400	**916**	687	515	**515**
Urban Village Mixed Use Overlay (UVMU)	12.13	8.50	240	165	**405**	304	228	**228**
Public (P), SWIFT Center	10.46	81.00	657	2,198	**2,855**	n/a	n/a	**2,855**
Total	**102.06**	**129.60**	**1,818**	**2,954**	**4,772**	**1,438**	**1,078**	**3,933**

Source: Facet, 2024.

Notes: Jobs capacity is calculated using assumptions of 6.5 jobs per acre for industrial zones and 20 jobs per acre for commercial zones.

* Makers District analyzed in Land Capacity Analysis under its previous designation, Transitional Mixed Commercial Overlay (TMCO). Density assumptions are unchanged from the overlay.

The LCA shows that the City's current land has capacity to accommodate the population and employment targets.

The zoned acreage in city and UGA parcels in 2024 is as follows:

Table 4. ZONED ACREAGE

Zone	Vacant Acres	Partially Vacant Acres
Central Business District (CBD)	3.65	5.42
Zone	Acres – City	Acres - UGA
R5	789.4	409.0
R7	567.4	39.5
R15	71.1	0
R1	0	33.2
CBD	78.6	0
I	163.3	10.1
MD*	40.4	0
MC	193.1	5.8
MC - UVMU	34.0	0

Zone	Vacant Acres	Partially Vacant Acres
OS	25.5	15.0
P	414.4	266.0
Total	**2,329.1**	**778.6**

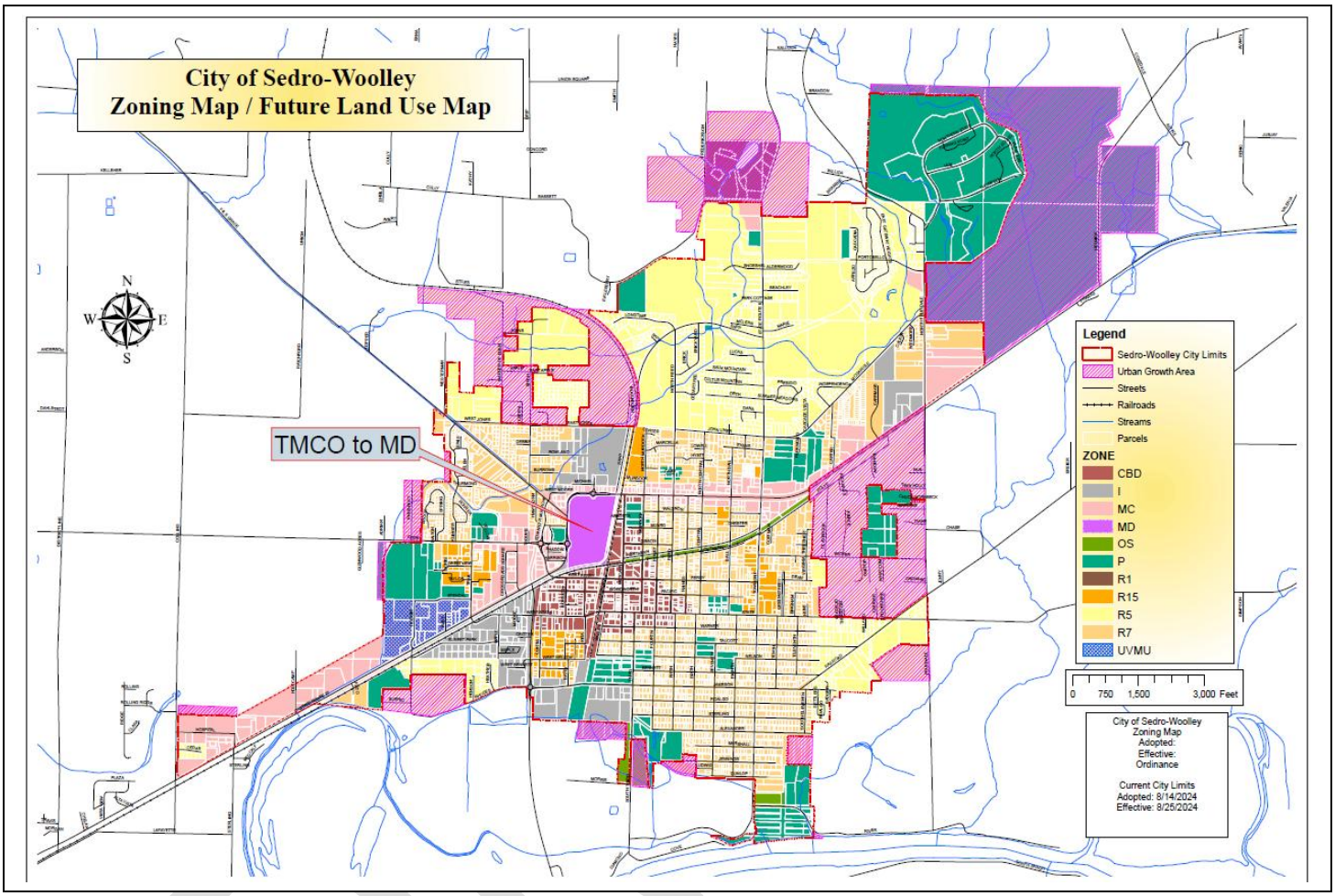
Source: Facet, 2024.

* Makers District analyzed in Land Capacity Analysis under its previous designation, Transitional Mixed Commercial Overlay (TMCO)

Allocations of housing units that Sedro-Woolley must plan for in its housing element are distinct from the overall population and employment targets described in the land use element. Analysis of housing needs, gaps, and adequate provisions made to address gaps between capacity and allocations by income bracket are discussed in detail in the housing element.

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Figure 1. FUTURE LAND USE MAP: Proposed Land Use and Zoning Plan.



Land Use Goals and Policies

GOAL LU1: Develop and maintain a land use pattern that strengthens the vitality of Sedro-Woolley's neighborhoods and focuses on development activity in the historic downtown district and other mixed-use and neighborhood centers.

Policy LU1.1 Direct growth to downtown and other areas designated for compact, mixed-use and small-scale manufacturing development served by a range of transportation options.

Policy LU1.2 Promote a land use pattern integrated with multimodal transportation options.

Policy LU1.3 Provide equitable access to parks, safe pedestrian and bicycle routes and other public amenities for all neighborhoods, prioritizing improvements for those areas with fewer public amenities.

Policy LU1.4 Establish the Makers District (MD) zoning designation near the intersection of Cook Road and Highway 9 (previously designated as Transitional Mixed Commercial Overlay) as an inviting gateway and connection into the central business district. Actively pursue redevelopment opportunities that support a mix of industrial, manufacturing, commercial and limited residential uses to jumpstart revitalization of the area.

Policy LU1.5 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.

GOAL LU2: Develop and maintain a land use pattern that protects natural systems and retains trees and open space areas.

Policy LU2.1 Build upon the city's parks and open space system through acquisition, preservation and enhancement of parks, open space and tree canopy throughout the city.

Policy LU2.2 Develop a Riverfront Park Master Plan to emphasize the proximity and importance of the Skagit River to the community, including rivershed views, and opportunities for recreation, jobs, tourism, community health and living compatibly with wildlife and natural systems.

Policy LU2.3 Prioritize the redevelopment of underdeveloped land over vacant land, open space and environmentally sensitive areas.

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GOAL LU3: Safely accommodate population growth without causing urban sprawl.

Policy LU3.1 Coordinate with the County to establish and maintain an urban growth area (UGA) of sufficient size to accommodate 20-year population and employment projections and to include existing and future urban land uses.

Policy LU3.2 Periodically review and identify patterns of development and likely future development pressure that needs to be addressed according to RCW 36.70A.130.

Policy LU3.3 Prevent or limit urban development outside the urban growth area (UGA) by working with the County to establish joint planning areas and overlays outside of the UGA.

Policy LU3.4 Allow expansion of Sedro-Woolley through annexations primarily for single-family residential development.

Policy LU3.5 Pursue industrial park development within all industrial designated areas. Prioritize industrial development that utilizes electrification or other methods of decarbonization.

Policy LU3.6 Buffer commercial and industrial land uses when they abut residential development.

Policy LU3.7 Provide for limited commercial development catering to auto-oriented customers and tourists along State Route 20, outside the central business district

Policy LU3.8 Protect neighborhoods from industrial contamination, fire hazards, and other harmful impacts by restricting hazardous industrial uses – such as electrical generation, battery storage, and similar high-risk facilities – within or near residential areas.

Policy LU3.9 Periodically review the comprehensive plan and adjust revenues, land use classifications, or level-of-service (LOS) standards to ensure that probable funding meets the projected needs of the city.

Policy LU3.10 An annexation area must be provided with city services within six years, consistent with the provisions of the current Capital Facilities Plan.

Policy LU3.11 Reject annexation requests which are not contiguous to existing city areas, except as permitted under RCW 35.13.180.

GOAL LU4: Coordinate land use decisions within and surrounding the urban growth area with other jurisdictions.

Policy LU4.1 Support inter-jurisdictional efforts to address problems that may arise having regional impacts.

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Policy LU4.2 Coordinate with Skagit County and the City of Burlington to limit development and preserve a green belt/open space in the area between the Sedro-Woolley and Burlington UGAs.

Policy LU4.3 The urban growth area is subject to joint planning by the City of Sedro-Woolley and Skagit County. Coordinate review with Skagit County of development proposals within the UGA to ensure consistency with the goals of the Comprehensive Plan. The city shall enter into any necessary Memorandum of Agreements with the county regarding codes and standards to be applied in the UGA.

Policy LU4.4 Encourage UGA growth to the north of city limits.

GOAL LU5: Provide concurrent urban services.

Policy LU5.1 Coordinate land use decisions with the transportation, capital facilities, utilities, housing, parks and recreation and climate elements of the comprehensive plan.

Policy LU5.2 Establish and maintain transportation and sanitary sewer services as "urban" services requiring concurrency under the Growth Management Act (GMA).

Policy LU5.3 Do not approve of developments that cannot be serviced by urban services, such as sewer, transportation, power, and water.

Policy LU5.4 Do not approve of developments that would lower streets or sewer lines below established levels of service standards, unless:

The city accounts for such deficiency in its capital facilities plan, or

The developer provides services which maintain the level of service standard.

Policy LU5.5 Ensure that new development bears its fair share of the cost of associated increases in required capital facilities and services.

Policy LU5.6 Prohibit extension of city sewer services outside of the city limits without annexation.

Policy LU5.7 Form and maintain partnerships with providers of other urban services (including but not limited to electric power and potable water) to ensure such services are available to meet the needs of new urban development.

GOAL LU6: Reduce damage from natural disasters, extreme weather, and other hazards and preserve the characteristics of the natural environment.

Policy LU6.1 Promote open space, recreation, and agriculture as the highest and best uses of land in flood-prone areas.

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Policy LU6.2 Implement a community flood preparedness program to enhance emergency preparedness, response, and recovery efforts.

Policy LU6.3 Require new residential development near designated natural resources lands to include adequate buffers the minimize conflicts with resource-based operations that may be incompatible with residential uses.

Policy LU6.4 Provide effective and timely application of sensitive and critical area land use policies, including SEPA environmental review for all developments involving potentially significant environmental issues.

Policy LU6.5 Coordinate with Skagit County and the other jurisdictions in the county to update and maintain the Skagit County Multi-Jurisdictional Hazard Mitigation Plan.

GOAL LU7: Preserve community character.

Policy LU7.1 Focus commercial development in the central business district and discourage strip commercial development.

Policy LU7.2 Accommodate anticipated growth in a way that prevents adverse impacts to the community's vision.

Policy LU7.3 Seek and support developments that further the community character of Sedro-Woolley.

Policy LU7.4 Preserve and enhance Sedro-Woolley's rural and agricultural heritage by allowing necessary agricultural support services and facilities.

Policy LU7.5 Encourage compatible uses within residential areas, such as small local retailers, convenience stores, and cafes that cater to local residents.

Policy LU7.6 Ensure that the community's planning programs reflect basic community values.

Policy LU7.7 Recognize the rights of property owners to freely use and develop private property consistent with city regulations.

Policy LU7.8 Encourage high standards of appearance in all residential areas and in other high visibility areas.

GOAL LU8: Provide clear review and approval processes for land use actions.

Policy LU8.1 Adopt a future land use map as a part of this comprehensive plan as a guide for development of zoning regulations.

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Policy LU8.2 The following categories shall be used on the future land use map. Permitted uses will be refined in the development regulations that implement the comprehensive plan.

Land Use Designations	Description
Central Business District (CBD)	Allows all forms of commerce that are geared to the centralized provision of goods and services within easy walking distance. Commercial retail and office uses are allowed on the first floor, and retail-compatible uses on the second floor. In addition, multifamily housing located above the first floor or at the rear of a commercial and/or retail occupancy is allowed.
Mixed Commercial (MC)	Allows a compatible mix of commercial and residential development with standards intended to present an attractive and welcoming appearance to visitors at the entrances to the city and at selected nodes along major roads.
Makers District (MD)	Allows a compatible mix of industrial, manufacturing, commercial and limited residential development. Centrally located, it is intended to serve as a welcoming gateway into the central business district. Standards shall avoid displacement of historic industrial uses. Uses shall be designated through a hierarchy system, requiring higher-impact uses (industrial) to be located internally and low-impact uses (residential and commercial) along public street frontage. Aesthetic treatment shall be incorporated into the design of proposed developments.
Industrial (I)	Allows office parks, wholesaling, manufacturing, live/work units, and limited retail and services.
Residential 15 (R-15)	Allows multi-plex developments of up to eight units per building, to a maximum density of fifteen (15) dwelling units per acre.
Residential 7 (R-7)	Allows single-lot developments to a maximum density of seven units per acre, with a minimum lot size of six thousand (6,000) square feet. Allows duplexes on appropriately sized lots (minimum duplex lot size of nine thousand (9,000) square feet). Allows planned residential developments (PRDs) with varying residential densities as a conditional use.
Residential 5 (R-5)	Allows single lot developments to a maximum density of five units per acre, with a minimum lot size of eight

	thousand four hundred (8,400) square feet. Allows planned residential developments (PRDs) with varying residential densities as conditional uses.
Residential 1 (R-1)	Environmentally Constrained. Allows single-lot developments to a maximum density of one unit per acre, to protect unique and environmentally sensitive lands. Allows planned residential developments (PRDs) with varying residential densities as conditional uses.
Public (P)	Allows parks, schools, public infrastructure and other developments intended primarily for public use.
Open Space (OS)	Land which may not be residentially developed. Includes identified sensitive and critical areas. Agriculture and recreational uses shall remain a permitted use in open space areas under the provisions established for sensitive or critical areas.
Special Districts (S)	Special Districts provide an opportunity for land use designations to accomplish specific public policy goals that include overlay zones and other zoning approaches, including: **Urban Village Mixed-Use (UVMU) Overlay Zone**. An overlay zone, in a specific geographic area, that allows for and encourages higher density residential and commercial development in a mixed-use development. This overlay zone will encourage higher concentration of development, allowing for open space, efficient use of land and a more urbanized environment.

Policy LU8.3 Establish a concurrency review procedure. The developer shall be responsible for providing information on impacts the proposed development will have on public services. The city shall be responsible for determining if adequate public facilities can be provided to the development within the confines of the current Capital Facilities Plan.

Policy LU8.4 Review design review standards for all land use zones to remove unnecessary barriers to residential development.

Policy LU8.5 Develop and implement a local historic and cultural preservation procedure.

Policy LU8.6 Encourage community involvement and participation in the land use decision making process and provide understandable information and notices to affected residents and the press, to enable meaningful involvement and participation.

GOAL LU9: Preserve Sedro-Woolley's unique history and small-town character.

Policy LU9.1 Preserve historically significant buildings, trees and sites within the Sedro-Woolley UGA through the development of historic preservation and urban forestry programs.

Policy LU9.2 Preserve cultural resources identified within the Sedro-Woolley urban growth area. Do not allow development or encroachment upon sites identified as significant by the Upper Skagit Tribe.

Policy LU9.3 Recognize and support regional logging and other timber industry practices as a heritage of this community. Strive to preserve this heritage by providing appropriately designated land for businesses and sectors that participate in sustainable resource production and conservation.

Policy LU9.4 Build on the City's existing strengths and heritage by allowing small-scale / artisan-based manufacturing in designated commercial zones or corridors where they can produce and sell their products in storefronts.

Policy LU9.5 Establish a renewable forest industry and river wildlife theme for public spaces within the UGA.

Policy LU9.6 Create and adopt a neighborhood plan for the central business district (CBD). Ensure that design standards support preservation of the 'small town' character of the retail area.

Policy LU9.7 Engage with local artists to create public art pieces that reflect Sedro-Woolley's history.

GOAL LU10: Maintain a hospitable, welcome environment for new Sedro-Woolley residents.

Policy LU10.1 When feasible, City staff should participate in the opening of major developments and community projects.

Policy LU10.2 In conjunction with the Sedro-Woolley Chamber of Commerce, prepare a brochure entitled "Welcome to Sedro-Woolley." This brochure should provide emergency information, local history, information on annual community activities, and a community resource list. It should be distributed to all new Sedro-Woolley residents and be available in both English and Spanish.

Policy LU10.3 Consider increasing the number of City annual community events, particularly along Riverfront Park.

GOAL LU11: Welcome and encourage multi-culturalism.

Policy LU11.1 To not tolerate discrimination based upon sex, race, ethnicity, income, lifestyle, religion, language, or place of origin in any activity occurring within the UGA.

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Policy LU11.2 Upon request, provide public documents and election materials in languages other than English.

Policy LU11.3 Encourage and promote an all-inclusive business environment within the UGA.

Policy LU11.4 Recognize and retain Native American culture present within and near the UGA. Improve and enhance relations with the Upper Skagit Tribe. Encourage development of Tribal businesses within the CBD and other locations in the city.

GOAL LU12: Create a safe, active environment for youth.

Policy LU12.1 Do not tolerate the formation, activity or existence of gangs within the UGA.

Policy LU12.2 Seek to reduce youth violence through intervention and education.

Policy LU12.3 In conjunction with community organizations and the Sedro-Woolley school district, provide comprehensive youth activity programming during after-school hours and evenings. Coordinate this programming with recreation activities proposed in the parks and recreation element of the comprehensive plan.

Policy LU12.4 Maintain well-supported and equipped police and fire protection services.

Policy LU12.5 Identify city owned properties and funding sources to build new playfield facilities for youth in the City.

Policy LU12.6 Support provision of childcare equitably throughout the city by implementing the following strategies:

- Allow family childcare homes in residences in all single-family land use districts through a discretionary review process, unless otherwise required by state law or regulation.
- Permit childcare centers in all non-single family land use districts and allow childcare centers as part of a community facility as long as the center has been identified as part of any discretionary review permit.
- Consider measures to protect childcare centers from air pollution exposure and encourage increased mitigation in such situations.
- Encourage major employers and the developers of major employment facilities to provide childcare opportunities on site or nearby.

GOAL LU13: Further community values through education.

Policy LU13.1 In conjunction with the Sedro-Woolley school district, support the curriculum within Sedro-Woolley schools that emphasize community history and reflect community values.

Policy LU13.2 In conjunction with the Sedro-Woolley school district, support the curriculum within Sedro-Woolley schools that emphasize social, environmental and civic responsibility.

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Policy LU13.3 Establish a joint agreement between the City of Sedro-Woolley and the Sedro-Woolley school district for joint use of city and school facilities as necessary to accomplish the goals of the parks and recreation elements of the comprehensive plan.

GOAL LU14: Provide local representation and community empowerment.

Policy LU14.1 Redelineate wards and/or add new wards to reflect the distribution of population.

Policy LU14.2 Within neighborhood wards, encourage residents to organize local improvement districts (LID's) to repair residential streets. Where LID's are not feasible, plans should be developed to fund improvements to local collector streets.

Policy LU14.3 Encourage residents to participate in community awareness programs, such as blockwatch and National Night Out.

Policy LU14.4 Encourage neighborhood residents to resolve local disputes through neighborhood wards.

Policy LU14.5 Commit to honest, equal public participation in city processes.

GOAL LU15: Provide open space buffers within and adjacent to Sedro-Woolley's Urban Growth Area.

Policy LU15.1 Designate floodplain areas for open space, recreational, and agricultural purposes.

Policy LU15.2 The city shall provide input and coordinate the review of development proposals with Skagit County to ensure the integrity of unincorporated open space within Sedro-Woolley's urban growth area.

LU15.3 Plan for designating green spaces and urban and community forests in all future annexation areas.

GOAL LU16: Preserve Sedro-Woolley's existing agricultural lands and heritage.

Policy LU16.1 Recognize and promote the benefits of agricultural land which include maintaining open spaces, establishing rural character, preserving view corridors, enhancing wildlife habitat, and providing employment for the residents of Skagit County.

GOAL LU17: Protect, sustain, and maintain Sedro-Woolley's critical areas, sensitive areas, and natural resource lands for present and future generations.

Policy LU17.1 Provide necessary funds to identify, inventory, and classify sensitive and critical areas and natural resource lands within the UGA.

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Policy LU17.2 Provide the public, staff, and decision-making bodies with information pertaining to the identification, classification, and designation of critical areas.

Policy LU17.3 Require, as appropriate, site-specific delineation of sensitive and critical areas by owners/developers of property as part of the development review process.

Policy LU17.4 Provide incentives to encourage the use of environmentally sensitive designs including the use of LID principles, LID best management practices (BMPs) and other means such as cluster housing, which would provide for adequate open space and protection of critical areas.

Policy LU17.5 Promote land use patterns and methods of development that will protect the value of sensitive and critical areas and prevent hazardous conditions.

Policy LU17.6 Develop funding mechanisms to permit the city's acquisition of sensitive/open space areas for the public benefit. Integrate public park and/or trail systems with natural areas where appropriate, while ensuring that such uses do not degrade the natural function of these areas.

Policy LU17.7 Coordinate efforts with appropriate Skagit County and Washington State agencies to provide maximum protection for critical and natural resource areas.

Policy LU17.8 Encourage development of a Brickyard Creek restoration and management plan that addresses the creek's habitat functions, passive recreation uses and stormwater conveyance functions. The plan should address off-site mitigation opportunities in the creek's riparian area in accordance with the regulations for critical areas – Chapter 17.65 SWMC.

Policy LU17.9 Work closely with Skagit County to bring agricultural land in the floodplain adjacent to Riverfront Park into the Urban Growth Area for future annexation for stormwater management and parks and recreation purposes.

Policy LU17.10 Recognize and promote the benefits of agricultural land which include maintaining open spaces, establishing rural character, preserving view corridors, enhancing wildlife habitat, and providing employment for the residents of Skagit County.

Policy LU17.11 Strengthen significant tree retention policies through development regulations.

Policy LU17.12 Coordinate with WDFW and other environmental organizations to promote the creation and protection of wildlife attributes through educational efforts and community programs, such as WDFW's Habitat at Home resource.

GOAL LU18: Control the impacts of development activities on the quality of surface and ground water.

Policy LU18.1 Establish clearing, grading and filling restrictions in areas where such activities will impact water resources and associated habitat areas.

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Policy LU18.2 Establish stormwater runoff controls including use of the appropriate LID BMPs which prevent erosion, sedimentation, minimize stormwater runoff, and discharge of pollutants into natural drainage systems.

Policy LU18.3 Preserve and enhance vegetation including use of appropriate LID principles to minimize impervious surfaces, minimize vegetation loss, and treat stormwater runoff as a means of protecting both water quality and wildlife habitat.

Policy LU18.4 Develop construction management practices which reduce the potential for erosion and protect water quality both during and after land development and construction.

Policy LU18.5 Require future developments to use city sewer facilities whenever feasible rather than septic systems.

Policy LU18.6 Allow wetland or stream alteration when such alterations result in restoration or enhancement of functions and values of degraded wetlands and streams.

Policy LU18.7 Maintain or enhance water quality within the Skagit River and its tributaries.

Policy LU18.8 Under no circumstances should hazardous waste be allowed to contaminate the groundwater, surface water or sewer systems of the City of Sedro-Woolley. Dispose of hazardous waste only in landfills designated for that purpose in accordance with the Department of Ecology disposal regulations.

Policy LU18.9 Coordinate basin-wide surface water planning with the Skagit County Surface Water Management Department.

Policy LU18.10 Watercourses, wetlands, bodies of water and their shores should be kept in a natural condition where possible and protected from development impacts through the use of vegetated buffers and green spaces.

Policy LU18.11 Conduct an inventory of all significant drainage patterns and make this information available to planners and the public.

Policy LU18.12 Preserve natural stream environments along the Skagit River and Hansen Creek. Restrict development within two hundred (200) feet of both streams, in compliance with the Shoreline Management Act (SMA).

GOAL LU19: Protect steep slopes and unstable soil areas from the impacts of development, and likewise, protect development from hazards posed by the steep slopes and unstable soils.

Policy LU19.1 Prohibit or strictly limit development in steep slope and unstable soil areas which pose seismic and/or erosion hazards.

Policy LU19.2 Require geotechnical analysis for developments with steep slopes and/or unstable soil areas to understand the extent of potential hazards.

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Policy LU19.3 Adopt construction standards, zoning requirements, and enforcement procedures to protect life, property, and the environment in geologically hazardous areas.

Policy LU19.4 Prohibit or restrict clearing of vegetation in areas which are susceptible to landslides and erosion.

Policy LU19.5 Encourage hillside stabilization and replanting of disturbed slopes in order to prevent erosion and further degradation of steep slopes and unstable soil areas.

Policy LU19.6 Require the use of vegetative buffers to separate areas of development from critical and steep slope areas.

GOAL LU20: Preserve, enhance, and promote healthy air quality in Sedro-Woolley.

Policy LU20.1 Encourage the use of alternative fuel vehicles or other modes of transportation, such as carpooling, public transit, walking, biking, and rolling, to reduce automobile emissions and increase physical activity.

Policy LU20.2 Encourage alternatives to the use of wood burning as a primary source of household heat and promote alternative heating sources.

Policy LU20.3 Verify that local industries, commercial businesses, and residents comply with state, federal, and local environmental regulations concerning air quality.

Policy LU20.4 Enhance and retain the existing urban tree canopy to provide air quality benefits across the community.

GOAL LU21: Strive towards environmental justice.

Policy LU21.1 Avoid creating or worsening environmental health disparities.

Policy LU21.2 Wherever possible, consider utilizing urban planning approaches that promote physical activity and reduce per capita vehicle miles traveled (VMT) within the jurisdiction.

GOAL LU22: Maintain and enhance the high quality of life in Sedro-Woolley's neighborhoods.

Policy LU22.1 Maintain all neighborhoods as safe, welcoming and accessible environments for all to enjoy.

Policy LU22.2 Support the creation of a variety of land uses to fulfill each neighborhood's basic needs, including:

- A range of housing types at various affordability levels;
- Access to basic needs such as groceries, pharmacies, childcare and other essential services;

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- Natural areas and open spaces; and
- Public places to gather like community centers and parks and private places to gather like churches.

Policy LU22.3 Plan and prepare for the response, recovery and mitigation of potential disasters and hazards. Factor climate impacts into neighborhood emergency preparedness and enhance local capacity to respond to climate-related hazards.

Policy LU22.4 Incorporate equitable access to healthy food in all neighborhood areas by encouraging the location of healthy food purveyors, such as grocery stores, farmers markets and community food gardens in proximity to residential uses and transit facilities.

GOAL LU23: Provide management of the Skagit River and its adjacent shorelands consistent with the Washington State Growth Management Act (GMA).

Policy LU23.1 Use the City's Shoreline Master Program (SMP) to provide management of the Skagit River and adjacent shorelands, including all areas within shoreline jurisdiction, within city limits.

GOAL LU24: Reduce and mitigate wildfire risks through land use planning tools.

Policy LU24.1 Mitigate the risk to lives and property posed by wildfires by using land use planning tools, which may include, but are not limited to, adoption of portions or all of the wildland urban interface code developed by the International Code Council (ICC) or developing building and maintenance standards consistent with the Firewise USA program or other similar programs.

Policy LU24.2 Implement cleared safety zones around structures and neighborhoods (e.g., defensible spaces) to prevent the potential for wildland-urban interface (WUI) fires.

Policy LU24.3 Collaborate with the Skagit Conservation District (SCD) on the update of the 2019 county-wide Community Wildfire Protection Plan (CWPP) to identify and prioritize hazardous fuel treatments and recommend ways to reduce structural ignitability in Sedro-Woolley.

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Abbot's Alley live/work housing development.

CHAPTER 3

Housing Element

Vision Statement

Sedro-Woolley's neighborhoods reflect the community's rich history while continuing to evolve to meet the needs of all who call the city home. Each generation contributes to the city's story by building housing that honors local character and responds to changing lifestyles, incomes, and family needs. As Sedro-Woolley grows, its neighborhoods preserve the city's historic charm while embracing thoughtful growth and housing choices for all. A variety of homes—reflecting the values, needs, and creativity of each generation—will ensure that people of all incomes and life stages can find a place to call home. Rooted in its heritage and open to the future, Sedro-Woolley continues to cultivate a welcoming community and a strong sense of place for generations to come.



A mural in Abbot's Alley. Photo by Facet.



2024 Sedro-Woolley housing forum.

Housing Element Requirements

For all cities that fully plan under the requirements of the Growth Management Act (GMA), including Sedro-Woolley, the provision of adequate and safe housing is one of the fifteen planning goals established in statute. The housing goal of the GMA is stated as follows:

> *Housing: Plan for and accommodate housing affordable to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock. (RCW 36.70A.020(4))*

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The housing element must ensure that Sedro-Woolley has capacity and policies in place to accommodate the current and projected housing needs of households across the full range of economic and demographic groups through the year 2045. Specifically, the requirements of the housing element are as follows:

> *A housing element ensuring the vitality and character of established residential neighborhoods that:*
>
> *(a) includes an inventory and analysis of existing and projected housing needs that identifies the number of housing units necessary to manage projected growth, as provided by the department of commerce, including:*
>
> *i. Units for moderate, low, very low, and extremely low-income households; and*
>
> *ii. Emergency housing, emergency shelters, and permanent supportive housing;*
>
> *(b) includes a statement of goals, policies and objectives for the preservation, improvement, and development of housing, including single-family residences, and within an urban growth area boundary, moderate density housing options including, but not limited to, duplexes, triplexes, and townhomes;*
>
> *(c) identifies sufficient capacity of land for housing, including, but not limited to, government-assisted housing, housing for moderate, low, very low, and extremely low-income households, manufactured housing, multifamily housing, group homes, foster care facilities, emergency housing, emergency shelters, permanent supportive housing, and within an urban growth area, consideration of duplexes, triplexes, and townhomes;*
>
> *(d) makes adequate provisions for existing and projected needs of all economic segments of the community, including:*
>
> *i. Incorporating consideration for low, very low, extremely low, and moderate-income households;*
>
> *ii. Documenting programs and actions needed to achieve housing availability including gaps in local funding, barriers such as development regulations, and other limitations;*
>
> *iii. Consideration of housing locations in relation to employment location; and*
>
> *iv. Consideration of the role of accessory dwelling units in meeting housing needs;*
>
> *(e) Identifies local policies and regulations that result in racially disparate impacts, displacement, and exclusion in housing, including:*
>
> *i. Zoning that may have a discriminatory effect;*
>
> *ii. Disinvestment; and*
>
> *iii. Infrastructure availability;*
>
> *(f) Identifies and implements policies and regulations to address and begin to undo racially disparate impacts, displacement, and exclusion in housing caused by local policies, plans, and actions;*
>
> *(g) Identifies areas that may be at a higher risk of displacement from market forces that occur with changes to zoning development regulations and capital investments; and*

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> *(h) Establishes anti-displacement policies, with consideration given to the preservation of historical and cultural communities as well as investments in low, very low, extremely low, and moderate-income housing; equitable development initiatives; inclusionary zoning; community planning requirements; tenant protections; land disposition policies; and consideration of land that may be used for affordable housing. […] (RCW 36.70A.070(2))*

In addition, the GMA requires fully planning counties and the cities within each county to jointly develop county-wide policies that consider the county-wide need for housing affordable to all economic segments of the population and how the housing will be distributed. The Skagit Countywide Planning Policies were last amended in January 2021. The housing allocations on which this element is based were adopted through a collaborative process with Skagit County and the other cities through the Skagit Council of Governments.

This housing element outlines how Sedro-Woolley will plan for housing in a manner complementary to the community's vision for 2045 and consistent with the remainder of the comprehensive plan. This element demonstrates support for a range of housing types and affordability levels that respond to local needs and reinforce the character of the community.

The housing element is outlined as follows:

- Housing Needs Assessment summary
- Summary of adequate provisions (including outline of policy changes)
- Racially Disparate Impacts and Displacement Risk Analysis
- Goals, policies and actions to accomplish the aims of the community's vision and the GMA

Housing Needs Assessment Summary

As part of the 2025 comprehensive plan periodic update, Sedro-Woolley has prepared an updated housing needs assessment, gap analysis, adequate provisions documentation, and racially disparate impacts analysis. These analyses serve as a guide for local officials, planners, and members of the public to formulate policies and appropriate local approaches to address the housing goals of the GMA, including "making adequate provisions for the existing and projected needs of all economic segments of the community."

The full Housing Needs Assessment is available in Appendix B. A high-level summary of the information in the analysis is presented here.

Population And Housing Characteristics

Population

The size and composition of the population is an important factor in the determination of housing demand. The size of the housing units needed, location design desired and required by residents, and population rate of increase all influence what the housing market should supply.

The Washington State Office of Financial Management (OFM) estimates that Sedro-Woolley's population was 13,080 as of April 1, 2024. Sedro-Woolley grew an average of 1.9 percent per year between 2014 and 2024. With a 2045 population target of 16,596, the city would grow an average of 1.3 percent per year over the next 20 years.

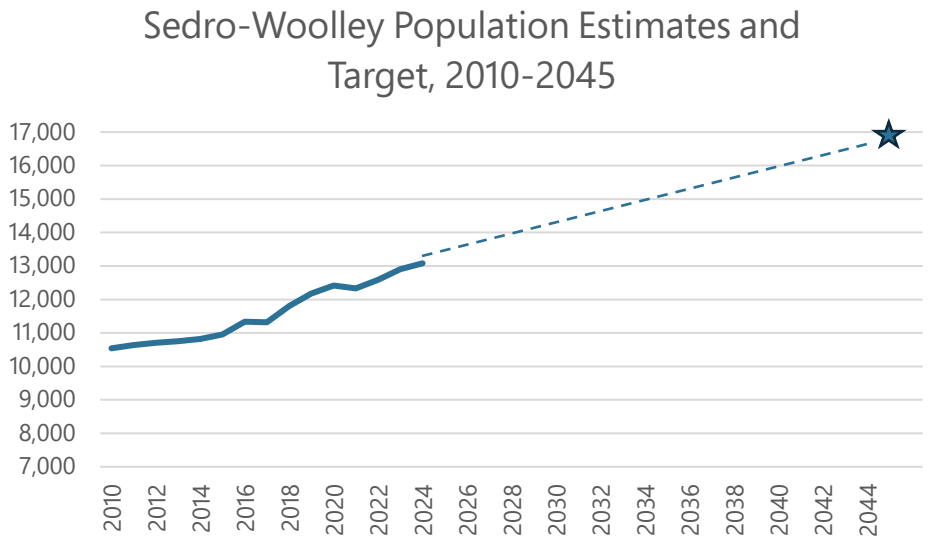


Figure 2. Sedro-Woolley population estimates and target from 2010-2045.

Roughly 93 percent of Sedro-Woolley's population identifies as being one race. Of those, 95 percent identify as white alone (88 percent of total population). The share of the population that is Hispanic or Latino has grown significantly from eight (8) percent in 2010 to 26 percent in 2022. Roughly 19 percent of the city's population speaks a language other than English, a proportion that has grown significantly since 2016.

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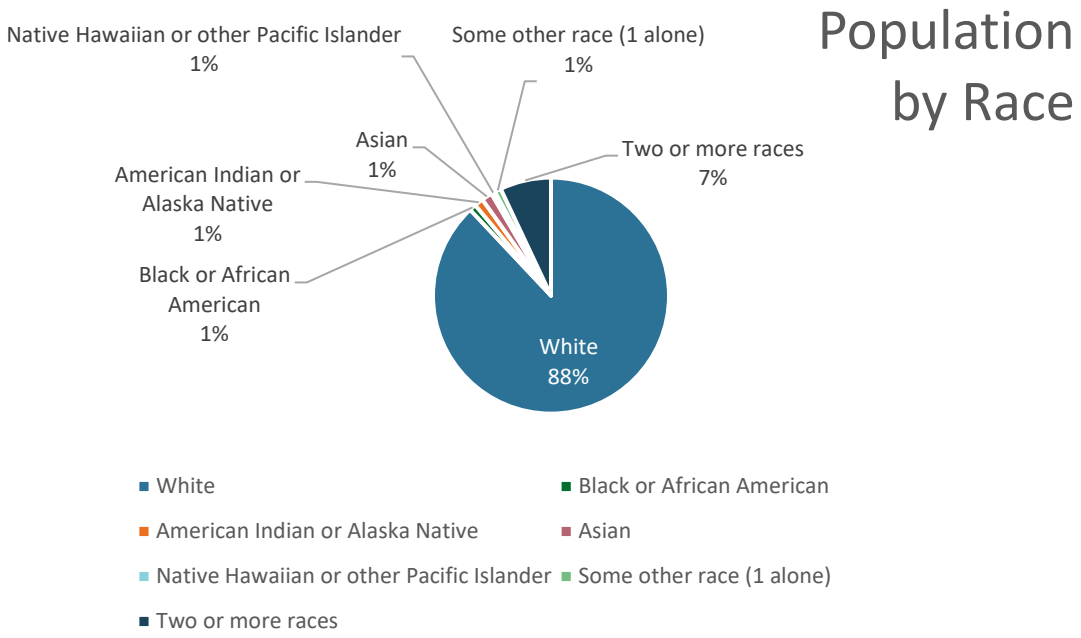


Figure 3. Sedro-Woolley 2022 population estimate separated by race.

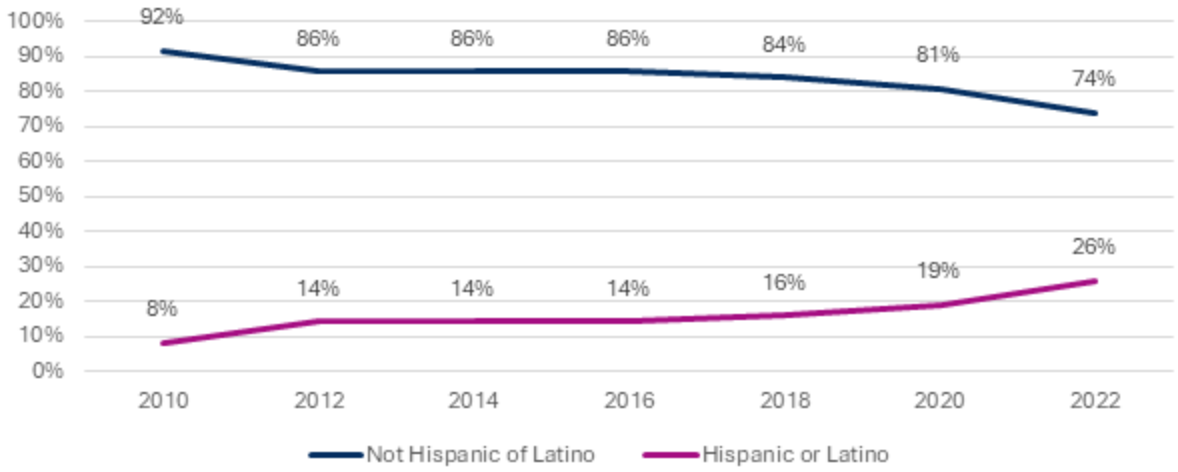


Figure 4. Sedro-Woolley 2022 population estimate separated by ethnicity.

The average household size in in Sedro-Woolley is 2.58 persons per household; Two-person households account for 30 percent of the total households in the city, with 4-or-more person households accounting for an additional 29.3 percent.

Roughly 59 percent of households in the city own their housing unit, while 41 percent rent. Approximately 72 percent of households are family households, and 28 percent are nonfamily households, which includes 1-person households.

Housing Stock

Sedro-Woolley is home to an estimated 5,125 housing units as of 2024. Roughly 63 percent of these are one-unit housing units (single-family detached homes), 27 percent are multi-family units (2 or more units in a structure), and roughly 10 percent are mobile homes or other dwelling types.

Since 2020, Sedro-Woolley has permitted the construction or placement of 177 new single-family homes and 174 multifamily units, as well as 15 manufactured homes.

Table 5. Estimate Of Housing Units

	2020	2021	2022	2023	2024
Estimate of Total Housing Units	4,759	4,814	4,897	5,052	5,125
One Unit Housing Units	3,074	3,116	3,186	3,220	3,251
Two or More Unit Housing Units	1,212	1,222	1,230	1,345	1,386
Mobile Homes and Specials	473	476	481	487	488

Source: OFM - Postcensal Estimates of Housing Units, April 1, 2020, to April 1, 2024.

Housing Unit Values and Rents

Ownership Characteristics

For the 59 percent of households who own their housing unit (2,685 households as of 2022), the median home value in that year in Sedro-Woolley was $460,219. This represents a 26 percent increase since 2020.

House value estimates from the research arm of the real estate listing company Zillow indicate that the mid-range detached single-family home in Sedro-Woolley is worth $480,839 as of July 1, 2024.

Home sales data from the Washington Center for Real Estate Research (WCRER) show that from early 2021 through mid-2024, the median home price in Sedro-Woolley rose from $410,000 to $523,750, a growth of 27.7 percent over that span. The median price for 2-bedroom homes in mid-2024 was listed at $418,000. Three-bedroom homes had a median price of $530,000, and 4-plus-bedroom homes had a median price of $650,000.

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Table 6. Median Home Prices

			Sales by number of bedrooms				Median price by number of bedrooms			
Quarter	**Total sales**	**Median price**	**0 or 1**	**2**	**3**	**4 plus**	**0 or 1**	**2**	**3**	**4 plus**
2021Q1	95	$410,000	7	20	53	15	$337,000	$330,650	$410,000	$528,000
2021Q2	128	$453,500	6	24	72	26	$345,500	$364,268	$450,250	$563,866
2021Q3	139	$440,000	6	27	83	23	$380,000	$360,000	$440,000	$585,000
2021Q4	139	$435,000	8	29	79	23	$427,524	$360,000	$425,000	$565,000
2022Q1	118	$512,500	10	20	60	28	$360,250	$435,625	$522,475	$561,989
2022Q2	127	$505,000	11	23	80	13	$425,000	$410,000	$525,000	$600,000
2022Q3	122	$499,950	6	18	76	22	$310,000	$382,250	$500,000	$542,500
2022Q4	87	$450,000	4	18	52	13	$374,500	$385,000	$449,100	$525,000
2023Q1	66	$469,500	3	15	39	9	$300,000	$355,000	$484,900	$462,400
2023Q2	85	$478,000		21	54	10		$450,000	$484,500	$494,397
2023Q3	87	$495,375	3	18	52	14	$340,000	$406,475	$508,500	$613,750
2023Q4	59	$520,000	1	12	35	11	$536,979	$365,000	$520,000	$690,000
2024Q1	65	$483,000	4	15	39	7	$533,750	$410,000	$485,000	$565,000
2024Q2	88	$523,750	4	20	52	12	$547,809	$418,000	$530,000	$650,000

A median home sale price of $523,750 corresponds to a monthly house payment of around $2,979 assuming an interest rate of 6.5 percent and a 10 percent down payment. A Sedro-Woolley household would need to make more than $119,000 per year for this median home to be considered affordable.

When comparing the cost burden facing Sedro-Woolley households to housing costs for owner-occupied housing units (i.e., households that own their housing units), 390 households that own their homes making above 80 percent of the area median are cost burdened, meaning they pay more than 30 percent of their income toward their housing. An additional 160 households who own their units and make between 50 and 80 percent of the area median income are cost burdened. Overall, roughly 26 percent of households who own or possess a mortgage on their units are cost burdened.

Table 7. Renter And Homeowner Cost Burden

	Renter Households		Owner Households		Total Households	
Cost Burden	**>30%**	**>50%**	**>30%**	**>50%**	**>30%**	**>50%**
Household Income <= 30% HAMFI	150	80	40	40	190	120
Household Income >30% to <=50% HAMFI	175	75	70	30	245	105
Household Income >50% to <=80% HAMFI	175	85	160	0	335	85
Household Income >80% to <= 100% HAMFI	40	0	275	0	315	0
Household Income >100% HAMFI	4	0	115	0	119	0
Total	544	240	660	70	1,204	310

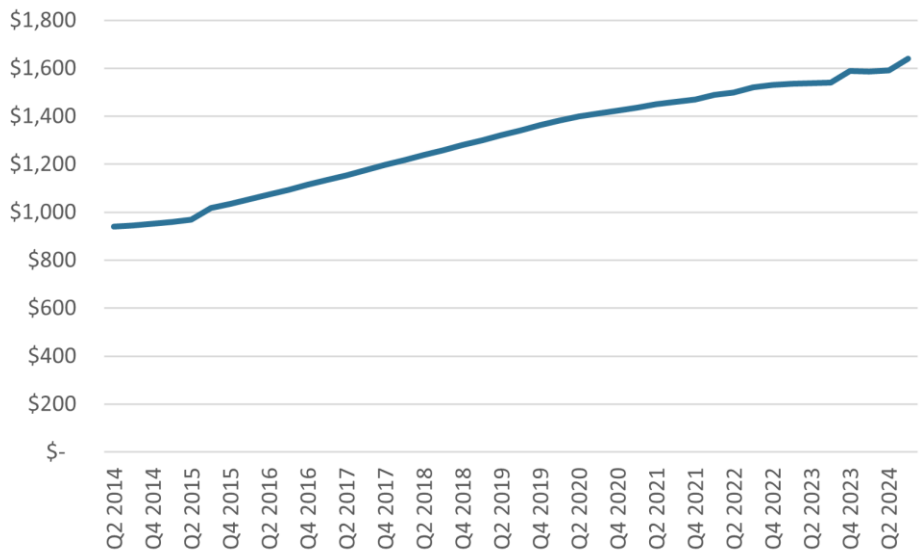
Source: HUD-CHAS Tabulations of 2016-2020 ACS 5-Year Estimates.

Rental Unit Characteristics

As previously described, 41 percent of households in the city rent their housing units.

The WCRER reports that from mid-2014 through mid-2024, a span of 10 years, average rents for market rate or affordable apartments in developments with at least five units rose from $941 per month to $1,639 per month, an increase of 74 percent over that time.

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Source: WCRER City and County Rental Data, Q3 2024.

Figure 5. Average rental rates.

When differentiating units by size (one-bedroom versus two-bedroom), the WCRER reports (at the county level) that the average rent for a one-bedroom unit in Skagit County as of mid-2024 is $1,381 per month, versus $1,468 per month for a two-bedroom unit.

Table 8. Unit Costs by Size

	Number of Units	Average SF	Average Rent	Rent per SF	Rent Growth/Year	Vacancy Units	Vacancy Percent	Vacancy Growth/Year
All types	2,567	850	$1,482	$1.75	5.8%	78	3.0%	-0.3%
One-BR Units	766	628	$1,381	$2.25	8.0%	23	3.0%	-0.7%
Two-BR Units	1,128	891	$1,468	$1.65	6.3%	39	3.5%	0.0%

Source: WCRER

A Sedro-Woolley household renting the average apartment at $1,639 per month would need an annual income of $65,560 per year. This exceeds the median household income for renter-occupied housing units reported in the most recent (2023) ACS data of $52,823.

Characteristics of Housing Subsidies

Subsidized rental housing is provided through permanent housing complexes which are either privately or publicly owned and through the Section 8 Certificate/Voucher Program. Future funding for such housing appears limited with funding for new projects favoring other counties. Under the classification of publicly-owned housing, Sedro-Woolley has one of three public housing authorities in Skagit County. The Sedro-Woolley Housing Authority provides 80 apartments for some of the community's most vulnerable residents.

Households with incomes below fifty (50) percent of the county median income are eligible for certificates and/or vouchers to subsidize the cost of renting privately-owned units. The majority of households on the list are families, followed by disabled households and elderly households. Statistically, elderly households are better served by subsidized housing than families, which are the least well served.

Special Needs Populations

It is anticipated that Sedro-Woolley will absorb a percentage of special needs populations, including farm workers, seniors, people with disabilities, people experiencing homelessness, and victims of domestic violence. However, more likely, these populations will tend to locate in higher population areas with better transportation capabilities or closer to the larger farms (in the case of farm workers). Sedro-Woolley can, however, make itself more amenable to the special needs populations through the development of regulations which encourage the development of housing targeted at these groups, including, group homes, accessory housing, permanent supportive housing, and emergency housing and emergency shelters and in the encouragement of developer participation in the construction of units which meet the requirements of the Americans with Disabilities Act.

Household Income

According to the US Census's 2019-2023 American Community Survey 5-Year Estimates, the median household income is $72,140 in Sedro-Woolley and $85,474 in Skagit County. For owner-occupied housing units, the median household income in Sedro-Woolley is $86,565 (versus $101,258 in the county as a whole). For renter-occupied housing units, the median household income in Sedro-Woolley is $52,823 (statistically indistinguishable from the County figure of $52,613).

Relationship of Types of Employment to Housing Costs

The Housing Needs Assessment shows that many Skagit County and Sedro-Woolley residents already experience difficulty finding an affordable home. A question related to projections of future housing affordability is whether the type of job growth is going to contribute to higher incomes and improved housing affordability or lower incomes and lower affordability. Much of how employment will relate to housing cost depends on the strength of major local employers as well as broader economic development efforts citywide and in Skagit County more broadly.

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Housing Affordability

Cost Burden

According to the 2023 ACS estimates, 39 percent of property owners with a mortgage (estimated 2,232 households) in Sedro-Woolley paid more than 30 percent of their income on housing.

Within Sedro-Woolley, 39.1 percent of all renters paid more than 30 percent of their income for gross rent (estimated 571 households). Within Skagit County, 51.0 percent of renters paid more than 30 percent of their income for gross rent (estimated 6,812 households).

In Skagit County, resources are available to assist first-time homebuyers with home purchase and to assist existing homeowners with the cost of weatherization and home repair. Funding for all three types of assistance is severely limited, and demand is high. The US Department of Agriculture Rural Development provides loan and grant assistance to income eligible households.

Summary of the Analysis and Inventory

The analysis and inventory performed in the Housing Needs Assessment for Sedro-Woolley shows an acute need for diverse housing options in the city.

A variety in housing choices creates more opportunity for residents to select a housing style that suits each households' unique social and economic needs. Without that, limited choice in housing causes people to relocate to other communities where housing may be more affordable. The housing demand in the more affordable location increases significantly, driving up housing costs and creating a bedroom community.

Increased vacancy rates induced by more housing stock also make expensive units more available to those households that can afford them, lessening the demand on more affordable housing choices. Adding housing stock to the city reduces the overall demand in the area, forcing housing providers to decrease prices to match demand. These lowered prices free up disposable income to be re-invested directly into our community. The ability to address these needs is vital to the social and economic vitality of the community. Shortages in the amount of housing may cause a potential employer not to locate to the community. Shortages of quality housing affordable across the whole range of households in the community causes distress to the individual and ultimately to the community.

Inventory Of Lands

There are roughly 1,909 acres of residentially zoned land (not excluding rights-of-way) in the city and its urban growth area. The approximate acreage in each of the four residential zones – Residential 15 (R15), Residential 7 (R7), Residential 5 (R5), and Residential 1 (R1, Environmentally Constrained) – is as follows:

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Table 9. Residentially Zoned Acreage

Residential Zone	R15	R7	R5	R1
Acreage	71	607	1,198	33

Source: Facet, 2024.

Sedro-Woolley also has a Residential 1 (R-1) zone, which is applied to areas with existing development in close proximity to unique environmentally sensitive areas. By definition, the R-1 zone does not have capacity for additional development, although it does have acreage as noted above. Additionally, the City's commercial zones allow residential units at varying degrees of intensity. The land use and zoning designations are described in more detail in the Land Use Element.

The following represents housing unit capacity within the city's zones under current development regulations:

Table 10. Housing Unit Capacity Within Zoning Districts

Zone	R1	R5	R7	R15	MC	MD*	CBD	UVMU	Total
Housing Unit Capacity	0	798	371	86	460	46	82	403	2,241

Source: SCOG, 2024.

* Makers District (MD) analyzed in Land Capacity Analysis under previous designation, Transitional Mixed Commercial Overlay (TMCO)

The Adequate Provisions Analysis portion of the Housing Element details where the city's housing capacity varies from its housing allocations by income bracket.

Adequate Provisions Made to Accommodate Housing for All

Through its housing element goals, policies, and actions, the City of Sedro-Woolley must demonstrate that it has made adequate provisions to remove barriers to housing capacity sufficient to accommodate the projected housing need by income bracket. This section of the Housing Element summarizes the adequate provisions analysis presented in Appendix XX.

Barriers to Housing Production by Unit Type and Affordability Level

The housing element recognizes that different households prefer various types of housing. Appendix XX demonstrates that while production of low- and moderate-density housing has occurred at a rate sufficient to account for the housing need over the planning period, production of housing stock for low- and middle-income units has not been sufficient to account for the large need over the planning period, even with the land use changes and realized projects that occurred since the last periodic update. To support a variety of housing types, the Sedro-Woolley housing element encourages zoning that supports:

- Single-family homes (permitted uses in the residential zones, conditional uses in other zones).

Development that opens opportunity for homeownership, such as townhouses and condominiums, including unit lot subdivisions.

Multigenerational living, such as allowing Accessory Dwelling Units where single-family homes are allowed in accordance with GMA requirements.

Mixed-use development with commercial uses on the first floor. Conversions of existing multistory buildings to incorporate housing are encouraged.

The production of middle housing, which can be blended into the community and provides housing options across all economic segments of the community, such as , planned residential developments, multi-unit structures, and work/live units.

Affordable Housing

As indicated earlier in the housing element, the provision of affordable housing across all of the economic sectors may be difficult especially for the lower income economic sectors of the population. Therefore, the Sedro-Woolley housing element has the following high-level objectives:

- Lot sizes that support various types of housing.

Zoning that allows for a variety of multi-family housing, including middle housing types in residential zones through use of Planned Residential Developments (PRDs).

Work to achieve the city's allocation of the countywide need for housing affordable to households making under 80 percent of the area median income.

Support of programs that provide low-income and special needs housing.

Support of programs that encourage rental and owner rehabilitation and weatherization of existing dwelling units.

Ongoing reevaluation of development regulations and impact fee alternatives that support and encourage the construction of affordable housing where appropriate.

Protect existing, naturally occurring affordable housing, such as manufactured home parks, to protect against potential displacement that would result in racially disparate impacts.

Adequate Provisions Made to Address Housing Gaps

An analysis of the gaps between housing unit capacity and allocations by income bracket reveals that Sedro-Woolley, like many communities across the state, has a shortage of housing units more likely to be affordable to households making under 80 percent of the area median compared to the projected need through 2046. The city has a surplus of capacity compared to projected need for moderate-income (80-120 percent of area median) and higher-income (120 percent and above) households.

Table 11. Total Housing Capacity Compared to Need by AMI Range

Income in $	AMI	Housing Need	Capacity	Surplus/ (Deficit)
$0 - $30,600	0-30%	741	88	**(653)**
$30,600 - $51,000	>30-50%	475	160	**(315)**
$51,000 - $81,600	>50-80%	181	426	**245**
$81,600 - $122,400	>80-120%	161	747	**586**
$122,400+	>120%	463	498	**35**
	Totals	**2,360**	**2,240**	**(120)**

For more context, background, and analysis, please see Appendix XX.

Similarly, an analysis of aggregated housing needs and historical average annual unit production by income category shows that there is a barrier to sufficient production for income brackets below 80 percent AMI.

The City of Sedro-Woolley is taking actions to make adequate provisions for addressing identified housing gaps, enumerated in the "Actions" section of this element:

- Considering a PRD residential density bonus for developers that set aside a certain percentage of units to be affordable to households making under 80 percent AMI
- Considering fee waivers and donations of surplus lands for affordable housing projects
- Policies to engage with nonprofit developers to provide pathways to homeownership for lower-income households
- Considering a cottage housing ordinance that would help provide moderate- and lower-income households with affordable small, detached units
- Collecting data on production of more affordable housing through the five-year check-in period to consider potential additional steps as needed
- Developing definitions and standards for permanent supportive housing
- Pursuing other code changes related to parking standards and accessory dwelling units
- Adopting policies to protect residents of manufactured home parks
- Code and policy changes to make it easier to build residential units in the Central Business District including in older buildings

Racially Disparate Impacts, Displacement, And Displacement Risk

New GMA provisions require that the City's housing element analyze racially disparate impacts, document historical displacement in housing, and assess displacement risk for Sedro-Woolley's residents.

The Housing Needs Assessment located in Appendix XX contains analyses of data for racially disparate impacts, displacement, and displacement risk that are summarized here.

Racially Disparate Impacts

In Sedro-Woolley, small sample sizes for many racial and ethnic groups make drawing conclusions difficult. However, comparisons between white non-Hispanic/Latino households and Hispanic/Latino households of any race show that there are differences in how different groups experience housing affordability in Sedro-Woolley.

63 percent of white-householder households own their homes, compared to under 50 percent for households with nonwhite householders. By ethnicity, 64 percent of white non-Hispanic households own their homes, versus 50 percent of Hispanic households. Seventy-three percent of Hispanic households who rent are cost-burdened (pay more than 30 percent of their incomes on housing), versus 32 percent of white, non-Hispanic households who rent.

Roughly 16 percent of Hispanic/Latino households experience overcrowding (more than 1 person per bedroom), versus only 5 percent for white non-Hispanic/Latino households.

From a spatial perspective, these numbers coincide with high concentrations of Hispanic or Latino households in Sedro-Woolley's lower-income neighborhoods . Therefore, in addition to identifying exclusionary practices in zoning, the city should adopt policies and development regulations to encourage more mixed-income housing within the city's existing neighborhoods, and policy changes to protect residents from displacement.

Housing Goals, Policies, and Actions

The goals, policies, and actions of this housing element describe how Sedro-Woolley proposes to address the identified needs for future housing development. These goals, policies, and actions articulate the city's priorities for allocation of resources, production of specific housing types, housing affordability, and the preservation of existing housing stock.

GOAL H1: Provide sound, adequate housing for all current and future Sedro-Woolley residents.

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

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Policy H1.2 Pursue federal and/or state funds to provide housing to low-income households, people experiencing or at risk of homelessness, and special needs populations.

Policy H1.3 Establish/maintain a program to protect historically significant housing sites and structures.

Policy H1.4 Establish joint home conservation programs and campaigns with Puget Sound Energy. Provide support for weatherization and home repair programs.

Policy H1.5 Partner with Habitat for Humanity and similar organizations to aid the city with developing an incentive-based city-wide home improvement program.

Policy H1.6 Partner with developers to explore sustainable housing practices to provide energy efficiency and environmentally responsive design.

GOAL H2: Provide housing that is affordable to all current and future Sedro-Woolley residents.

Policy H2.1 Encourage affordable housing for older adults. As an alternative, older adults should be accommodated in safe, well-maintained multiple-unit structures, accessory dwelling units, or other suitable units.

Policy H2.2 Encourage affordable housing for those with special needs.

Policy H2.3 Encourage affordable housing for all household types, including seasonal workers, single parents, extended families, and group homes.

Policy H2.4 Encourage affordable housing units and revitalization of unused residential spaces above the retail buildings in the central business district.

Policy H2.5 Together with appropriate agencies, encourage the development of housing for low-income households and first-time homebuyers. Encourage public, private and non-profit association efforts (i.e., Habitat for Humanity, Self-Help Housing) within the low- and moderate-income housing market.

Policy H2.6 Evaluate local development regulations for effects on housing costs. Change development regulations that unnecessarily add to housing costs with input from local developers.

Policy H2.7 Maintain easy access to the permitting process.

Policy H2.8 Establish and maintain density incentives for housing affordable to households making under 80 percent of the area median income where appropriate.

Policy H2.9 Explore a targeted inclusionary zoning program and associated development regulations for the mixed-use and multifamily zones aimed at very low-income households.

Policy H2.10 Collect data on achieved density and observed rents and home prices in developments as feasible to determine whether density incentives and other housing tools are achieving the unit types and affordability levels needed to meet

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housing element requirements leading up to the comprehensive plan 5-year check-in in 2030.

Policy H2.11 Manufactured housing, which meets the State Labor and Industries Code, shall be permitted in any zoning districts in the city where single-family dwellings are allowed.

Policy H2.12 Consider strategic methods to preserve naturally occurring affordable housing (NOAH), such as manufactured homes and conversions of large single-family residences into middle housing, to prevent displacement.

GOAL H3: Benefit social well-being and health through housing design.

Policy H3.1 Require usable outdoor recreation space as part of all residential developments where feasible.

Policy H3.2 Coordinate common recreation space consistent with surrounding residential density.

Policy H3.3 Coordinate common areas of linked open space between multi-family developments. Maintain these spaces through a public-private partnership.

Policy H3.4 Require clearly marked access for fire protection, parking, and solid waste collection. Use a universal design for these markings.

Policy H3.5 Encourage "cluster" single-family residential development within the R5, R7, and R15 land use designations. Cluster developments are characterized by areas of common open space shared and maintained by residents of the development.

Policy H3.6 Allow planned residential developments (PRD's) within the R15, R7, and R5 zones as a conditional use. PRD developments are characterized by a variety of housing products, including cottages, and provide indoor and outdoor common space for residents.

Policy H3.7 Encourage the development of housing which meets certification standards such as Leadership in Energy and Environmental Design (LEED) or Green Builders Association.

Policy H3.8 Encourage the use of sustainable, alternative housing designs within the city.

Policy H3.9 Promote and encourage community gardens in residential developments.

Policy H3.10 Prioritize the development of new community garden sites in low-income neighborhoods.

Policy H3.11 Pursue community outreach to underrepresented minority populations to obtain feedback and collaborate with community leaders to identify housing affordability barriers and other racially disparate impacts.

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GOAL H4: Conserve existing residential development and maintain a natural balance with the environment.

Policy H4.1 Develop a mix of multi-family residential units and single-family units throughout the community.

Policy H4.2 Encourage retail-compatible mixed uses (including residences) on the upper floors in the central business district.

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

Policy H4.4 Establish zoning and other development regulations that protect naturally occurring affordable housing, including but not limited to, manufactured home parks, to mitigate displacement risk.

GOAL H5: Create and approve processes that allow for bold innovation and diversity.

Policy H5.1 Maintain an administrative design review process in the residential land use designations for all housing types.

Policy H5.2 Allow home occupations that have little impact on surrounding developments.

Policy H5.3 Create non-discriminatory zoning regulations for group homes, consistent with the Federal Fair Housing Act.

Policy H5.4 Establish standards for factory-built homes within single-family land use areas, consistent with WAC 296-150B. (Design standards and inspection procedures for mobile homes.)

Policy H5.5 Consider developing and providing applicants standard plan sets for certain development types to reduce costs and permit review times.

Policy H5.6 Promote building design standards to integrate building features that reduce the impacts of climate change and increase resilience, such as roof types that reduce urban heat effect.

Actions

Table 12 summarizes the actions recommended to implement the goals and policies above and demonstrates how these actions meet the requirement that the City provide adequate provisions to remove barriers to housing capacity.

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Table 12. Adequate Provisions for Housing by Income Band

Action	Income Band and Adequate Provisions Nexus
During periodic updates and the five-year check-in for the comprehensive plan, update the data and analysis in the Housing Needs Assessment to thoroughly evaluate the affordability of housing in the city.	Income Bands – All Adequate Provisions Nexus - YES
Encourage small-scale multifamily (four units or less) within existing single-family neighborhoods. Such structures should be designed to complement existing neighborhoods.	Income Bands – 80% - 120%+ (extends down to 50-80% if incentives are adopted) Adequate Provisions Nexus - YES
Evaluate design standards to ensure new development incorporates design and architectural amenities that bolster community character and function. Standards must be clear and objective. The goal of design review should be to result in subdivision, site, and building design that fits into the context and is compatible in form, scale, and general architectural style with surrounding development to the greatest degree feasible.	Income Bands – All Adequate Provisions Nexus - NO
Encourage residential development in commercial areas where combining such uses would promote the vitality and economic viability of the area.	Income Bands – 30-120% (multifamily and mixed use) Adequate Provisions Nexus - YES
Reduce setbacks in commercial zones where proposed residential uses in those zones would abut existing residential areas consistent with setbacks for comparable residential zones.	Income Bands – 50-120% (mixed use) Adequate Provisions Nexus - YES
Encourage the development of live/work units in industrial areas where such uses would act as a transition with single-family uses and where the degree of industrial activity will not significantly impact the residents, including in the area designated as the Makers District (MD).	Income Bands – 50-120% (mixed use) Adequate Provisions Nexus - NO
Assist non-profit agencies and groups to plan and develop low- and moderate-income	Income Bands – 0-100% Adequate Provisions Nexus - YES

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housing and support services. This assistance can include but is not limited to: assisting with grant applications, offering low-cost leases on city-owned land where feasible, conceptual plan review, and developing process improvements like permit fast-tracking or reduced system development charges for such projects.	
Provide density bonuses or other incentives for affordable housing proposals.	Income Bands – 30-80% Adequate Provisions Nexus - YES
Encourage construction of mixed-income and multigenerational housing that strengthens the inclusivity and affordability of the city's neighborhoods.	Income Bands – All Adequate Provisions Nexus - YES
Explore other strategies to promote the development of non-assisted affordable housing in the private sector. Such strategies may include, but are not limited to the following: • Requiring a certain percentage of dwelling units in a development to meet affordability criteria (i.e., inclusionary zoning); • Rezoning land to allow higher densities; • Providing for more flexible dimensional standards (such as street widths, setbacks, and lot coverage); • Allowing more variety in outright permitted housing types within the zoning code.	Income Bands – 0-80% Adequate Provisions Nexus - YES
Support development of government-assisted housing providing that it is dispersed throughout the community rather than concentrated, and that adheres to high design standards within funding constraints.	Income Bands – 0-50% Adequate Provisions Nexus - YES
Develop, advertise, and periodically review pre-approved plans for accessory dwelling units, park model homes, cottages, and other middle	Income Bands – 50-120% Adequate Provisions Nexus - YES

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housing types as appropriate in order to reduce costs and development timelines.	
Develop a program in partnership with local stakeholders for maintenance and revitalization of older housing and commercial buildings, especially when related to upper-floor conversion to residential uses, in an effort to maintain the integrity of Sedro-Woolley's neighborhoods.	Income Bands – 50-120% Adequate Provisions Nexus - YES
In compliance with state regulations, group homes and foster care facilities should be permitted in any zoning districts in the city which allows residential development, subject to conditions to ensure compatibility with surrounding development in terms of bulk and scale of buildings and operational aspects such as parking, noise, and light and glare generation.	Income Bands – 0-30% Adequate Provisions Nexus - NO
Develop site selection criteria for the location of housing for older adults. In siting development, the city will review proximity to shopping, hospitals, public transportation routes, retail and service centers, and parks.	Income Bands – 0-50% Adequate Provisions Nexus - NO
Explore the development of a zone or zoning overlay for the city's existing manufactured home parks and any that may become a part of the city in the future as a result of annexation. Develop strategies to conserve and protect existing manufactured home communities and facilitate the creation or annexation of new manufactured home communities.	Income Bands – 30-80% Adequate Provisions Nexus - YES
Create a program that would partner with providers of affordable housing to offer residents of affordable units displaced by new development right of first refusal for nearby existing units.	Income Bands – 0-80% Adequate Provisions Nexus - YES
Where feasible, require development to maximize allowable residential density, including multifamily and middle housing types, on parcels before permitting impacts to critical areas.	Income Bands – All Adequate Provisions Nexus - NO

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Publicize and routinely update housing deficit data on the city's website and share this information with local developers, the Planning Commission, and the City Council.	Income Bands – 0-80% Adequate Provisions Nexus - NO

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Skagit River bridges in Sedro-Woolley by SounderBruce.

CHAPTER 4

Transportation Element

Vision Statement

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



A Sedro-Woolley fire trucks parked in front of the original fire station. Photo credit John Ruthford.



Volunteers sitting on fire trucks in 1949. Photo credit Sedro-Woolley Fire Department.



Modern day fire truck in front of fire station. Photo credit Frank Wagner.

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

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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.

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).



1913 bridge over the Skagit River near Sedro-Woolley. Photo credit Joe Mabel.



A Skagit Transit street sign. Photo credit Facet.

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

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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.

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GMA also requires the City of Sedro-Wooley to adopt a LOS standard for transit, which is not planned, funded, or controlled by City staff or decision-makers. The City does control the public right-of-way where transit buses operate and provide service to City residents, however. The City of Sedro-Wooley transit LOS standard is a blend of the ADA Transition Plan, the active transportation network, and the Skagit Transit service network to measure the completeness of ADA accessibility and sidewalk connectivity to bus stops. Skagit Transit route bus stops served by complete ADA-compliant sidewalks or walking paths, curb ramps, and safe street crossings to destinations or other ADA ramps and sidewalks are reviewed for each new development to determine if they are complete, partially complete, or incomplete. The City's Transit LOS Standard = Transit Network accessibility and sidewalk connectivity from new development to Skagit Transit bus stops within a reasonable walking distance.

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).

Transportation Goals and Policies

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.*

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GOAL T1: Provide safe, passable streets within the city of Sedro-Woolley.

Policy T1.1 Identify and improve substandard roads, particularly local collector streets, 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.

Policy T1.6 Enhance vegetation in right-of-way (ROW) areas adjacent to pedestrian and recreational trails to provide effective separation from traffic and to support wildlife movement.

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: 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

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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.

Policy T3.12 Develop an ADA Transition Plan for curbs and crosswalks on public streets in the city.

GOAL T4: 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.

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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: 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 Continue efforts to promote revitalization of the city and east Skagit County through multimodal transportation opportunities and active transportation, including improvements to the Cascade Trail.

Policy T5.6 Review local transportation design standards for consistency and alignment with current best practices.

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GOAL T6: 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: 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.

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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 13. A map of existing functionally classified routes in and near Sedro-Woolley is provided in Figure 6.

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Table 13. 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 an 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 ¾ 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 with 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.

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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.

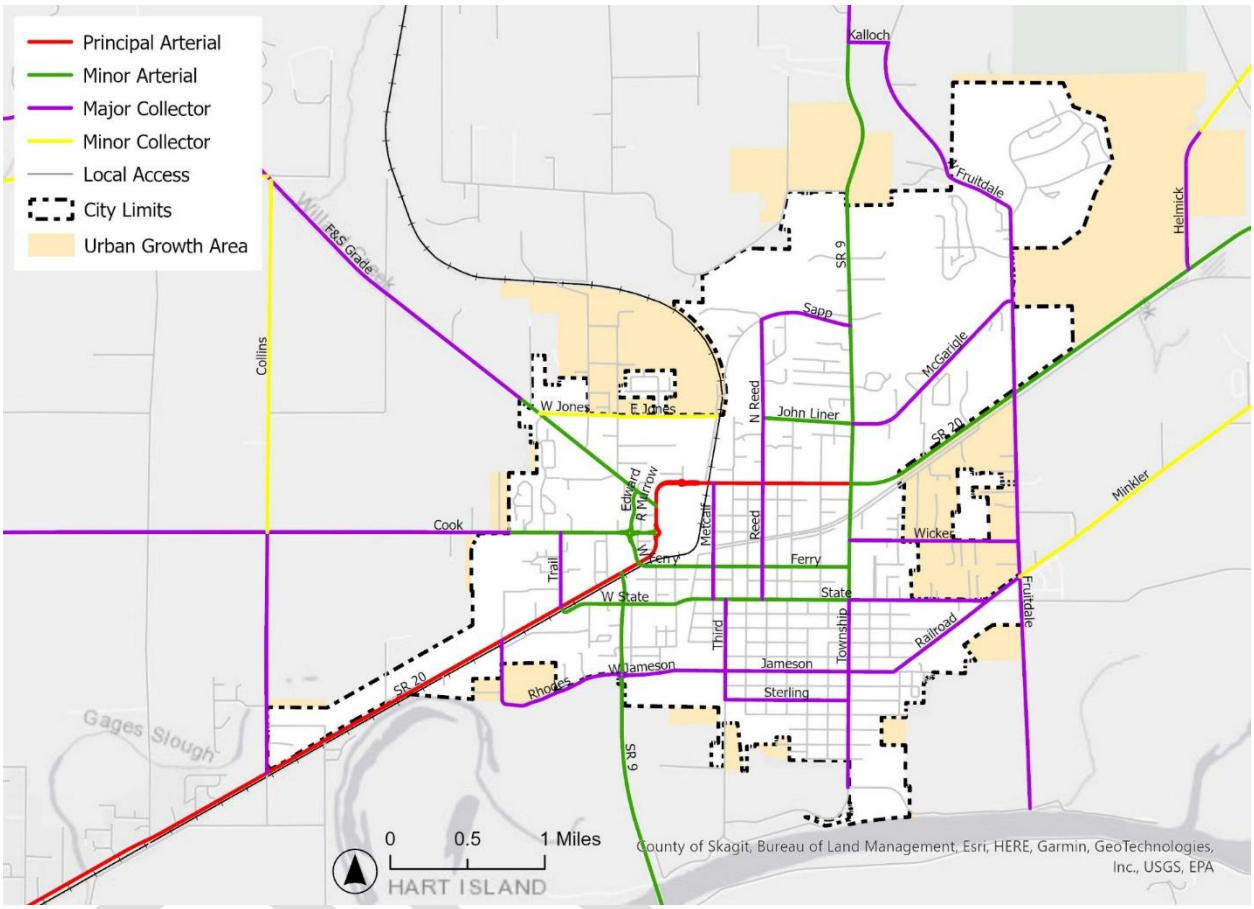


Figure 6. Existing Functionally Classified Roadways

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 7.

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, and Sedro-Woolley High School.

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.

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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 ¾ 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

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- 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 8. 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
- State Street south of SR 20
- SR 9 south of SR 20
- W Ferry Street south of SR 9
- Moore Street west of Metcalf Street
- 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.

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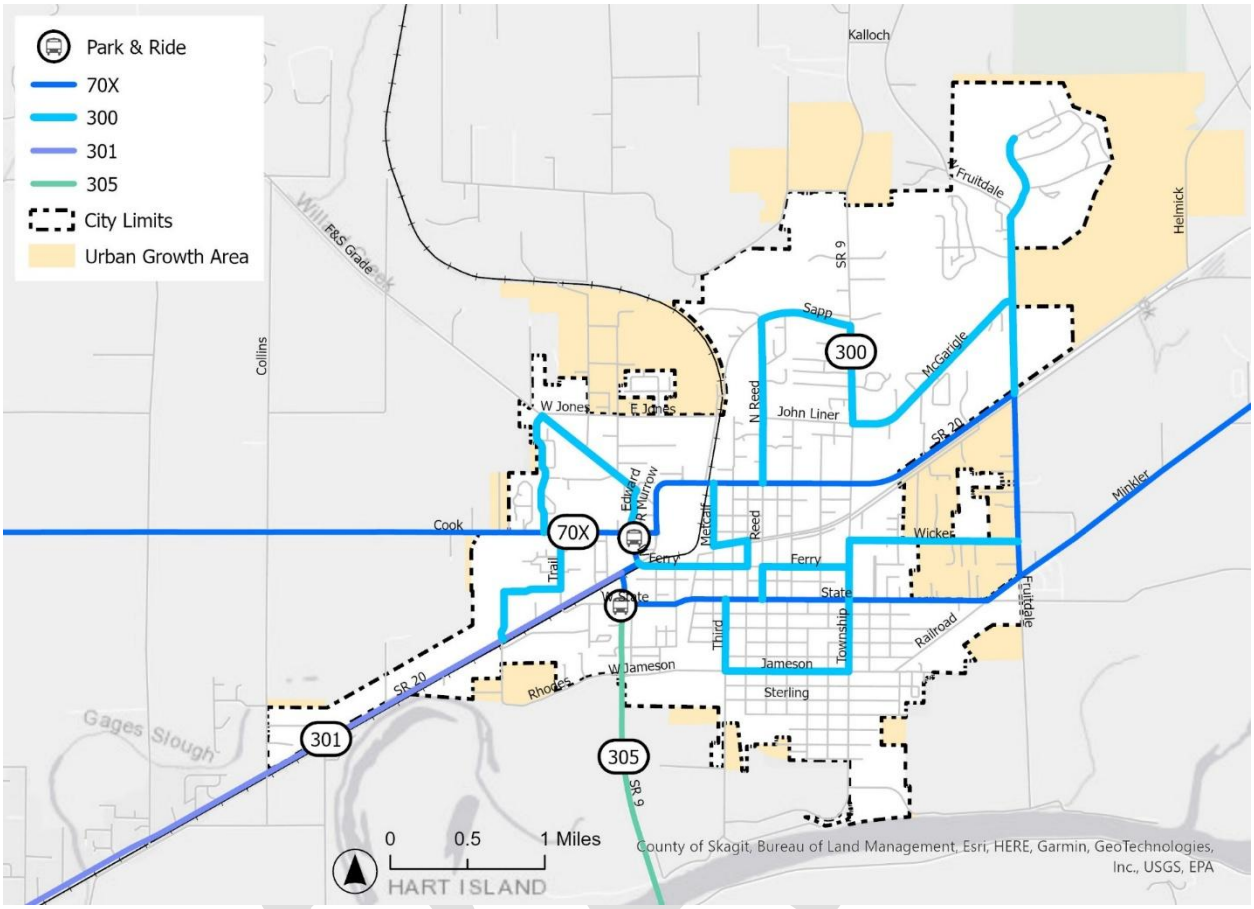


Figure 7. Existing Transit Services and Facilities: Fixed-Route Bus Service Routes

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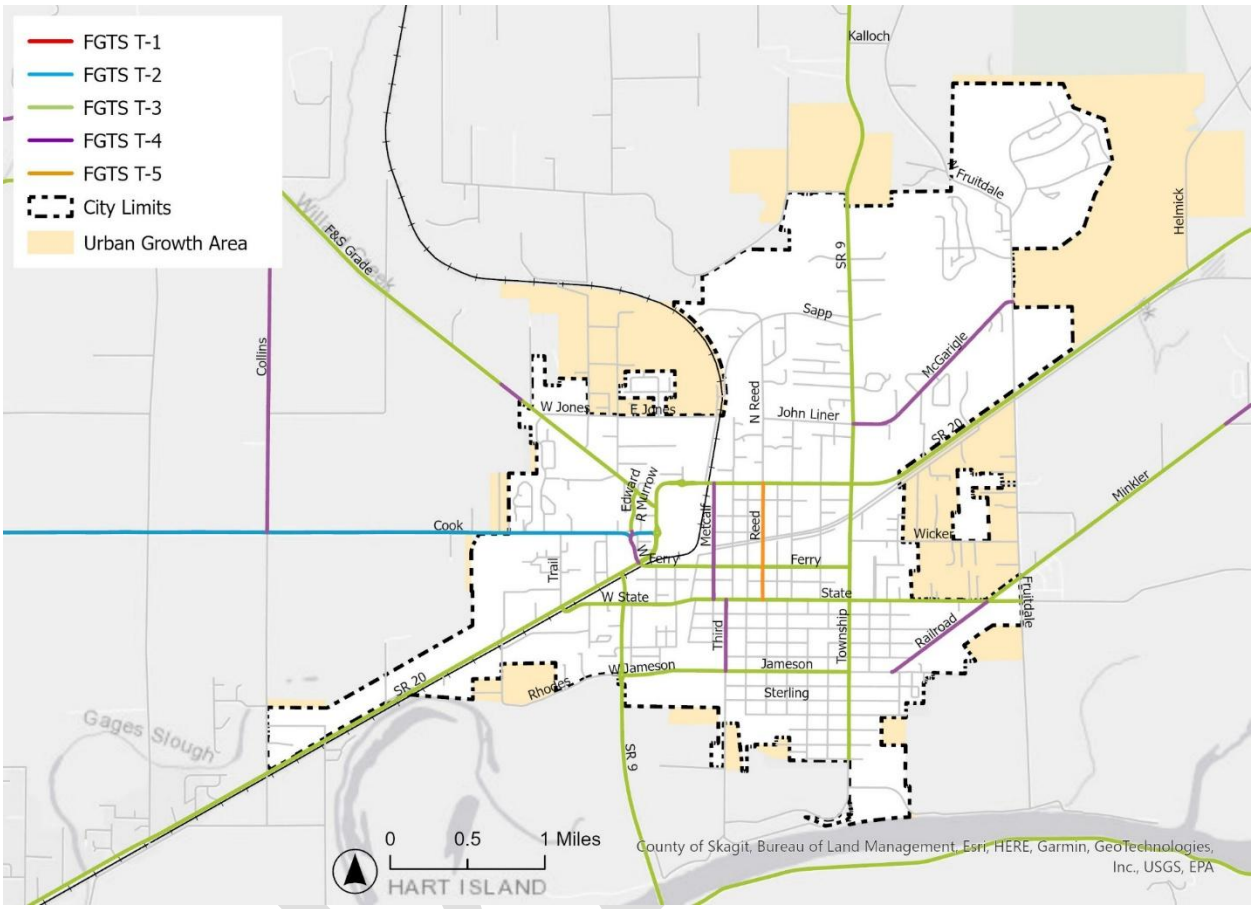


Figure 8. Freight and Goods Transportation System Routes

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 9 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-Wolley 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.

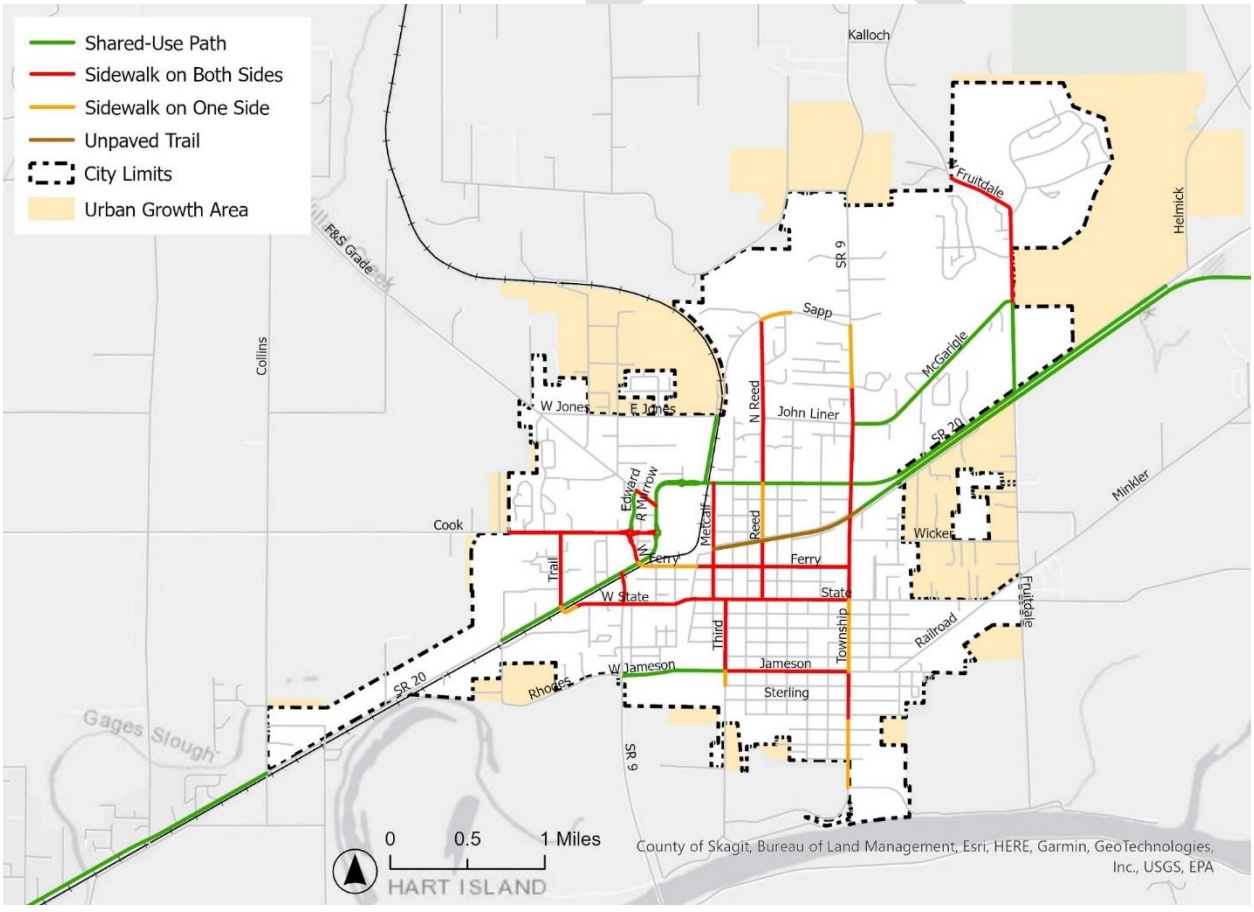


Figure 9. Existing Active Transportation Facilities.

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

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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 10.

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.

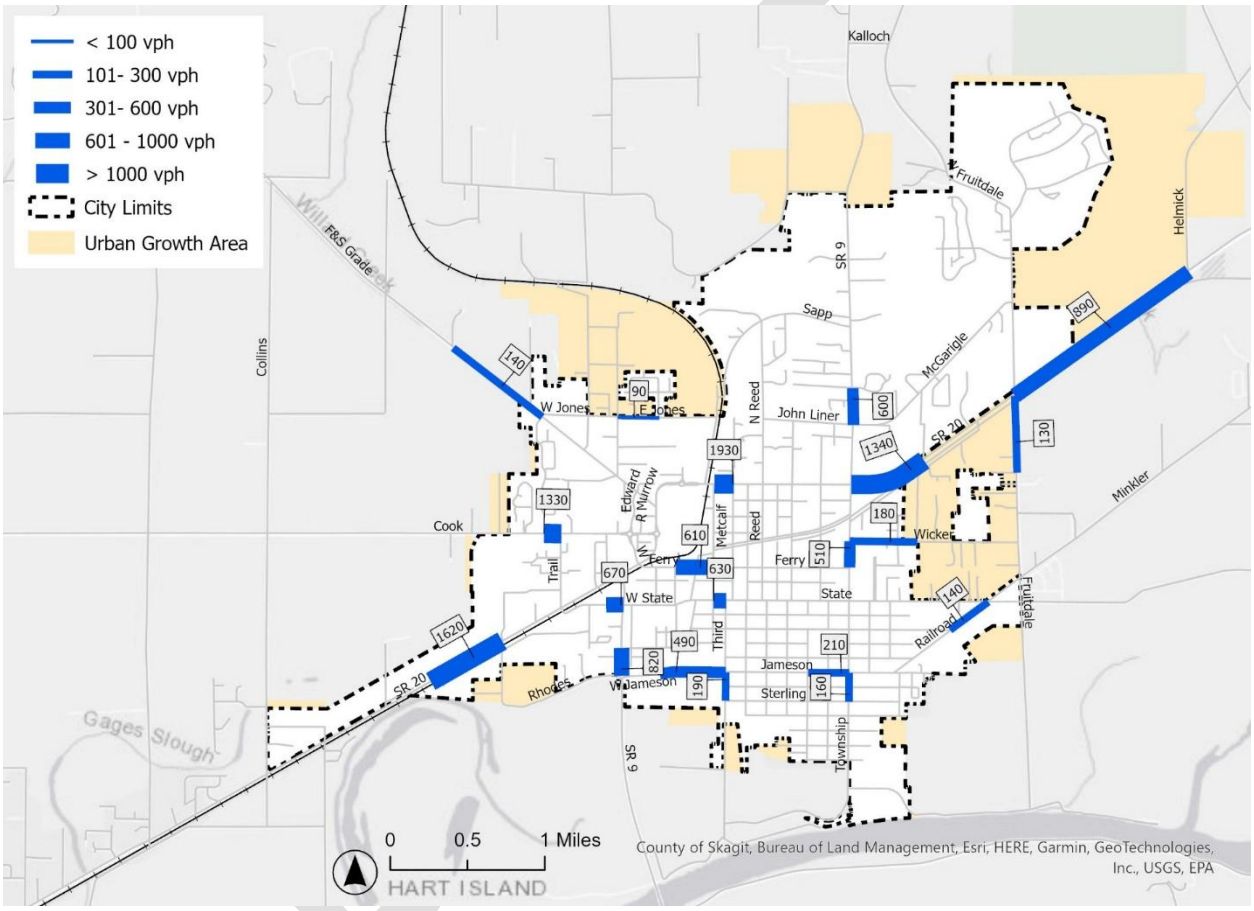


Figure 10. 2024 PM Peak Hour Traffic Volumes.

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 14, 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 14. 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 15.

Table 15. 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 16 identifies LOS delay thresholds for signalized and unsignalized intersections.

Table 16. 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 or 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 reflects 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 17.

Table 17. 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 18 and shown graphically in Figure 11.

Table 18. 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

[1]TWSC = Two-Way Stop Control; AWSC = All-Way Stop Control; RAB = Roundabout; Signal = Signalized
[2]Average 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 12.

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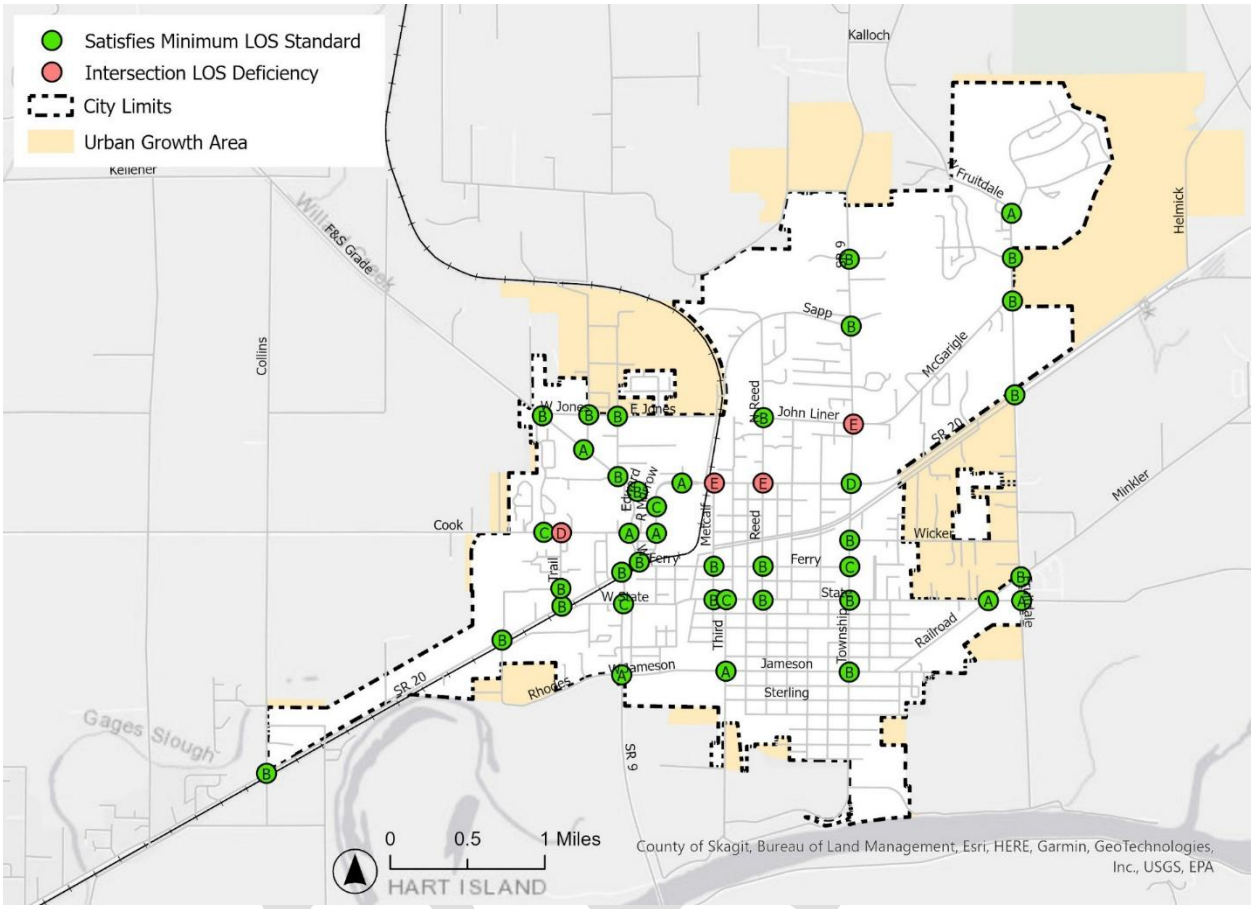


Figure 11. 2024 PM Intersection Levels of Service

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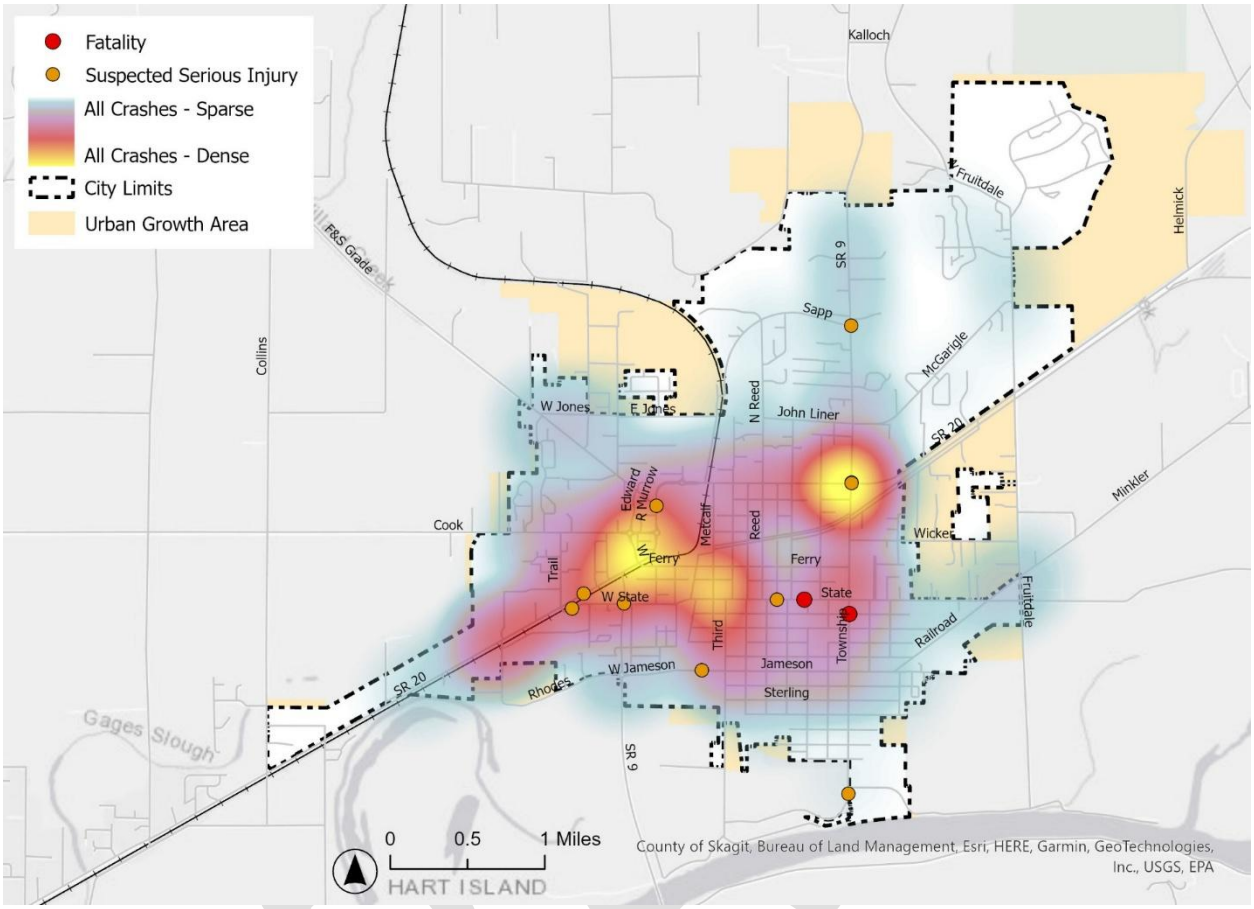


Figure 12. 2020-2024 Crash History

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 19 below.

Table 19. **Calibrated PM Peak Hour Trip Generation Rates**

Land Use Category	Units	HWO	HWOD	WH0	WHD	HOO	HOD	OHO	OHD	NHB0	NHOD	KSCOO	REC0	TOTAL
Single-Family Detached	DU	0.031	0.000	0.000	0.226	0.203	0.000	0.000	0.307	0.092	0.059	0.011	0.011	0.94
Townhomes (2-3 units)	DU	0.021	0.000	0.000	0.128	0.136	0.000	0.000	0.174	0.062	0.034	0.007	0.007	0.57
Multifamily Housing (>3 units)	DU	0.017	0.000	0.000	0.123	0.110	0.000	0.000	0.167	0.050	0.032	0.006	0.006	0.51
Retail	EMP	0.000	0.056	0.053	0.000	0.000	0.257	0.231	0.000	0.279	0.277	0.015	0.013	1.18
Office/FIRES	EMP	0.000	0.011	0.148	0.000	0.000	0.011	0.155	0.000	0.037	0.054	0.025	0.008	0.45
Government	EMP	0.000	0.021	0.225	0.000	0.000	0.021	0.235	0.000	0.057	0.099	0.038	0.013	0.71
Education	EMP	0.000	0.046	0.246	0.000	0.000	0.214	0.554	0.000	0.044	0.595	0.052	0.030	1.78
Wholesale Trade, Constr. & Utilities	EMP	0.000	0.048	0.132	0.000	0.000	0.071	0.174	0.000	0.083	0.119	0.024	0.009	0.66
Industrial & Manufacturing	EMP	0.000	0.022	0.134	0.000	0.000	0.016	0.158	0.000	0.058	0.070	0.023	0.009	0.49
Resource	EMP	0.000	0.023	0.069	0.000	0.000	0.017	0.081	0.000	0.029	0.075	0.012	0.004	0.31
Medical/Dental	EMP	0.000	0.014	0.198	0.000	0.000	0.121	0.359	0.000	0.046	0.135	0.039	0.019	0.93
Recreation	Acres	0.000	0.012	0.017	0.000	0.000	0.009	0.020	0.000	0.007	0.039	0.003	0.001	0.11

HWO Home to Work Origin

HWD Home to Work Destination

WHO Work to Home Origin

WHD Work to Home Destination

HOO Home to Other Origin

HOD Home to Other Destination

OHO Other to Home Origin

OHD Other to Home Destination

NHBD Non-Home Based Destination

KSOO King or Snohomish County Origin

RECO Recreation Origin

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

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- 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

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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 20, 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

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Township Street (SR 9) at McGarigle Road. A map of the Jones-John Liner-Trail Road Corridor is shown in Figure 13.

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 20. 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		

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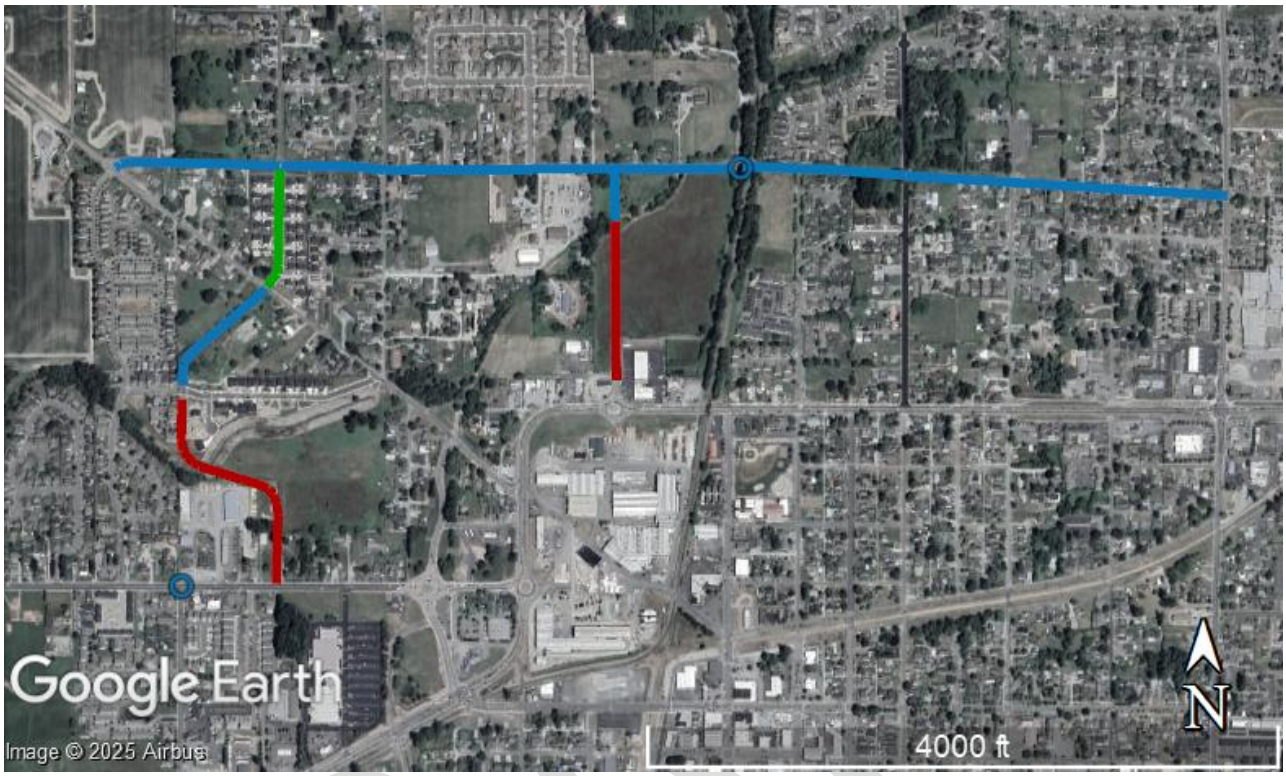


Figure 13. Jones-John Liner-Trail Road Corridor Project

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 21 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 21. 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 Hodgin)	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 devleopers, community groups and other stakeholders, increasing active transportation connectivitiy 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.

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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 Hodgin 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.

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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 signficiantly 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 overtime 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 22. These projects will improve safety, accessibility, connectivity, and congestion for travelers of all transportation modes in Sedro-Woolley. Costs are expressed in 2025 dollars.

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Table 22. Transportation Improvement Project Cost Summary

ID (TIP ID)	Project Name	Total Cost (in $$$s)
	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 Hodgin)	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

ID (TIP ID)	Project Name	Total Cost (in $$$s)
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/.

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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 with 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 eligibility to create opportunities 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;

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- 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 of 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, which 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 23. 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

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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

This subsection summarizes anticipated transportation capital improvement revenue sources and their associated revenue forecasts for the 20-year planning horizon. This is 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 23. 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 1 and 2)	Local distribution of state REET revenue	$800,000	$16,000,000	13.8%
Intergovernmental Revenue/Grants	Includes federal and state grants as well as cost sharing agreements with WSDOT and Skagit County,	$2,000,000	$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

Sedro-Woolley historically has made substantial progress in implementing transportation improvements (typically 2-3 per year) over the past two decades. Grant funding, both state and federal, adds to or multiplies local funding to enable this progress in implementing improvements. If grant funding were to become unavailable, the ability to make improvements solely with City revenue resources would limit the ability to deliver projects to only one every four (4) to five (5) years.

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 24. 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, con-sider changes in the level of service stand-ards 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 is 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 updated will be incorporated to a future update.

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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.

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Northern State Hospital disc golf course by Joe Mabel.

CHAPTER 5

Parks, Recreation and Open Space Element

Introduction

Parks provide more than just a place for the residents of the city to gather, play and relax; parks can instill a sense of pride in the community. They are a part of the identity of the community and contribute to the quality of life of its residents. As the City of Sedro-Woolley grows, so do the demands on our parks and recreation programs. This element is intended to help the city plan for future parks and recreation needs by setting goals and policies, examining the current parks inventory and projecting future park needs.

Vision Statement

Citizens support the development of small, new, neighborhood parks, as well as open green space. New residential developments are encouraged to preserve open green areas for the public. The old Burlington Northern Railroad line connecting Sedro-Woolley with Burlington provides a recreation path for bicyclists and pedestrians to use instead of the highway. This trail connects Burlington and Sedro-Woolley with the upriver communities of Lyman, Hamilton, and Concrete. Trails are also available around Riverfront Park. Bicycle and pedestrian paths connect parks to recreation facilities.

Did you know that the Northern State Recreation Area was formerly a hospital and dairy farm? Its grounds were designed by the Olmsted Brothers, whose father famously designed New York City's Central Park!



Former Chapel of Northern State Hospital, now a conference center. Photo by Joe Mabel.



The 22.5-mile Cascade Trail connects Sedro-Woolley and Concrete. Photo by Robert Ashworth.

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The Growth Management Act requires a Parks and Recreation Element that is consistent with the city's Capital Facilities Element (Chapter 7 of the Sedro-Woolley Comprehensive Plan). This element includes an estimate of the demand on the parks system and an evaluation of the facilities and services needed to meet the projected demand on parks services. Also addressed are the regional / intergovernmental parks and recreation services to meet the regional demand.

This element was last updated in 2016 and set goals and planned future parks and recreation needs through 2036. In 2024, growth targets and allocations, along with housing allocations by income bracket, were developed through the Skagit Council of Governments (SCOG) and its Growth Management Steering Committee in 2024. Sedro-Woolley's population target in 2045 is 16,596, an increase of 4,000 over the 2022 population. The unincorporated UGA is expected to grow by another 486 people to 1,986, for a total Sedro-Woolley UGA population of 18,582 in 2045.

Within the Parks and Recreation Element, "parks" include more than the developed play areas in traditional city-owned play areas. Parks in this context includes recreational facilities such as ball fields, athletic courts, play areas, community centers, city-owned open spaces – both those intended for future parks development, and those set aside as critical areas such as wetlands or fish and wildlife habitat areas. Though critical areas are not intended for active recreational uses, they provide limited opportunities for passive recreation as well as protected oases of natural landscape in an urban environment.

Parks, Recreation, Trails and Open Space Plan

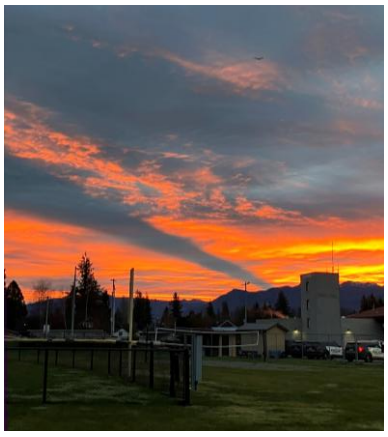
In 2024, the city initiated an update to the Parks, Recreation, Trails and Open Space Plan (PROS), previously updated in 2018. At that time, Skagit County had not released revised population estimates. Therefore, the city relied on earlier estimated population of 15,500 expected by 2025.

As part of this update, the Planning Commission reviewed the current level of parks services through the 2036 planning horizon. The planning commission reviewed the County

The public promotes maintenance and expansion of the city's existing recreation facilities. They also encourage the development of other facilities, particularly for the benefit of local youth. When not in school, teenagers have activities that keep them from loitering on street comers. These older students, as well as grade-school children, have places to go for entertainment and recreation that are close to home and school.



Cascade Trail east of Sedro-Woolley. *Photo by Robert Ashworth.*



Sunrise at a park in Sedro-Woolley.

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population projections and held several public hearings to gather input on what the city's goals for parks should be. The results of the Planning Commissions public hearings were used to set a level of service (LOS) for park lands and identify the amount of land necessary to accommodate the anticipated population growth. The Planning Commission determined that an additional 152 acres are necessary to meet the future demands on the park system. This acreage includes property needed for new parks, open spaces and trails. In addition, the estimated cost of developing that property to meet the 2025 level of service goals was determined.

With the new population estimates and housing allocations now provided for the Periodic Update of the Comprehensive Plan, the Draft PROS Plan can be updated to accurately reflect future population growth and anticipated demand for parks and recreation facilities.

Existing Parks Location and Inventory of Uses

There are four types of recreational lands that serve residents of Sedro-Woolley: city-owned parks; regional recreational facilities – both public and private; recreational facilities owned by the school district; and lands owned by homeowner associations. An inventory of the existing recreational lands, listed by category, is included below. Not all the properties are developed as parks or play areas, and some are not intended to be developed. Areas set aside for open space and critical areas contribute to the aesthetic appeal of the community are valuable lands for passive recreation and wildlife habitat.

CITY-OWNED PARKS AND TRAILS

The City of Sedro-Woolley owns and maintains approximately 112.6 acres of park properties. Within city parks system (parkland owned by the city) there are five classifications of park: neighborhood, community, regional, open space and trails.

- **Neighborhood Parks.** Neighborhood parks are smaller areas meant to accommodate the residents in the immediate vicinity. Amenities are limited and include playgrounds, picnic areas and other amenities expected in a small park.
- **Community Parks.** Community parks generally are larger and serve the needs of the greater Sedro-Woolley community. Picnic shelters, playgrounds, ball fields and restrooms are typical to these parks.
- **Regional Parks.** Regional parks serve areas beyond city limits and include amenities that attract users from the region and beyond such as a sports field complex suitable for large tournaments, camping, trails, playgrounds, restrooms and picnic shelters.
- **Open Space.** Open spaces are areas for passive recreation and have limited, if any amenities. Typical amenities are limited to trails, viewing areas and maybe a small parking area.
- **Trails.** There are several trail segments throughout the city, and it is a goal to connect those trails and extend new trails into are- as of the city that are underserved by trails. Not all the property over which trails pass are owned by the city. Many of the trails that are open to the public exist within easements that allow public access. Some trails consist of little more than a graded path, signage and maybe some security fencing, while others are paved within the city

street right-of-way, but separated from the road. The city has included paved paths as part of major road improvement projects when room is available. Figure 14 shows the adopted Sedro-Woolley Bikes and Trails map.

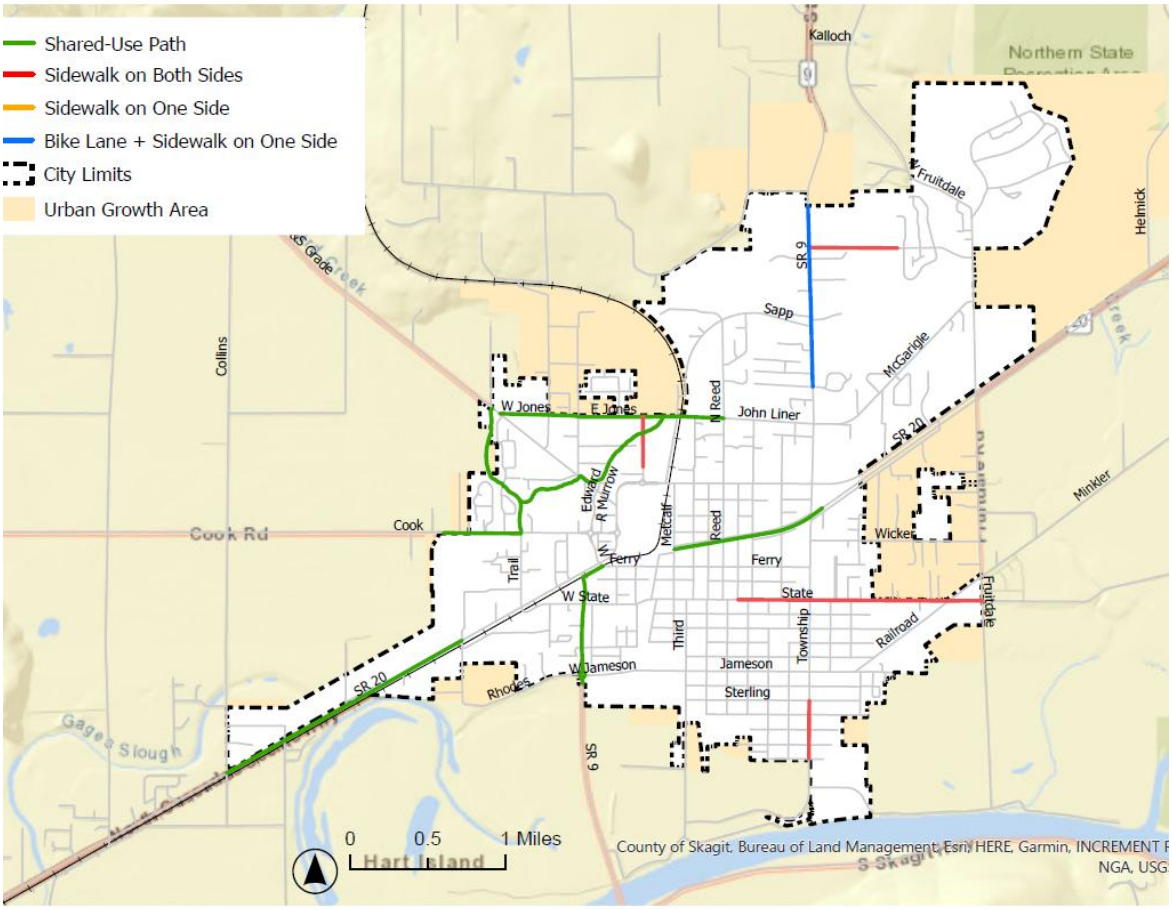


Figure 14. Adopted Bikes and Trails map (Source: TSI)

Neighborhood Parks

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

Metcalf Street Mall is an improved alleyway owned by the city. In 1956, the Sedro-Woolley Jaycees improved the small mall area with landscaping, setting bricks, etc. Additional improvements by the Garden Club occurred some years ago. The mall is located in the alleyway south of Woodworth Street running directly west from Metcalf Street. Since the mall is located in the center of the business district,

its primary use comes from downtowners. Equipped with benches, it serves as a convenient rest stop and walkway for shoppers and pedestrians alike.

Lions' Roadside Park is comprised of approximately 0.25 acres of land. Part of the property is in the right-of-way of Moore Street. The remaining portion was donated to the city by the Lions Club. It was also improved by the Lions Club. The park is located in the northern portion of the city, directly north of the Moore and Haines Street intersection. Although small in size, it borders on State Route (SR) 20, making an excellent rest stop or picnicking area for passersby. The park is moderately to heavily used during the summer, both on weekdays and weekends. The majority of users are visitors driving through on SR 20.

Park Cottages Park Area is approximately three-tenths of an acre of land on the west side of Brickyard Creek, due west of the Park Cottage Place. The park property is undeveloped, and is well vegetated with native plants and offers a good example of a healthy stream ecosystem. There is no road access to the property there are no future development plans for the land.



The locomotive with logs in Harry Osborne Park.

Fire Station 2 Park is approximately one acre of land adjacent to the north side of the fire station located on North Township Street. The park property is undeveloped, and is encumbered by overhead power lines. Brickyard Creek lies directly west of the site. The creek and the steep ravine in which it flows are located on private land. The ravine is well vegetated with native plants and offers a good example of a healthy stream ecosystem. Likely future development of the site includes interpretive signage along the city owned portion of the creek buffer, trails and open grassy fields.

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

Bassett Road property is a former landfill on the north end of the city owned by the Sedro-Woolley. The park has not been developed. Access to the 11.2 acres of future park will be primarily from Bassett Road, but a trail easement from Longtime Lane will provide pedestrian access to the southern portion of the land.

Community Parks

Bark Park. The City opened a fenced off-leash dog park on former FEMA floodway property adjacent to Riverfront Park in 2009. The one-acre off-leash park also has a small parking lot.

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Bingham Park is located in the northwest portion of the city. Bounded by Cook Road, Munro, Edward R. Murrow and Borseth Streets, the park lies on approximately 2.6 acres of land. Equipped with a five (5) stall R.V. Park, an enclosed picnic area, tables, benches and covered barbecue pit, the park provides an excellent location for picnicking. Other features include playground equipment located adjacent to the picnic area, and rest rooms. An onsite resident caretaker assists with the maintenance and oversight of the Park and the R.V. facility. The trees scattered throughout the park offer a pleasant environment for its users. The park is heavily used during the summer months, usually with the peak traffic occurring on weekends. User groups consist of families traveling on State Route 20 and a roughly proportional number of local families. Bordering on State Route 20 as it does, Bingham Park offers a convenient stop for the traveler as well as being centrally located for Sedro-Woolley residents. Because of its location on State Route 20, many users said the park can be noisy and somewhat dangerous for small children playing. There are three parcels of WSDOT right of way directly west of Bingham Park that are maintained by the city as open grass open space. These parcels are not included in the Bingham Park Acreage but are regularly used by the public as dog walking and picnic areas.

Winnie Houser Park & Playfields located on Rhodes Rd consists of 9.52 acres of sports fields that is currently used as a home for the Sedro-Woolley Youth Soccer Association. This park was built through the joint efforts of the Soccer Association and City Public Works Operations Staff. The field opened for use in 2017. Future improvements for the facility include a restroom, a paved parking lot, an irrigation system, site fencing, playground, and an 8' paved shared use path surrounding the perimeter of the site. These improvements are dependent of future funding. The city is currently researching funding opportunities to continue to develop this park into a multi-use facility.

Metcalf Park located on 2.8 acres is in the central portion of the city between Metcalf and Murdock Streets; Metcalf Park is just north of City Hall and the fire and police station. Located within the park, is the Tesarik Little League Ball Field with the grandstand, rest rooms, two dug- outs, practice pitch area and ball field, Metcalf Park provides an ideal location for little league baseball games, and softball games both for players and spectators. Although there is no parking on the site, the four streets bordering the park provide a large number of parking spaces. During the summer months, it is used to capacity for organized recreation. The park also has an outdoor basketball court, and a volleyball court. The newest addition to the ball park includes a skate park in the southeastern portion of the parcel. Because the park is located near the downtown business core and adjacent to City Hall, the park has potential to be a central gathering place for the community. Future plans for the park include a children's playground in the southwest corner of the park, and addition of another basketball court.

Memorial Park located on three acres of land is found in the central eastern portion of the city, between Ball and Central Streets. The community center, and senior center are located on this site. It also is equipped with playground equipment, rest rooms, benches and barbecue pit. A great deal of community pride is attributed to this park since many of the features were provided through the efforts of community organizations. The park is used heavily during the summer months with peak use occurring on weekends. The majority of users consist of local families and clubs. Parking is plentiful with a seventy-three (73) space lot. However, all the developments on the park property restrict the amount of open space available. Memorial Park has a resident park caretaker to assist with maintenance and supervision of the park and assists with community center rentals. Plans are currently in the works for a

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total redevelopment of memorial park to include a splash park, a new playground, outdoor picnic buildings, site furniture and renovations to the community center facility.

Denny Engberg Memorial Field on west side of Fruitdale Road, just east of the cemetery and north of Marlene Way is approximately 5.35 acres of city-owned land that is currently leased to the Sedro-Woolley Youth Football Association for use as a youth football field. This property is reserved for future expansion of the adjacent cemetery and currently has drainage issues. Use as a football practice facility is temporary until the space is needed for cemetery expansion.

Olmstead Park is a 14-acre park facility (under construction) located at the entrance to the SWIFT Center on Northern Fruitdale Road. Formerly a portion of the Northern State Hospital Complex, this site was acquired by the city in 2017 and will include a playground, basketball court, volleyball courts, open plaza, open lawns and walking trail. This new park facility is scheduled to be open to the public in late December of 2025.

Regional Parks

Riverfront Park on the Skagit River consists of 20.5 acres, including 3 acres added to the northwest corner of the park in 2008. The park has a boat launch with ample parking area, together with twenty-seven (27) RV and five tent sites. The site is equipped with rest rooms. Recreation facilities include baseball, basketball, volleyball, horseshoes, and a children's play area. Other facilities include a covered amphitheater, three covered shelters, two of which include sinks, power, barbecue pits and picnic tables. The site is attractively landscaped and includes a rose garden. Also during the week of July 4th, an annual carnival is held on the park grounds. River- front Park includes on site resident park caretaker to assist with supervision and maintenance of the park and R.V. facility.

SWIFT Center Park on North Fruitdale Road consists of 14.81 acres including an approximately 3 acre pond used annually for the Skagit Steelhead Club Fishing Derby. There is also a large gravel parking area used by the fishing derby participants. The parkland was offered to the city by the Port of Skagit in 2018. No recreation facilities exist at the site, but there is room for a Cal Ripken little league field, as well as other uses such as volleyball, basketball, play equipment walking trails and open space lawn for general recreation uses. Access to the waterfront can also be improved.

Open Space Parklands

Sauk Mountain View Estates Open Space dedicated as part of the Sauk Mountain View Estates development located in the north- eastern portion of the city off of Portobello Road. The area is under the BPA power lines and contains approximately three acres of open space area. The developers also dedicated a public trail system to connect the open space with other developed areas. This site will be used primarily for passive recreation.

FEMA Floodway Property as part of the FEMA program to purchase floodplain property, the city acquired approximately eleven (11) acres adjacent to the Little League ball fields and north of Riverfront Park. The FEMA floodway is part of a growing trail and park facility network. Future development of the site may include open space areas and ball fields, salmon enhancement and restoration, a viewing

platform, ADA compliance, and pedestrian trails to connect Riverfront Park with neighboring residential areas. The terms of acquiring the property limit the placement of structures on the property.

River Road Property is approximately 36 acres located immediately to the south of city limits, north of River Road and west of Township Street. The property is within the Skagit River floodplain, but uses thereon are not restricted as the FEMA Floodway property is restricted. Future uses may include ball fields and other uses appropriate for an area that is subject to seasonal river flooding.

205 N. Reed Street Property is approximately 2.6 acres of open space that was purchased for the purpose of improving stormwater drainage infrastructure that borders the north side of the property. The site has been studied as a potential location for a future developed park, but is currently maintained as open space.

Sapp Rd Property is approximately .6 acre of land acquired by the city in 2017 for potential use as a future city park. It is currently unmaintained and is bordered to the north by Sapp Rd and the East by Bottomless Creek, a classified salmon stream.

Following, in Table 25, is a summary of the City of Sedro-Woolley's city-owned parks and opens space inventory.

Table 25. Summary of Existing City-owned Parks and Open Space Facilities

Facility	Acreage
Neighborhood Parks	
Hammer Heritage Square	0.20
Pola's Promenade (Metcalf Street Mall)	0.25
Lions Roadside Park	0.25
Park Cottages Park	0.29
Fire Station 2 Park	1.00
Harry Osborne Park	1.50
Bassett Road Property	11.20
Community Parks	
Bark Park	1.00
Bingham Park	2.60
Winnie Houser Park & Playfield	9.52



Pola's promenade is a small city park located in a former alleyway in downtown Sedro-Woolley. The promenade is named in memory of Polay Kelley, lifetime Sedro-Woolley resident and longtime director of the Sedro-Woolley Chamber of Commerce.

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Facility	Acreage
Metcalf Park	2.80
Memorial Park	3.00
Denny Engberg Memorial field.	5.35
Olmsted Park	14.8
Regional Parks	
Riverfront Park	20.5
SWIFT Center Park	18.41
Open Space	
Sauk Mountain View Estates Open Space	3.00
FEMA Property	11.00
River Road Property	36.00
205 N. Reed St Property	2.6
Sapp Rd Property	0.6
TOTAL	**131.07 Acres**

Trails

Cascade Trail is a county maintained pathway that begins in Sedro-Woolley city limits and extends 22.5 miles to the east to the Town of Concrete. The trail official trailhead is located at the intersection of State Rt 20 and Fruitdale Rd, but the pathway unofficially extends from Fruitdale Rd west back to Metcalf Street along BNSF railroad right of way where the railroad tracks have been removed.

Swift Center/Northern State Recreation Area Trail System, The SWIFT Center, owned by the Port of Skagit County, and NSRA owned by Skagit County Parks has an extensive trail system that is in ongoing development. Several miles of trails are completed, and new trails are always under construction. The trails are made up of crushed gravel surfacing, dirt, and several bridges. The trail system offers wildlife and nature viewing. Olmsted Park serves as one of the starting points/trailheads for the trail system.

FEMA Floodway Property Trail, is a primitive pathway made up of crushed gravel, wood chips, and a footbridge meanders through the property. The trail has several interpretive signs with historical information of the area. Improvements to this trail have been hindered by the occasional flooding that

inundates the property. The Riverfront Park and Trail Extension Project includes the enhancement of this trail.

The Fruitdale / McGarigle Road path system is a paved, off-road path within the city right- of-way along Fruitdale road from State Route 20 to McGarigle Road, then westward parallel to McGarigle Road to State Route 9. The path connects to the Cascade Trail at State Route 20, and connects to the path system within Northern State Recreation area. Long term public works plans are to continue the path westward within the John Liner Road right-of-way.

Moore Street (State Route 20) shared use path runs along the north side of State Route 20 from Township street westward to Hodgin Street. This path is also a paved path within the city right-of- way along Moore Street, but separated from the road by a planting strip. This path creates a vital cross-town pedestrian and bicycle corridor that enables alternate forms of transportation to the goods and services located along State Route 20 and in the Central Business District. Plans are in place to extend this trail from Township Street to Fruitdale Road. Future plans include extending this path west along SR20 connecting to the City of Burlington Arboreta Trail.

Sauk Mountain View Estates trails lay on the eastern and western portions of the Sauk Mountain View Estates residential development. Some portions of the trail corridor are owned by the city, while other sections are owned by the home-owners association, but public access is allowed. These trails explore the creek ravine on the east side and run along the hillside on the west. As further development occurs in the area, these trails will be able to connect to future trails to create a unique and extensive trail system. This system may also connect to the walking trail envisioned under the power lines running from Bassett Road to the intersection of Fruitdale Road and State Route 20 (see Proposed Capital Projects in the Action Program – section 6.24)

Brickyard Creek Trail is a planned nonmotorized and accessible trail connecting the southwest and northeast extremities of the city. The Brickyard Creek Trail concept was first imagined in the early 2000s and was adopted as a planned future bike and trail route in the 2016 Comprehensive Plan. The first segment began construction in the Bucko Estates development in 2023, connecting Trail Road to F&S Grade Road along the buffer of the creek. The trail is planned to extend from State Route 20 along Brickyard Creek to connect with the extensive trail system at the SWIFT Center. Development along Brickyard Creek is incentivized to contribute to and utilize this unique trail.

Centennial Trail extension is currently in planning stage to extend from Snohomish County into Skagit County, across the Skagit River to Sedro-Woolley. The goal is to connect to the Cascade Trail in the heart of downtown Sedro-Woolley. The existing trail is a 30-mile paved trail built on a former railroad line for walking, biking and horseback riding. It connects the cities of Snohomish, Lake Stevens, and Arlington and extends to the Skagit County line. The trail is part of a larger trail system designed to create a continuous north/south corridor for non-motorizied transporation and recreation.

Surrounding Recreation Facilities, Public and Private

The following is an inventory list of private recreation areas and public access points surrounding Sedro-Woolley. There are currently no state or federal parks within ten (10) miles. There are two

County-run parks in the immediate area: Northern State Recreation Area and the county-operated beach at Clear Lake.

Sedro-Woolley Rodeo Grounds, located one-half mile east of Sedro-Woolley, consist of five acres equipped with restrooms, benches, parking, riding arena, and holding pens.

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

Gateway Golf Course, a nine-hole golf course, located on Fruitdale Road, Sedro-Woolley, consists of sixty-five (65) acres equipped with picnic areas, rest rooms, and putting course.

Washington State Department of Fish and Wildlife Department Public Access Site, located off River Road just outside city limits directly adjacent to the Riverfront Park site. The site is equipped with a boat launch and rest rooms.

Northern State Recreation Area (NSRA) is a Skagit County Park adjacent to the eastern edge of the city. NSRA has a diverse range of natural, cultural and topographical features. There are significant wetlands on site as well as large areas of dry meadow and forested uplands. Hansen Creek, a significant salmon stream recently subject of a tremendously ambitious restoration project, flows through the site. Prior to closing in the 1970's, NSRA was the working farm associated with the Northern State Hospital. The 726 acre park includes several miles of walking trails, an 18-hole disc golf course, a small parking area and excellent opportunities for wildlife observation.

Avalon Golf Course, Avalon is a 27 hole public golf course located 3.25 miles northwest of city limits. The golf course is equipped with restaurant facilities, driving range, putting green, and banquet facilities.

School-Owned Recreational Facilities (Not available for public use during school hours or school events)

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

Cascade Middle School located on Township Street. Facilities include a grass field used for soccer, little league, and football. Indoor facilities consist of a gymnasium. The construction and renovation of Cascade Middle School in 2013 has significantly cut down on the amount of open space available for outdoor recreation at this site.

Evergreen Elementary School located on McGarigle Road directly east of Township Street. Facilities consist of a play area with a variety of playground equipment. Plans to rebuild Evergreen Elementary in the next few years will significantly cut down on the amount of open space available for outdoor recreation.

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Mary Purcell Elementary School located on the corner of 7th and Bennett Streets. Facilities include a paved playground with a variety of playground equipment. There is a grassy area adjacent to the paved playground.

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

Central Tennis Courts are located across from Central School on the corner of Talcott and Sixth Streets. Their southeast location from the central business district offers the local resident a convenient spot for playing tennis.

Janicki Fields, located on nineteen (19) acres southwest of the intersection of Cook and Prospect Roads which includes four sixty (60) foot Little League fields and two ninety (90) foot ballfields. An inclusive playground and restrooms were added to the property between 2021 and 2023. The School District also owns several acres east of the ball fields that are currently undeveloped grassy fields. The District plans to use this area for future school buildings.

Homeowner Association Owned Private Park Facilities and Open Spaces

Newer housing subdivisions are required to provide recreation areas and open spaces within the subdivision for the benefit of the new residents. Owned and maintained by the homeowners association, these recreation areas and open spaces are typically smaller than standard city parks, but provide conveniently located recreational opportunities for residents of the subdivision. Newer residential subdivisions may also contain property set aside as critical areas, such as wetland and stream buffers or land with steep slopes. Homeowners associations are responsible for maintaining and protecting these critical areas. Critical areas can provide limited passive recreation, such as paths and seating areas.

Klinger Estates - 1.3 acres of open space , roughly 8,000 of which contains play areas/equipment

Fidalgo Commons - 27,800 square feet of play area and 17,800 square feet of open space

Spring Meadows - 8,500 square feet of play area and 3 acres of critical areas

Sapp Place - 900 square feet play area

Brickyard Meadows – 7,000 square feet of play area and 1.87 acres of critical areas

Sauk Mountain View Estates - 3,500 play area, 3.2 acres of open space and 10 acres critical areas

Park Cottages - 4,000 square feet play area and 1.95 acres critical areas

Sauk Mountain View Estates North - 4,460 square feet of play area

Cambridge Commons Owners Association - .58 acres of open space and play area

Garden Meadows SW HOA - 8,400 square feet of play area

Brickyard Park HOA - 1.27 acres of open space

Bucko Plat - .68 acres of open space and play area, as well as 4 acres critical areas

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Projected Population/Land Use/Park Provision within the City and its Urban Growth Area

The land use element of the city's comprehensive plan seeks to ensure that most urban activities occur in a concentrated downtown business core surrounded by relatively dense urban residential land use, but still allows for smaller open space and play areas. Lower residential densities and more open space are typical in peripheral areas near the defined Urban Growth Area (UGA). Skagit River flood hazards are addressed by designating the flood-prone southern portion of the city's urban growth area (UGA) as open space.

The Growth Management Act (GMA) requires municipal jurisdictions to prepare comprehensive plans that account for the long-term effects of growth and development. A strategy must be developed so that the cost to maintain a desirable level of service for urban infrastructure is shared equitably among residents. It is the land use element that defines such a strategy and guides the development of all subsequent comprehensive plan elements, such as this Parks Element. The land use element lists the amount of acreage each of the land use designations in Sedro-Woolley, based on a 2024 Land Capacity Analysis. For the City of Sedro-Woolley, the population target in 2045 is 16,596, an increase of 4,000 people over the 2022 baseline. The unincorporated UGA is expected to grow by another 486 people to 1,986, for a total Sedro-Woolley UGA population of 18,582 in 2045. The LCA has produced an overall capacity within the city of 2,588 housing units (5,914 new residents) and 3,933 jobs. The latter includes the capacity of the SWIFT Center on the campus of the former Northern State Hospital.

Lands zoned Public are intended primarily for public use and include parks, schools, government facilities, cemeteries and the Northern State Campus. Not all properties zoned as such are owned by the City, much of this zone is owned by the state, county or Sedro-Woolley School District. Lands zoned Open Space are intended for preserving open spaces and protecting critical areas, such as flood-prone lands and wetlands. There are 9.5 acres of property zoned Open Space within the city limits, plus another 7 acres in the UGA, for a total of 16 acres. The City owns approximately 36 acres of land (referred to as River Road Propertythe Open Space Parklands S), which is currently used as a hay field. This property lies south of city limits and outside the current UGA boundary, east of Third Street, west of Township Street and north of River Road. The property is in the 100-year floodplain, so development potential on the land is limited. Seasonal use as ball fields may be possible, as is use of the area for stormwater utility purposes. The property is not in the urban growth area, however, the city should seek to have the property designated as part of its UGA so it may be annexed in the future. The City will likely designate this property as Open Space in the Comprehensive Plan should it be included in the UGA.

Extension of the city limits to the southern fringe of the city UGA at the Skagit River would require the city to incorporate the river shoreline into its Shoreline Management Area, making it subject to the rules and guidelines developed in the city's Shoreline Master Plan. Inclusion of Skagit River frontage in the city's Shoreline Master Plan will provide the city with an opportunity to address further access to the river frontage in a comprehensive manner within the regulatory framework of the State Shoreline

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Management Act (SMA) and within state and federal grant programs that give priority to waterfront recreation and public access.

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

Parks and Recreation Goals and Policies

The vision statement in the introduction of this element informs the city's current goals and policies. The following is the list of the City of Sedro-Woolley's current Goals and Policies to guide future land use decisions and code revisions that affect park and recreation uses.

GOAL P1: Ensure access to ample parks, recreation, and trails facilities to meet current demands and adequate land acquisition and planning to support future demands.

Policy P1.1	Nurture relationships with partners to enhance access to park and recreation facilities. Pursue or enhance partnerships with Skagit County, other jurisdictions, the school district and others to obtain access to a greater variety of recreational facilities than the city could provide on its own.
Policy P1.2	Work with the school district and other organizations to construct and maintain facilities, such as restrooms, by means of a joint use agreement, to enhance the usability of public and private parks and open spaces.
Policy P1.3	Investigate with the Upper Skagit Tribe the possibility of building a long house in an appropriate location in the city, which could be used by the Tribe for ceremonial events, and by the city as a center for cultural exchange.
Policy P1.4	Establish a network of bicycle and pedestrian trails, which are coordinated with Skagit County to provide linkages to existing and proposed regional parks, open spaces and trail systems.
Policy P1.5	Revise the park dedication requirements in the subdivision ordinance to allow for "pocket parks" less than two acres in area.
Policy P1.6	Limit the placement of buildings on park land whose use is unrelated to the park's purpose. If land is to be taken for the purpose of buildings, it must be replaced with new parkland. The intent of this policy is to ensure "no-net-loss" of useable park property.
Policy P1.7	Ensure that future buildable lands analyses include a geographic analysis that identifies areas of need for future parks based on where new development is most likely to occur and critical areas or other lands appropriate for conservation (with a focus on lands along shorelines, steep hillsides, wetlands, and stream corridors) as accessible open spaces.

Policy P1.8 Conduct an analysis of Parks and Recreation LOS standards within 5-10 years. Assess current level of service from a geographic and access perspective to identify currently underserved residential areas and areas of future growth where parks and recreation facilities will be needed.

Policy P1.9 Develop a land acquisition strategy that informs what land might be most appropriate to acquire for future parks, open space, wildlife habitat corridors, and trails as well as a "living" list of desired properties for future acquisition.

Policy P1.10 Acquire areas of environmental significance for preservation and limited, sensitive development of educational and interpretive facilities.

Policy P1.11 In 5-10 years consider adding a Parks and Recreation Coordinator and Administrative staff to generate community programs, manage uses and activities of City facilities, and oversee project development.

Policy P1.12 Continue to maintain the Parks and Recreation webpage and consider developing an interactive map to promote use of City parks.

Policy P1.13 Explore the formation of a Park and Recreation District to finance the long-term sustainability of the city's park and recreation system, including programming.

Policy P1.14 Consider reestablishing a Park and Recreation Advisory Committee.

Policy P1.15 Establish and maintain a network of wildlife habitat corridors within the parks system, coordinated with Skagit County and neighboring jurisdictions, to provide linkages that support wildlife movement and ecological resilience.

GOAL P2: Develop existing and future acquired park lands to support a variety of recreational and leisure activities that meet residents' needs, are environmentally sensitive, and are efficient to administer and maintain.

Policy P2.1 Develop parks that are designed to be multi-functional, conserve resources and add value to the adjacent community.

Policy P2.2 Develop a mixture of active and passive recreational areas in order to accommodate the desires and lifestyles of Sedro-Woolley's residents.

Policy P2.3 Develop parks that are suited for multi-generational users, from toddlers to seniors, and all ages in between.

Policy P2.4 Develop a mixture of active and passive recreational areas in order to accommodate the desires and lifestyles of Sedro-Woolley's residents.

Policy P2.5 Coordinate with local service organizations in the development, improvement, and ongoing maintenance of City-owned parks facilities.

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Policy P2.6 Implement strategies to screen parks that are adjacent to major arterials, by way of landscaping and fencing to ensure pedestrian safety and to minimize noise from traffic.

Policy P2.7 Consider public demand and financial feasibility of developing commonly desired but expensive to maintain parks and recreation facilities and amenities, including:

- Community centers, including a municipal pool
- Performing Arts Center
- Outdoor amphitheaters
- BMX bike facilities
- Additional skate park amenities
- Additional sports fields and courts

Policy P2.8 Increase focus and resources into Northern State Recreational Area to implement the Master Plan for the facility.

Policy P2.9 Develop the FEMA Floodway area with the Riverfront Park and Extension project to include ADA compliance, viewing platforms, extending and improving the existing trail, potential lot combinations, and other actions.

Policy P2.10 Construct indoor/covered sports courts for year-round use.

Goal P3: Enhance the City's connectivity and pedestrian and multimodal access through development of new and existing trails that also preserve and restore wildlife habitat corridors, creating multi-benefit networks that support recreation, transportation, and ecological resilience, where possible.

Policy P3.1 Develop a bicycle route in existing neighborhoods that uses existing, low traffic roads, having its focus points being area schools, civic centers, the central business district and proposed and existing parks, which will include bicycle racks, signage and striping to signify the route.

Policy P3.2 Include existing and proposed bicycle and pedestrian trails on the city's six-year Transportation Improvement Program for non- motorized travel, including a pedestrian overpass to connect the northern and southern portions of the city, which is currently split by SR 20.

Policy P3.3 Review and explore improving walking and bicycling connections between schools and park and recreational facilities to enhance facility use, improve accessibility and safety of the users.

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GOAL P4: Provide recreation programming and activities for residents.

Policy P4.1 Develop indoor programs which provide community activities and athletic uses on a year-round basis, concentrating on the recreational needs of Sedro-Woolley's youth.

Policy P4.2 Develop a cost-recovery strategy to support long-term financial sustainability of recreation programming and activities.

Policy P4.3 Pursue partnerships and sponsorships to ensure City recreation programming and activities is open to all residents, regardless of financial means.

GOAL P5: Celebrate the City's heritage and vibrant culture and beautify it through the arts and by showcasing the natural beauty of the environment.

Policy P5.1 To encourage community involvement in the city's artistic and architectural heritage, the city should participate in organized art walks to city art installations, significant buildings, murals and private art galleries. Work together with the local businesses to foster an arts community in the Central Business District, including through establishment of a creative district.

Policy P5.2 Continue to work with local artists to install art, sculptures, murals, etc., in public places, including city owned properties downtown, the community center, the senior center, the library, and city parks.

Policy P5.3 Develop parks amenities that are designed to educate and commemorate Sedro-Woolley's heritage by way of statues, plaques, benches, etc.

Policy P5.4 Establish policies requiring detailing in public works items such as bike racks, sidewalk paving, tree grates, bollards, sidewalk crossings, etc. should be encouraged.

Policy P5.5 Pursue the development of a logging display in coordination with the Museum's logging display, where people can learn and participate in historic logging practices, and show how the logging industry has changed and will continue to change in the future.

Policy P5.6 Develop a working display at Riverfront Park on the life cycle and habitat requirements of the salmon in order to inform the public of the importance and vulnerability of this endangered species.

Policy P5.7 Work with a citizen task force to develop a Railroad Park and trolley line on the east-west track that runs through the central business district.

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Linkages To County Parks Planning and to Urban Growth Area Interlocal Agreements with Skagit County

In 2009, Skagit County adopted a state-mandated plan to coordinate and plan for linkages between the Urban Growth Areas (UGAs). The UGA Open Space Concept Plan identifies and prioritizes open space corridors and greenbelts within and between County's UGAs that include lands useful for recreation, wildlife habitat, trails, and connection of critical areas. The plan identifies priority areas within the county to be considered for a strictly voluntary open space preservation program. The Skagit County UGA Open Space Plan does not create a regulatory land use designation or allow public access by default. Nor does the Plan mandate that identified areas be regulated or protected.

The plan, along with the Sedro-Woolley Parks and Recreation Element, the Skagit County Comprehensive Park and Recreation plan and the Skagit County Planning Policies related to UGA development give guidance for how new growth and open space needs will be coordinated in the fringes of the city. The plans also help the region's parks program providers work cooperatively to meet the regional parks and recreation need.

The Skagit County Comprehensive Park and Recreation Plan updated in 2020 highlights the opportunity to utilize the uplands adjacent to the Skagit River for open space, conservation and recreational uses. This is consistent with the approach taken in the land use element of the city comprehensive plan.

Centennial Trail

The Centennial Trail is a regional trail system intended to eventually connect Snohomish and Whatcom County. Unlike the Cascade Trail, which is in a rails-to-trails conservancy as per federal legislation, this property has been purchased outright. The existing trail segment is approximately three-quarters mile long starting from south Lake McMurray off State Route 9. The trail ends at the Snohomish County line. In all, the trail system is contained within 22.04 acres of country parkland.

Cascade Trail

This rails to trails conservancy project is 22.5 miles of multi-use trail that parallels the scenic State Route (SR) 20 corridor, connecting Sedro-Woolley and Concrete. Hiking, biking, and equestrian use are permitted on the path. No motorized vehicles are allowed. The trail is open year-round and in places, meanders along the Skagit River. Viewpoints along the way provide for wildlife viewing opportunities. Trail amenities include portable toilets at trailheads and benches along the trail. The trail encompasses two hundred eighty (280) acres of land. Burlington to Sedro-Woolley Trail

Three miles of hiking/jogging trail covering 6.8 park acres. This linear trail divides SR 20 and the Burlington Northern Railway and provides for recreational and non-motorized transportation.

Northern State Recreation Area

Skagit County acquired the 726 acre Northern State Recreation Area northeast of Sedro-Woolley, in 1990 from the State of Washington. In 2000, a Master Plan workshop lasting three days was conducted

on the site to generate ideas and focus energy on a few specific improvements. A Master Plan was created from that meeting. Much of the development will depend on private funding. The facility will include trails, ball fields, play areas, campgrounds, equestrian center, and environmental education and interpretation sites. Natural resources on the site include Hansen Creek with associated wetlands and tributaries and Red Creek. Over five hundred (500) acres of the site will remain undeveloped to support the wildlife populations. The park will showcase the natural, historical, and cultural character of the region while incorporating accessibility and sustainability.

An extensive trail network will provide access to much of the property for a range of interests and physical ability levels. The site will address the education themes of Salmon Habitat Restoration, the Northern State Hospital Farm, Natural Habitats & Biodiversity, and Native American Continuity. An ambitious restoration project on Hansen Creek, including removal of field grasses, reconstruction of the stream bed structure to restore the natural alluvial plain, installation of large woody debris in the stream and planting acres of native plants to decrease flooding and improve fish habitat was completed in 2010. These themes will be presented in the Education Center, as well as along the trail system. Camping facilities will include a forty (40) acre site with one hundred (100) camping sites with various designs, including yurts for year-round camping, RV sites and group camping sites.

Action Program

This action program is designed to accomplish the parks and recreation goals and policies set forth in the previous section. The action program consists of policies specifically addressing parks provision within the city and its urban growth area, development standards, recommended capital facilities, and financing strategies.

Small cities such as Sedro-Woolley are often surrounded by open space in agricultural and forestry uses and have the community's needs for "regional parks" addressed by national, state, and county parks. In addition, larger backyards and school grounds can fulfill many of the traditional neighborhood park functions. However, the Growth Management Act's policies of containing sprawl and promoting urban infill will increase demand for park and recreation opportunities in cities and their urban growth areas.

Many cities are addressing this situation in their development regulations and impact fee schedules adopted pursuant to the Growth Management Act. A complementary or alternative approach to park land dedication requirements is to utilize the impact fee provisions of RCW 82.02.050-090 of the Growth Management Act.

Sedro-Woolley collects park impact fees on new residential development in accordance with the rules set forth in the Growth Management Act. Appendix A of the Parks and Recreation Element contains an up-to-date impact fee calculation approach that breaks down changes in state law for assessing impact fees in middle housing types in providing the city's desired level of service (LOS) for its parks system. The City Council sets the actual amount charged per unit based on the findings of the parks impact fee calculation and the goals and policies found in this element of the Comprehensive Plan.

In addition, as part of a development proposal, an applicant may dedicate park land for areas where additional parks are needed pursuant to the parks capital facilities plan.

Both approaches must follow the basic constitutional and statutory requirements of completing a comprehensive plan together with a capital facilities element that identifies:

- Deficiencies in public facilities serving existing development and the means by which existing deficiencies will be eliminated within a reasonable period of time;
- Additional demands placed on existing public facilities by new development; and
- Additional public facility improvements required to serve new development.

Park and Recreation Action Program Provision Policies

1) New residential development shall pay its own way, in accordance with park standards established in the city's parks plan, either through a park land dedication requirement or a park impact fee.
2) The city should seek to develop and operate park and recreation facilities through cooperative arrangements with the Sedro-Woolley school district, Skagit County, and other public and private groups and agencies.
3) The city should continue to look to Skagit County for recreation programming until the city establishes a Parks and Recreation Director position and should work cooperatively with the county thereafter.
4) The city should cooperate with the rest of the county in meeting the need for major indoor recreational facilities through construction of multi-use facilities, such as that proposed at the Skagit Exposition and Recreation Center at Northern State.
5) The city should cooperate with the rest of the county in meeting the need for trails through development and implementation of a county-wide non-motorized plan.
6) The city shall establish its parks development standards and program in such a way as to ensure that there is a balance of larger, regional parks along with smaller, neighborhood parks.
7) The city shall approve future development regulations to ensure that:
    a. Adequate open space buffers and landscaping are provided in new development.
    b. Clustering new development and maximizing open space is one option that is considered.
    c. Homeowners Associations are formed to manage common open space and recreational areas that are not needed as part of the city's parks program.
    d. Park design minimizes maintenance and operations costs.
    e. Subdivisions that continue Sedro-Woolley's traditional neighborhood design are encouraged.

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f. Where feasible, site plans for new development should consider connecting newly protected or designated open space set-asides to connect to adjacent existing open spaces.

8) Any city subdivision code requirements for park land dedication shall be extended to new multi-family and mobile home development and any in lieu payment shall be adjusted annually to reflect land price increases within the city of Sedro-Woolley as identified by the county assessor.

9) The city should work to secure Skagit County's agreement that city park standards and development regulations, and not those of Skagit County, will apply in the city's urban growth area.

10) The city should accept the proposal set out in the county parks plan that the county lend its resources to those of the city in se-curing potential park property within the city's urban growth area.

11) The city should work with the county to develop a fifteen (15) to thirty (30) acre Community Park at Northern State under the joint auspices of Skagit County and the city of Sedro-Woolley.

12) The annual city budget should provide adequate funding for maintenance of city parks after ensuring that all user groups pay their fair share and volunteer efforts are maximized.

13) As far as practicable, the city should seek to minimize its park development costs by working with service organizations, user groups, and volunteers.

14) This plan should be updated as necessary to meet changing conditions and to ensure that the goals and policies of the city comprehensive plan are met.

15) Unopened right-of-ways should be examined as potential parks.

16) Creek Corridors, power easement corridors and abandoned railway corridors shall be examined as potential parks and trails.

17) Harry Osborne Park may be expanded for parks and visitor information services.

18) Bicycle and pedestrian trails and paths should be separated from driving lanes by landscape strips or other means to provide more pedestrian-friendly experience for travelers using non-motorized transportation. Such separation on State Routes 9 and 20 is especially desired.

19) Currently a large portion of open space used for outdoor youth athletics is provided by the Sedro-Woolley School District. As new school development continues, the city continues to lose the use of these spaces. The city should work to acquire and develop adequate acreage to support youth athletics, and shall make improvements to existing facilities utilizing funding from the state Resource conservation office and other grant funding sources.

20) The city should make it a priority to plan and develop a community park on the north side of SR20 which has a large population of children and young families, but currently has no park.

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Development Standards

Figure 15 illustrates the areas within the city where parks and recreational facilities are located. This figure allows one to see where additional park lands and trails are necessary to accommodate the 2036 projected population.

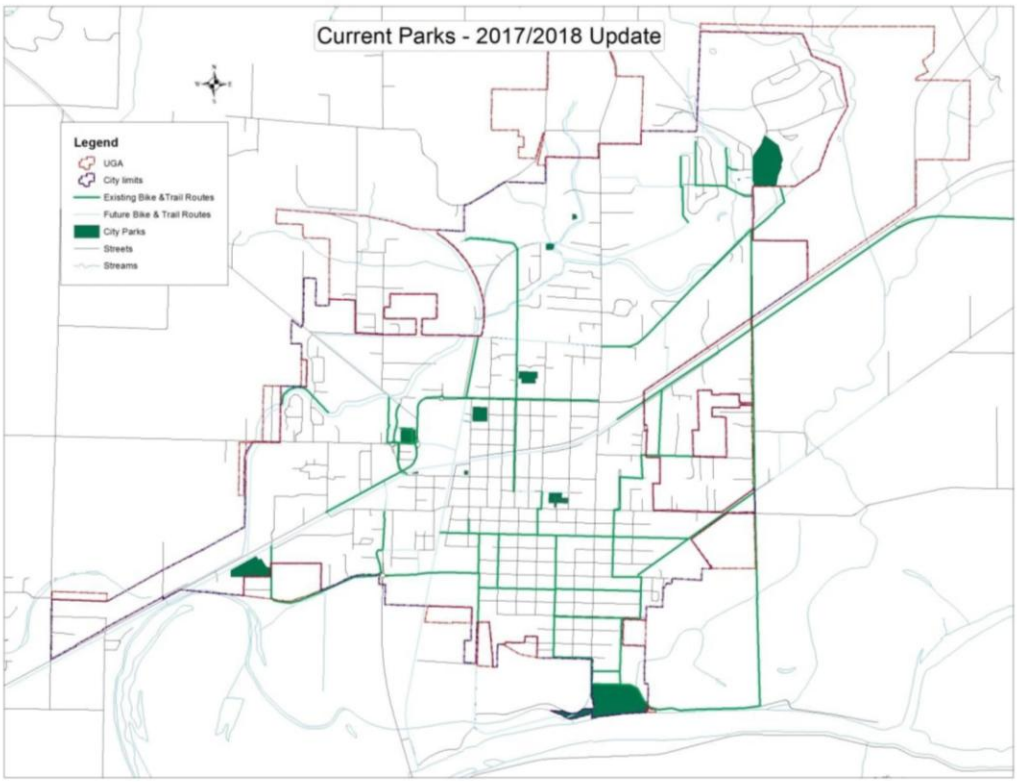


Figure 15. Sedro-Woolley Parks and Recreation Facilities

The city has set a level of service (LOS) for parks and trails through 2036. The LOS is based on existing parks infrastructure and public input concerning the desired amount of parks in the city. The LOS is less than, but comparable to, the LOS set by other cities in the region. A full analysis of the existing parks LOS, the proposed parks LOS and the projected costs per new unit of development through 2036 are included in Appendix A to the Parks and Recreation Element. Below is a summary of the desired parks LOS for 2036 as determined through the Planning Commission's public hearing process:

- Neighborhood, community and regional parks – Ten (10) acres of neighborhood, community and regional park (total, not each park type) per 1,000 residents in 2036.
- Open space – Five (5) acres of open space park per 1,000 residents is recommended as the LOS for 2036.

- Trails – 1 mile of trail (separated from roadways) per 1,000 residents in 2036. This includes both trails on public lands and trails on private land where an easement is in place to allow public trail access.

Appendix A of the Parks and Recreation Element contains an up-to-date impact fee calculation that shows the anticipated costs of providing the city's desired LOS for its parks system. That calculation does not include existing deficiencies, only the number of new parks needed to accommodate future population needs and the costs to improve newly acquired land. The city is electing to fund less than the full amount through parks impact fees but will actively seek grants to fund the shortfall. Additional costs to fund the shortfall should be through private donations to this city park funds and through the city general fund.

It is recommended that an option of a dedication of land be continued in instances in which large subdivisions are being constructed in which dedication of land for recreational purposes would correspond to plans to be implemented in the parks element (i.e. neighborhood parks, an integral part of a trail system). Minimum dedication should be at least one half to one acre in size. A decision whether or not to accept a dedication of land in lieu of fees would be approved by the planning commission with consultation by the city council's parks committee. Dedication in lieu of the impact fee was retained as an option in instances where the dedication would fit into the overall parks plan of the city.

Recommended Capital Facilities

Figure 15 shows the location of existing city parks and trails. The city should strive to maintain a balance of regional community parks, smaller neighborhood parks, open spaces between neighborhoods, and a trail system linking such facilities.

Given that much of the projected population growth of the city is steered toward the north of the current city limits, and dispersed northeast and northwest, two separate community parks in the northern portion of the city would make sound planning sense. The city-owned property adjacent to the Fire Station No. 2 property is a likely location for a new city park that would meet this need. An unspecified location in the vicinity of the multi-family developments on Trail Road and the property within the Urban Village Mixed Use (UVMU) Overlay is also of interest. Further, given the number of existing neighborhood parks, joint-use facilities, and park size preferences articulated in this plan, it would be most useful to plan for each of these to be more than ten (10) acres in size.

Proposed Capital Projects

Based on the results of the Parks and Recreation survey, proposed parks and recreational development to occur between 2018-2024 should include the following projects:

- **Design Park for North Side of City (2018- 2022):** Identify land and purchase for future development of a community park on the North Side of SR20.
- **Memorial Park Renovation Project (2019- 2020):** Complete reconstruction of Memorial Park that includes splash park facility, new sidewalks, picnic structures and playground.

- **Houser Park & Playfields (2019-2022):** Construct park improvements including irrigation system, restrooms, fencing, shared use path, playground, and associated utilities.
- **Fire Station No. 2 Park (2023-2024)**: The City owns approximately one acre of level land adjacent to the north side of the fire station on State Route 9, in the north end of the city. This property is encumbered by a 100-foot power line easement, but there is still potential for passive uses and some active uses. the western portion of the property is at the top bank of a slope leading to the Brickyard Creek riparian corridor, thus offering good opportunity to develop a walking path and interpretive signs along the area covered by native vegetation. The area under the power lines may be used as a grassy field or possibly and off-leash park. Development of this area would require minimal funding from the park impact fee fund.
- **Sapp Road Activity Area (2021-2022):** The city will construct a passive recreational activity area south of Sapp Road between the Brickyard Creek Development and Township Street. In recent years, this area has experienced the most significant growth in the city. The city anticipates a donation of two to three acres by a developer at the site, adjacent to Brickyard Creek. The park will be designed for passive uses (i.e. walking, nature hikes and interpretive areas). Again, this project will rely to a great extent on volunteer labor and materials. Cost to develop the site to be funded by park impact fees, state grants (i.e. vegetation, fishery enhancement) and budgeted city funds.
- **Sauk Mountain View Estates Area (2018- 2023):** With residential development anticipated to occur north of the golf course on Fruitdale Road, an active use neighborhood park will be necessary in this location. The city accepted a donation of a three acre park at the western edge of the Sauk Mountain View Estates North. The property is under the PSE power lines and has limited development potential. Structures, including fences, goals, basketball hoops or back-stops, are not allowed by PSE. Activities in the park will be limited to passive uses such as walking paths, thus this park will be an open space park instead of a developed park. Funding for this project will be minimal, but will not likely take place until development in the west side of the park is competed in the future.
- **Bassett Road Recreational Site (2023-2024)**: With the above referenced residential development anticipated to occur to the north of Sedro-Woolley, development of a recreational area will be necessary on the north side of the city limits. The city intends to convert the former 11.2 acre Bassett Road Landfill into a passive recreation site, with an emphasis on maintaining a natural recreational area (i.e. trails, nature hikes and interpretive areas). This project will rely to a great extent on volunteer labor and materials. Cost to develop this project to be funded by park impact fees and budgeted city funds.
- **Northern State Recreational Area (NSRA) (on-going):** Owned by Skagit County, Consisting of 726 acres of former farm land, NSRA is being developed as a regional park destination. The County has plans for new ball fields, overnight camping and extensive walking and interpretive paths. A large-scale ecological restoration has been performed on the lower extent of Hanson Creek win the County property, and further restoration within the park area is expected. The

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City will continue to support the County's efforts to develop regional park improvements, including ball fields, at NSRA.

- **State Street properties adjacent to Memorial Park (2018-2023):** Memorial Park, along with the city library, community center and senior center, makes up almost an entire city block between State Street, Pacific Street, Ball Street and a city alley. There are three land-holdings adjacent to Memorial Park, fronting on State Street, that are not owned by the city. These properties obstruct visual connection to the park from State Street and generally present safety, usability and access issues for the park. The City has long-term intentions to acquire these properties and improve park access and infrastructure. Acquisition of these properties and subsequent improvements to be funded by park impact fees, budgeted city funds and potentially grant funding.
- **Develop a walking trail under power lines from Bassett Road to Fruitdale Road (2022-2024)**: Puget Sound Energy maintains a 100-foot wide easement across the northwestern portion of the city. A walking trail below the power lines in this easement will provide a safe and scenic recreational amenity and make a convenient cross-town pedestrian corridor. It will be necessary to acquire an easement or other permission to use the area under the power lines as city trail. Trail development costs are anticipated to be minimal since developing permanent structures (besides a gravel trail) is not necessary.

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Sedro-Woolley Senior Center.

CHAPTER 6

Capital Facilities Element & Public Safety Sub-Element

Introduction

Purpose of the Capital Facilities Plan (CFP)

The CFP element is required under the Growth Management Act (RCW 36.70A.070 (3)) and is an important part of the city of Sedro-Woolley's comprehensive plan. It constitutes the City's plan for capital facility development, maintenance and funding and implements Goal 12 of the Washington State Growth Management Act (GMA): "Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing the current service levels below locally established minimum standards."

According to Chapter 365-196 WAC (Growth Management Act - Procedural Criteria), the CFP element should contain at least the following features:

- Policies and procedures to ensure capital budget decisions are in conformity with the Comprehensive Plan
- An inventory of existing capital facilities, also referred to as "public facilities," showing the locations and capacities of the capital facilities
- A forecast of the future needs for such capital facilities
- Proposed locations and capacities of expanded or new capital facilities

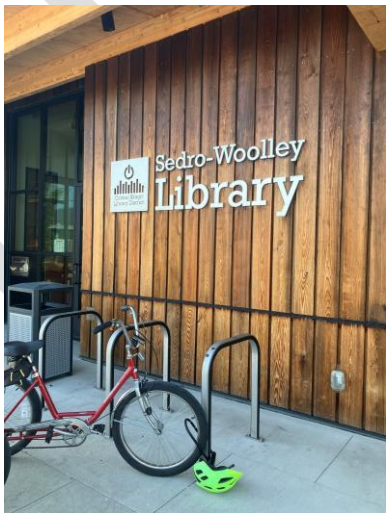


Photo of Sedro-Woolley Library.

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

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- At least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes
- A requirement to reassess the land use element if probable funding falls short of meeting existing needs and to ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities plan element are coordinated and consistent. Park and recreation facilities shall be included in the capital facilities plan element.

The Sedro-Woolley CFP is an important planning tool. It demonstrates that the city has made a realistic review of the capital facilities that it provides (sewer/sanitary, transportation, parks and recreation, solid waste, police, fire protection, schools, and storm water) and determined the level of service that it can provide its existing and future residents. It identifies needed capital improvements and a reasonable financial plan to pay for them.

The Growth Management Act also requires that the Comprehensive Plan includes a process and criteria for siting of essential public facilities (RCW 36.70A.200). Goals and policies for the placement and installation of essential public facilities are included in this element.

The CFP is also important for seeking state funding. An approved capital facilities plan is required by the Washington State Department of Commerce, for instance, to be eligible for the Public Works Trust Fund program.

City of Sedro-Woolley Location

The city of Sedro-Woolley is located in Skagit County in northwestern Washington. The city is about four miles east of Interstate 5 and about a mile and a half east of the city of Burlington. Main access routes to Sedro-Woolley are State Route (SR) 20 and Cook Road from the west and SR 9 from the north and south. Access from Eastern Washington is seasonal as SR 20 is open only from late spring to early fall.

Figure 16 shows the urban growth area (UGA) that surrounds Sedro-Woolley. The UGA is defined by the county as the area within which the city of Sedro-Woolley plans to provide public services over a twenty (20) year planning horizon. 0 shows Sedro-Woolley's location in Skagit County.

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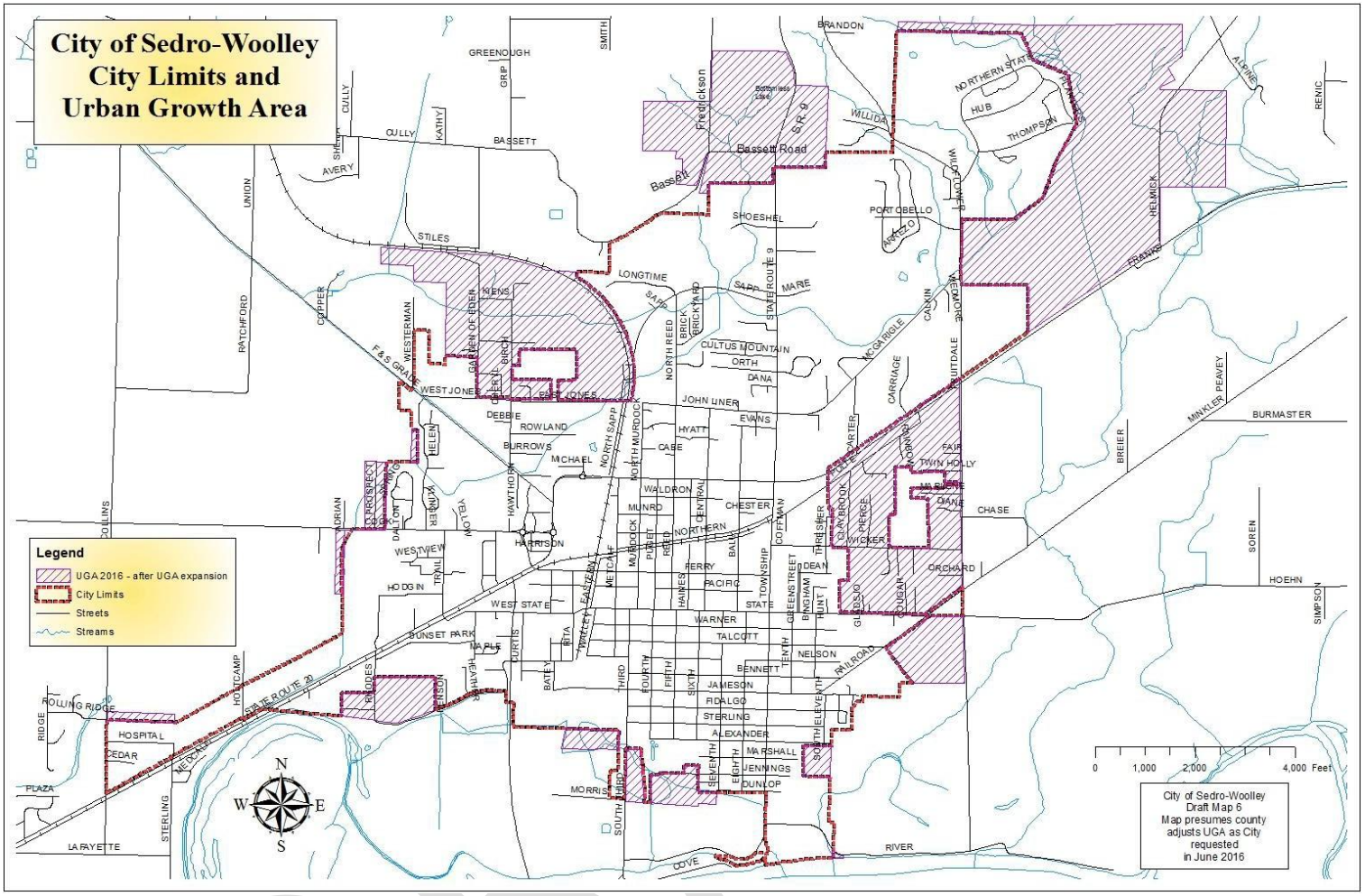


Figure 16. Sedro-Woolley City Limits and UGA Map

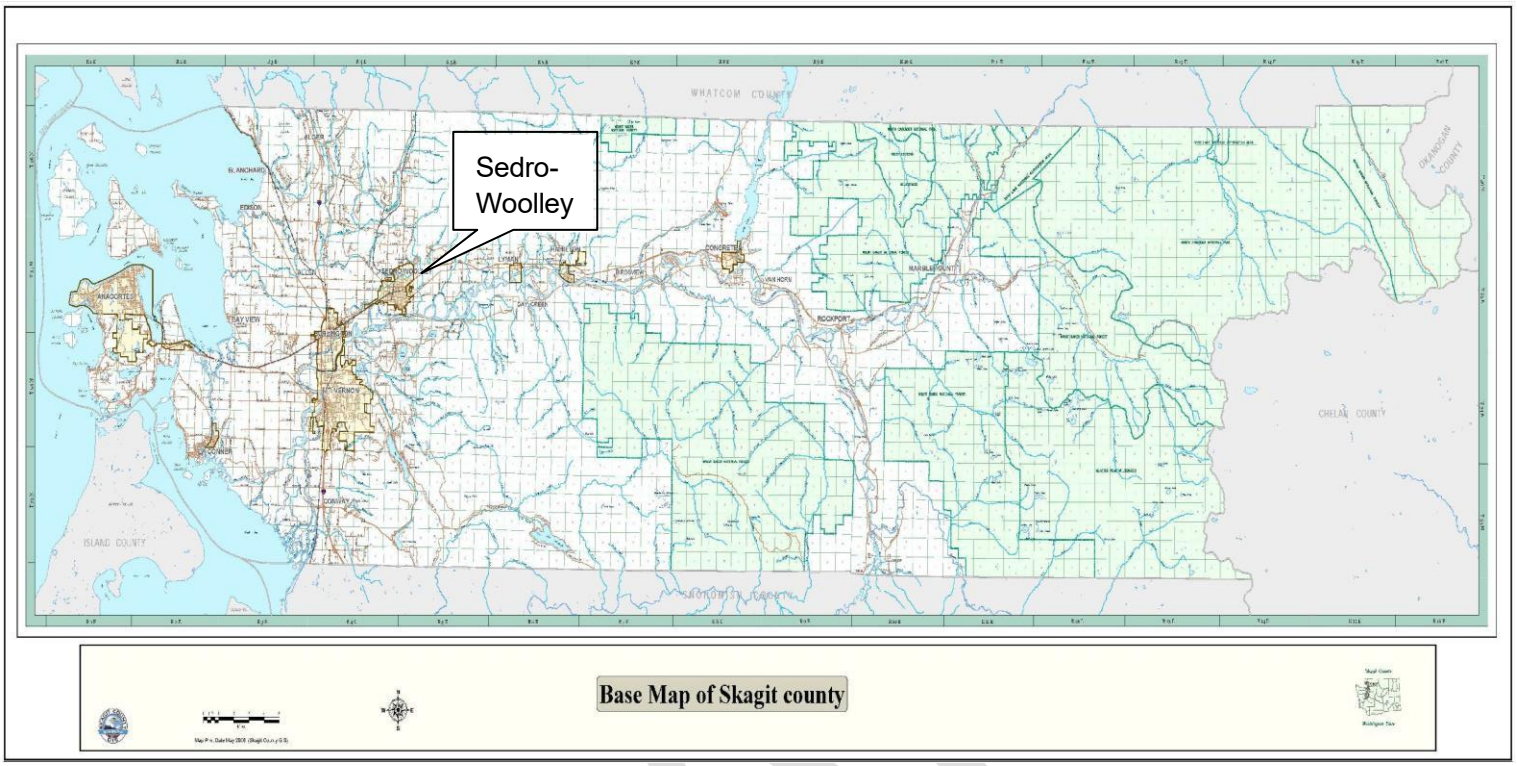


Figure 17. Skagit County and Sedro-Woolley Vicinity

Overall Approach to the CFP

The process included analyzing the public facilities that support existing residential and commercial development and identifying future public infrastructure needs. Sedro-Woolley's future land use map designations and population projections presented in the overall comprehensive plan were used to identify these future needs.

The results of identifying current and future infrastructure requirements were combined to prepare individual capital improvement plans for each public facility. These individual sections are then combined into a final CFP. This CFP documents in one plan all capital improvement requirements, excluding transportation capital improvements which are identified in the transportation element of the city's comprehensive plan. It also identifies the sources and level of financial commitment and revenues necessary to meet the concurrency requirements of the Growth Management Act (GMA). As defined in the GMA, concurrency is the requirement that the city ensure that adequate public facilities and services be provided to service development at the time it is available for occupancy, without decreasing current service levels below locally established minimum standards. In summary, the CFP meets the following GMA requirements: Identifies existing public infrastructure needs for two time periods-years 2014 to 2020 and years 2021 to 2027.

- Establishes that concurrency is maintained

- Identifies the financing method (required for the six year period 2024-2030)

Defining Sedro-Woolley's Capital Facilities

The City of Sedro-Woolley is a full-service municipality providing wastewater, stormwater drainage, a multimodal and street transportation system, a parks and recreation system, law enforcement, fire services, and administrative services. Drinking water is provided by the Skagit Public Utility District (PUD). The public library, public schools, power, gas, and internet services are provided by contract services, separate taxing districts, interlocal agreements, or by private providers.

The Transportation Element includes an inventory and the six-year transportation Improvement Program (TIP) which also includes a financing plan. For this reason, roads and non-motorized transportation projects such as trails referenced in the Transportation Element and associated plans do not need to be listed in the text of this CFP. Table 26 includes a list of Capital facility service providers and corresponding functional plans.

Future Growth Modeling

As noted in the Land Use Element, the final population and employment projections and targets countywide anticipate that Skagit County will grow by 29,580 people to a total population of 160,830 by 2045. This is based on the state Office of Financial Management's Medium population projection for the county.

For the City of Sedro-Woolley, the population target in 2045 is 16,596, an increase of approximately 4,000 people over the 2022 baseline. The unincorporated UGA is expected to grow by another 486 people to 1,986, for a total Sedro-Woolley UGA population of 18,582 in 2045.

To help determine where future growth can be expected and to set policies to manage that future growth, the city has updated its future land use map to reflect a new zoning classification and recent annexations. The city will also be making updates to the development regulations in the Municipal Code to address housing needs and growth.

The new zoning classification creates a permanent Makers District (MD) zone (formerly an overlay) at the center of Town. This area is highly visible from State Route 20 and State Routh 9 and is intended to develop commercially to attract more visitors into the core of the city, which includes the adjacent Central Business District. This new zone provides for a compatible mix of commercial, light manufacturing and residential development.

Level of Service Standards

Level of Service (LOS) standards for public infrastructure represent the minimum acceptable level of service for a particular type of public infrastructure (sewer/ sanitary system, transportation system, solid waste disposal, recreation/parks/open space, stormwater/drainage, emergency services, etc.). These standards are used to determine deficiencies in existing infrastructure that need correcting and to identify future public infrastructure needs.

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LOS standards help define a balanced approach between the city's desire to provide the highest standards of service that are reasonably affordable and its goals for economic growth and development. LOS standards are also consistent with the city's planning goals and policy objectives to have existing and future residents pay their fair share of the costs of providing each public service.

Table 26. Capital facility service provider and functional plans.

Facility Type	Provider(s)	Description	Applicable Plan(s)
City of Sedro-Woolley	City of Sedro-Woolley	Includes City-owned buildings and property management related to City owned capital.	Adopted City Budget
Streets	Sedro-Woolley Public Works Department; WSDOT	Provides streets, sidewalks, traffic controls, and street lighting.	See the Transportation Element Adopted 6-Year Transportation Improvement Program
Public Transit	Skagit Transit	Provide bus services to park & rides.	Skagit Transit 6-Year Transit Development Plan
Law Enforcement	City of Sedro-Woolley	Provides facilities that support the provision of law enforcement services.	Sedro-Woolley Capital Facilities Plan and Capital Improvement Program, Annual Police Department Budget, Police Protection Existing Personnel and Facilities Plan (2025)
Fire & Emergency Services	City of Sedro-Woolley	Provides facilities that support the provision of fire and emergency services, including ambulance service and advanced life support.	Sedro-Woolley Capital Facilities Plan and Capital Improvement Program, Annual Fire Department Budget

Facility Type	Provider(s)	Description	Applicable Plan(s)
Schools	Sedro-Woolley School District (School District 101)	Provides facilities for instruction for the City of Sedro-Woolley.	Sedro-Woolley School District Strategic Plan
Library	Central Skagit Library	Provides access to books, movies, and music and to other community services like free wireless internet and public meeting space.	Central Skagit Libraries 2024-2028 Strategic Plan
Parks & Recreation	City of Sedro-Woolley Public Works Department	Provides facilities for passive and active recreational activities.	See the Parks, Recreation & Open Space Element Adopted City Budget
Water	Skagit Public Utility District	Infrastructure for providing drinking water to the City of Sedro-Woolley	See the Utilities Element Adopted 2023-2027 Strategic Plan 2024 Water System Plan
Stormwater	City of Sedro-Woolley Public Works Department	Provides facilities used in collection, transmission, storage, and treatment within the city.	See the Utilities Element Updated Integrated Stormwater Management Plan
Sanitary Sewer / Wastewater	City of Sedro-Woolley Public Works Department	Provides facilities used in collection, transmission, storage, and treatment within the city.	See the Utilities Element Updated Comprehensive Sewer/Sanitary Plan
Electric and Natural Gas	Puget Sound Energy	Provides electric and natural gas service to homes and businesses in the city.	See PSE Planning: Integrated System Plan, Electric Progress Report

Financing Capital Facility Improvements

Capital improvement projects and associated costs were evaluated with regard to the city's financing capability. Under the GMA, the city is required to show how it will pay for necessary capital improvements. This requirement is to ensure the city maintains concurrency. Capital facilities improvements must be implemented concurrently with growth and development so that both existing and new residents and businesses are provided with vital public services at the city's selected LOS standards.

A six-year financial plan (2025-2031) that identifies funding levels and sources for each set of capital facilities must be included in the capital facilities plan. Requirements for demonstrating funding capability for the years 2021-2027 are not as stringent as for the six-year period because of the difficulty of revenue forecasting and funding source identification, and because the GMA requires the city to review its capital facilities plan every two years, at a minimum. The city has proposed a more rigorous, annual review schedule for updating the capital facilities plan and financial section.

If the city determines in its financial review that it cannot fund the capital improvements identified in the six-year period, the city must make adjustments. The GMA suggests several methods to adjust the capital facilities plan so that the city can pay for improvements. These methods include making financial adjustments such as incorporating new sources of funds (impact fees, state grants and loans, excise taxes, creation of utility districts, etc.), adjusting the alternative land use classifications, and lowering LOS standards so that fewer capital improvement projects are identified. The city was compelled to make such adjustments after an initial funding review for several of the capital facilities studied. LOS standards for transportation system improvements were changed because of the very high costs identified in the initial analysis.

CFP Organization

This CFP is organized around each of the public services provided by the city of Sedro-Woolley and the school system for which capital facility planning is required to accommodate future growth. The discussion of each public facility begins by covering the existing conditions for the facilities. Next, the level of service (LOS) standards developed for the facilities are subsequently covered, along with the results of applying LOS standards to define current capital facility deficiencies and recommendations for future improvements. Finally, a listing of applicable goals and policies that have been developed to guide planning for that particular service are presented.

The Growth Management Act requires that the capital facilities element of the comprehensive plan set forth guidelines for the purposes of comprehensive planning and coordination. Levels of services described in the following narratives are the estimates of the separate capital facilities. The following areas were identified as capital facilities for Sedro-Woolley:

- Transportation
- Parks and Recreation
- Sanitary Sewer

- Schools
- Libraries
- Fire
- Police
- Storm Water
- Solid Waste

Each of these items shall be addressed in the capital facilities element under a separate discussion. Water was not addressed in the capital facilities element since it is provided to Sedro-Woolley and the urban growth area by PUD No. 1 and is discussed further in the Utilities Element of the Comprehensive Plan.

Sewer/Sanitary Capital Facilities

Existing Sewer/Sanitary System

The City of Sedro-Woolley (City) sewer service area spans approximately six square miles, aligning with its existing Urban Growth Area Boundary (Figure 18). The city currently provides sanitary sewer collection and wastewater treatment services to over 3,500 connections. Facilities that support the sewer system include the conveyance (pipeline) network, pump stations, the wastewater treatment facility, biosolids disposal, and an effluent outfall to the Skagit River. The conveyance system includes side sewers, gravity and force mains, and 12 pump stations.

A Comprehensive Sewer Plan was prepared in 2019 to update the previous 2005 Plan. The next sewer plan upgrade is scheduled for 2029. Since the completion of the 2019 Plan, the city has completed a number of pipe improvement projects and has extended service to previously unserved areas on Borseth and Robinson Streets in the southwest portion of the city. Some residences within the urban growth area (UGA) are served by septic tanks. Although the majority of septic tank systems are outside the city limits, several residences within the city are still on septic tanks. These systems will be discontinued as city sewer connections become available.

In recent annexations, five areas within the UGA were annexed into the city boundary (Hanson, Polte Road BLA, Hopke-Salt, Valley High, and Falklands). The city will phase out septic systems in newly annexed areas as sewer connections become available.

Remaining collection system upgrades identified in the 2019 Plan consist of annual renewal and replacement projects that target concrete mains and services as the first priority.

The wastewater treatment facility, originally constructed in 1973, has undergone several modifications, including a new clarifier constructed in 1992 and a comprehensive upgrade completed in 1998/1999. This upgrade included improvements to the headworks, added digester capacity, UV disinfection, added sludge dewatering capacity, and an added anoxic tank for secondary treatment. The plant

currently operates below capacity; however, much of its equipment is approaching the end of its useful lifespan, necessitating strategic upgrades. It is projected that the plant capacity will not reach the 85 percent level until 2035, though equipment upgrades may be necessary before then. The city continues to contract with the Boulder Park facility in eastern Washington to haul and dispose of the biosolids via land disposal. The city is also exploring alternatives for solids processing, which may reduce or eliminate the need for land disposal by the current methods.

Pipelines

Wastewater is conveyed to the treatment plant through a network of pipelines ranging from 4 to 36 inches in diameter, totaling 262,540 linear feet. These pipelines include both gravity lines and force mains (pressure pipes). The city is responsible for maintaining sanitary sewer mains, which run through streets and public rights-of-way. Side sewers, connecting individual properties to the mains, are managed jointly: The city oversees the portion from the main to the property line, while property owners are responsible for the section extending from the property line to their home.

Pump Stations

Pump stations are required when natural topography does not allow for gravity flow to the treatment plant. A pump station receives flow from one area by gravity and pumps that flow over a topographic ridge to continue to the treatment plant. Sedro-Woolley has twelve pump stations that route flow through the Third-Metcalf Street and Township Street primary sewer basins.

Wastewater Treatment Facilities

The liquids and solids streams of a wastewater treatment facility are separately handled. Influent pumps route the wastewater through a screening removal facility to begin the treatment process. The wastewater treatment facility utilizes grit separation facilities, an oxidation ditch, secondary clarifiers, and UV disinfection to prepare the inflow for discharge.

Liquids Stream

After the final stage of UV disinfection, the flow is liquid stream and is discharged through a 24-inch diameter outfall into the lower Skagit River.

Solids Stream

For this Plan, "solids" refers to biosolids. Two 35-foot-diameter aerobic digesters provide sludge stabilization, generating sludge that is suitable for land application. The plant has a gravity belt thickener and belt filter press to dewater sludge. The gravity belt thickener can be used to thicken the sludge either prior to addition to the digesters, or in between the digesters. The belt filter discharges the resulting Class B Biosolids via belt to trucks for haul to disposal. The City of Sedro-Woolley contracts with the Boulder Park facility in eastern Washington to haul and dispose of the biosolids via land disposal.

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Land Capacity and Sewer Extensions

The Skagit Council of Governments (SCOG) issued the "Skagit County Population, Housing and Employment Growth Allocations" final report on April 29, 2024. Within that report, growth allocations (population, housing, and employment) are assigned to all cities, unincorporated UGAs, and rural areas and projected out to 2045. Population data and projections are sourced from the Washington State Office of Financial Management (OFM). Housing unit allocations leverage the Washington State Department of Commerce Housing All Planning Tool (HAPT). Employment allocations and projections use data from the Bureau of Labor Statistics, US Census Bureau Non-Employer Statistics, and Washington State Employment Security Department (ESD). Allocations are also informed through feedback from county and city planners. In 2024, the city worked with Facet NW Inc. to perform a land capacity analysis. This resulting report evaluates the relationship between the development capacity of tax parcels within city limits under current zoning and the projected need for commercial/industrial (employment) and residential uses over the 20-year planning horizon while applying a 25 percent infrastructure deduction. An additional 15 percent market factor deduction for vacant land and 20 percent market factor reduction for partially vacant land was utilized for estimating residential capacity. For estimating employment capacity, an additional 25 percent market factor deduction was applied. This land capacity analysis was utilized in collaboration with the 2019 General Sewer Plan for the development of this Sewer Element of the Capital Facilities Chapter Update to the Comprehensive Plan.

Within the existing city limits, the sewer system will be upgraded through an improvement program that considers demands for residential, commercial, and industrial sewer service. For instance, residential infilling and increased residential densities will be encouraged. Similarly, there will be new locations for industrial and commercial activity. Design of sewer system capital improvements will have to take the current land use changes into account.

The sewer system will only be extended to unsewered areas outside the current city limits after the city annexes the area. It is the city's policy (Policy S1.2) to bring sewer service to residents by requiring large new developments to connect to the city sewer.

The Skagit County Health Department currently has jurisdiction over all septic tanks, both within and outside the city limits. City ordinances (Chapters 13.08 and 13.12) require that new short plats (measured from the property line) and structures within 200 feet of a public sewer be connected to the public sewer, at the expense of the property/structure owner. It is city policy that residences outside of the 200-foot limit with properly functioning septic systems may be allowed, however, these residences will be required to connect to the sewer system when it becomes available. Homes with deficient septic systems will be required to hook up to the sewer system.

Outside the city limits but within the UGA, existing septic systems will also continue to be allowed. Residences with properly functioning septic systems in areas annexed to the city will be allowed, although these residences will be required to connect to the existing sewer system when it becomes available. Residences with deficient septic systems will be required to hook up to the sewer system. New subdivision developments will be required to hook up to the city's sewer system.

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System Analysis

This section of the Chapter provides an evaluation of the Sedro-Woolley collection system facilities regarding current sewage flows and anticipated ultimate flows. This section also provides recommendations for providing sewer service to currently unsewered areas of the city and an analysis of the impacts of extending sewer service to unsewered areas on the existing downstream sanitary sewer system. A summary of the recommended collection system improvements is provided throughout this Chapter.

The recommendations outlined in this Chapter are based on general assumptions regarding the timing and location of anticipated development. The land use, population and flow projections dictate improvement recommendations and are based on specific development proposal information provided by the city. In most cases, however, they are based on more general information regarding potential densities allowed by existing zoning designations. The recommendations for the sewer system in this Chapter are therefore conceptual, and the precise location, size, and configuration of the recommended facilities will be determined by engineering design at the time of development and in accordance with all applicable design criteria, construction standards, and regulatory requirements.

Service Area Policies

The City of Sedro-Woolley currently provides sanitary sewer service within the city boundary, although there are currently some areas within the city limits that are served by septic systems. It is the City's policy to provide service to areas within the City in accordance with the established schedule of fees and charges. Sewer service will only be extended outside the City limits upon annexation of the area into the City or with City Council approval. A variety of goals and policies were established prior to the development of the recommendations for collection system improvements and are summarized as follows:

GOALS AND POLICIES

Goals

- Evaluate the future needs of the City based on the information provided in the City's comprehensive land use plan and by Skagit County's comprehensive land use plan for areas outside the City's UGA.
- Analyze the existing and future system needs in conjunction with City staff knowledge, accepted engineering practices, and the minimum design criteria.
- Develop practical and cost-effective collection system alternatives and improvement recommendations to provide an efficient and reliable sanitary sewer system operation to serve the existing and future needs of the City's customers.
- Maximize gravity sewer service wherever possible based on efficiency, cost-effectiveness, and feasibility.

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- Develop system strategies and improvement recommendations that are consistent with the protection of health, safety, welfare, and minimization of impacts to the environment.
- Identify recommended improvements to meet the City's needs at ultimate development and consider project phasing where appropriate.
- Identify "non-project" related recommendations that will improve the overall efficiency of the wastewater collection system.

Policies

- Policy SS1.1: Maintain a safe, efficient, and cost-effective sewage collection and treatment system.
- Policy SS1.2: Require all new subdivisions to connect to City sewer.
- Policy SS1.3: Existing septic systems shall be replaced with City sewer when it is available. The City shall seek sources of financial aid to assist low-income residents with this cost.
- Policy SS1.4: Monitor groundwater quality in areas of septic service on a timely basis.
- Policy SS1.5: Update the Sewer System Plan every 10 years on a rotating schedule with other capital facilities plans.
- Policy SS1.6: Eliminate any point or non-point pollution sources associated with sewage transport and disposal.
- Policy SS1.7: Monitor infiltration and inflow through routine television inspection. Conduct improvements to limit and reduce current infiltration and inflow.
- Policy SS1.8: The following service guidelines should be used to determine the impacts of new development upon existing public facilities.
    - Pipelines – Provide for no more than 80% capacity of peak flow sewer.
    - Pump Stations – Provide for no more than 80% capacity of peak pumping rate.
    - Wastewater Treatment Facility (Liquid Stream) – Provide for no more than 80% hydraulic loading or organic loading (whichever is limiting).
    - Wastewater Treatment Facility (Solid Stream) – Provide for no more than 80% hydraulic loading or solids loading (whichever is limiting).
    - Septic Tanks – It is the policy for septic systems to necessitate no more than 1 acre to support a single equivalent residential unit.
- Policy SS1.9: Provide capital improvements to correct existing deficiencies, to replace worn out or obsolete facilities, and to accommodate desired future growth.
- Policy SS1.10: Coordinate land use and public works planning activities with an ongoing program of long-range financial planning, to conserve fiscal resources available to implement the capital facilities plan.

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- Policy SS1.11: Assess and plan for rebuilding or relocating the existing wastewater treatment plant due to increased flooding risk.

THE COLLECTION SYSTEM

analysis of the city's primary system facilities in each of the city's two (2) major drainage basins (Township and Third-Metcalf) was conducted by the model developed in Excel. The Excel model utilizes pipe attributes such as material, slope, and diameter to calculate the total maximum flow capacity for each pipe modeled in the system. Comparing a maximum capacity for each pipe to the anticipated instantaneous peak flows in the system allows for identification of areas of the system which currently or may in the future experience surcharges.

The city's sewer system was evaluated through three modeled scenarios:

- Existing conditions: reflecting current system usage,
- +10 Years conditions: near-term scenario utilizing estimated flows 10 years in the future, and
- +20 Years conditions: long-term scenario using anticipated flows 20 years in the future.

With population and employment data, the Excel model calculates base flows, peak flows, and infiltration and inflow (I&I) in gallons/acre/day (gpad) to help assess the capacity of modeled pipes for the three modeling periods. An I&I rate of 1,200 gpad was assigned to the area within a 100-foot buffer around each gravity sewer main within each basin. This assumes that I&I can enter the system if it is within 100 feet of a sewer main.

The model is designed to analyze the larger pipelines or trunks for comprehensive planning purposes. For the Sedro-Woolley system, it was determined that major pipelines should be modeled; and one trunk line per basin as sewer branches typically do not have capacity issues. Private side sewers and laterals are not modeled. Specifically, critical gravity pipelines from specific drainage basins and mains in areas of concern were included in the model.

EXISTING CONDITIONS

The existing system model was constructed to represent existing conditions within the primary basins and sub-basins of the city. The existing system model is based primarily on recently obtained GIS information with additional input from system as-built information, historical and current flow data, and/or other appropriate city records. Due to the relatively flat topography of Sedro-Woolley, gravity collectors and interceptors in the past were constructed at smaller slopes to prevent excessive depths of pipe. Therefore, many slopes fall below what is recommended to maintain a cleansing velocity of 2.0 feet per second when flowing full. It is recommended that any new sewer be designed and constructed to meet minimum slope criteria to prevent sediment buildup and blockage, which reduces maintenance costs.

From city staff input, the focus for improvement of the system was to identify capacity issues and identify pipes that were needing replacement. Staff indicated that rehabbing or replacing concrete

pipe was one of the focuses for this capital improvement plan (CIP). These problem areas represent potential bottlenecks, high grease inflow, and past system back-ups resulting from issues with pipes and/or high flows. Projected new development inflows from upstream of these problem areas will likely cause additional surcharges or backwater conditions in the identified problem areas.

+10 YEARS

The 10-year planning horizon represents halfway build-out conditions. These conditions were modeled with an average I&I rate of 1,200 gpad on a 100-foot buffer around each gravity sewer main and a peaking factor of 3.0 applied to the future half build-out scenario based upon UGA and zoning. Any sewer mains exhibiting full pipe flow or manhole surcharging would be targeted as a future capital improvement project. Discussing potential projects with city staff, no major improvements (trunk lines, pump stations, etc.) are planned that would have any major effect on the collection system model.

+20 YEARS

The 20-year planning horizon represents maximum build-out conditions. These conditions were modeled with an average I&I rate of 1,200 gpad on a 100-foot buffer around each gravity sewer main and a peaking factor of 3.0 applied to the future full build-out scenario based upon UGA and zoning. Any sewer mains exhibiting full pipe flow or manhole surcharging would be targeted as a future capital improvement project.

EXISTING TREATMENT FACILITY

Condition

A Condition Assessment Report Technical Memorandum was prepared for the Sedro-Woolley Treatment Plant and delivered in February 2016. The assessment was performed by the Brown and Caldwell staff in December 2015. The condition assessment categorized the recommendations by mechanical, structural, and electrical. The report indicated that the plant was in good condition and was well-maintained, except for a few systems.

Although well-maintained, four mechanical systems needed repair and/or replacement; a leaking digester 2 aeration piping, digesters 1 and 2 course-bubble diffuser piping, a leaking sludge pump, and automatic polymer mixing system.

All structures appeared to be in reasonably good condition with no significant detrimental impacts caused by age or operation. A few areas that were visible needed minor repairs to address specific leaks and expansion joint seal failures. Due to the age of clarifier #1, the structural condition was uncertain and additional inspection was recommended.

Overall, the electrical and I&C system hardware, PLCs (programmable logic controllers), I/O (input/output) modules, control servers, HMIs (human-machine interfaces), and workstations were all in good working condition. Some of the control equipment was replaced or upgraded in the previous three years, based on the report by Brown and Caldwell. Electrical equipment was largely protected

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from the environment and most of the electrical distribution equipment was in its useful service period. Given the condition at the time of inspection and level of maintenance, it was expected that the full 40-year investment would be achieved for all of the equipment observed. While all electrical equipment eventually succumbs to age, it was apparent that diligent and thorough maintenance had been applied thus far and led to a situation where a moderate amount of flexibility exists within the system for desired changes or upgrades. As the plant ages, planned, measured, and prioritized replacements will be possible. For example, the secondary treatment and solids handling systems are known to present significant needs going forward. The WWTP uses an activated sludge system consisting of a single oxidation ditch and two secondary clarifiers. This system lacks redundancy in concrete tankage, which is a significant concern as the existing concrete oxidation ditch approaches 50 years of age. The current system, while optimized by the operators to reliably meet permit requirements, has limited flexibility relative to the current state-of-the-art activated sludge system designs.

Capacity

The overall plant capacity at the Sedro-Woolley WWTP was assessed in the Brown and Caldwell Capacity Report in 2018. With both clarifiers and all secondary process tankage (including the anoxic tank and oxidation ditch), the current overall plant capacity was determined to remain at the current design value of 2.07 MGD on a maximum month basis as defined in Ecology's Criteria for Sewage Works Design (Ecology 2008). This is based on the peak hour hydraulic capacities of the grit tanks, UV system, and effluent pumps (7.18 MGD as peak hour flow [PHF], assuming the same PHF:MMF ratio). Accounting for the hydraulic bottlenecks at the grit tank effluent box and flow diversion box, the plant peak hour flow capacity is limited to values less than the design value. Further, the original oxidation ditch was not designed to provide denitrification, and the city has adapted the operation to achieve this and the associated process benefits. However, this approach ultimately limits the rated capacity of the oxidation ditch system, and this must be considered relative to future growth.

The existing Sedro-Woolley Treatment Plant operates under current capacity limits. Upgrades to the treatment plant due to recent increases in max-month flows are planned by the city in order to restore the plant to its original capacity. Other maintenance and operations improvements, as outlined in the CIP, were discovered through the condition and assessment report prepared by Brown and Caldwell.

The existing WWTP has been well-maintained for its age, and the city has maximized the useful life of the facility and its components. Significant portions of the WWTP are nearing the end of their intended life and should be thoroughly evaluated for either rehabilitation and continued use or complete replacement. The city has proactively begun preparing early enough to prudently plan, design, and construct coordinated, facility-wide improvements. The city is currently developing a Facility Plan that will thoroughly analyze the WWTP and identify major necessary improvements. The Facility Plan will outline a variety of upgrade options, provide cost/benefit for each, and one or two preferred alternatives. After the preferred alternative is selected, preliminary engineering will begin to prepare for and evaluate the potential of pursuing an alternative construction method.

Capital Improvement Projects

Although the recommended projects are as concise as possible, they are presented at a "planning level" of detail and are in no way meant to replace analysis and engineering required at the time of project implementation. In some cases, the magnitude of projects required cannot be identified without such additional analysis and monitoring. This is particularly true in the case of rehabilitation projects, where video inspection of pipelines is required to determine the extent and priority of the projects. In these instances, a worst-case scenario was assumed to provide the city with more conservative budgeting information.

The city is currently working on the following improvements:

- Annual Sewer Main Upgrade Project. This $250,000 annual project improves existing mains over 50 years old, primarily concrete and vitrified clay pipe, by a combination of replacement or lining with Cured-in-Place Pipe (CIPP), Pipe Bursting, or other trenchless methods. The most recent version of this project is the 2017 Sanitary Sewer CIPP Project, which rehabilitated approximately 8,700 linear feet of sanitary sewer main.
- Annual Manhole Rehabilitation Project. This $50,000 annual project installs a liner in existing manholes to reduce I&I.
- Annual Wastewater Treatment Plant Equipment Upgrades. This $100,000 annual project targets mechanical equipment at or beyond its useful design life. The most recent version of this project is the 2024 WWTP Plant Water Building HVAC Modifications Project. This project will demolish existing ductwork, ventilation fans, and intake and exhaust louvers, install new ductwork, ventilation fans, supply and exhaust grills, and all necessary power and controls.

Table 27. Wastewater Improvement Projects Recommended Within Three Years

Project Type	Project No.	Project Description/Location	Description of Deficiencies	Corrective Actions Involved	Estimated 2025 Project Cost*
Rehab/ Replacement	R-1	Alley between Fidalgo St and Sterling St, west of Township St and Fourth St	Existing pipes beyond design life	Replace or rehabilitate 2,300 LF of 18-inch sewer main	$621,121
	R-2	North of Warner St and east of Township St	Existing pipes beyond design life	Replace or rehabilitate 1,400 LF of 8-inch sewer main	$356,381

Project Type	Project No.	Project Description/Location	Description of Deficiencies	Corrective Actions Involved	Estimated 2025 Project Cost*
	R-6	Alley between Reed St. and Haines St.	Existing pipes beyond design life	Replace or rehabilitate 400 LF of 8-inch sewer main	$101,823
	R-7	Alley between Gibson St. and Northern Ave.	Existing pipes beyond design life	Replace or rehabilitate 400 LF of 8-inch sewer main	$101,823
	R-9	Along Northern Ave. from Metcalf to Murdock/Puget Alley; along Metcalf from Northern Ave. to alley between Munro and Gibson	Existing pipes beyond design life	Replace or rehabilitate 510 LF of 18-inch sewer main, 120 LF of 12-inch sewer main, and 500 LF of 10-inch sewer main	$254,558
Expansion	E-5	East Jones Road (Corridor Project C1A)	Unsewered areas	Install approximately 1,350 LF of 8-inch-diameter sewer main	$346,198
	E-6	Patrick Road (Corridor Project C1B)	Unsewered areas	Install 1,100 LF of sewer main	$264,740
	E-7	Trail Road – F&S Grade Road to Jones Road (Corridor Project C9B)	Unsewered areas	Install 900 LF of sewer main	$229,102

Project Type	Project No.	Project Description/Location	Description of Deficiencies	Corrective Actions Involved	Estimated 2025 Project Cost*
	E-8	Trail Road – Cook to F&S Grade Road (Corridor Project C9A)	Unsewered areas	Install approximately 2,030 LF of sewer main	$519,298
Treatment Plant	TP-2	Digester Aeration Upgrade – Blowers	Due to limitations with the existing disk style diffusers, the blowers have been operated at low speed only since plant start-up in 1999.	Upgrade aeration system	$821,500
	TP-5	Anoxic Tank Mixer Upgrade	The tank is equipped with an aeration system instead of mixers, which has a negative impact on denitrification when the anoxic tank is used.	Demo old structure and reactivate coarse bubble system	$211,283
	TP-6	Facilities Plan	Significant portions of the WWTP are nearing the end of their intended life and should be thoroughly evaluated for either rehabilitation and continued use or complete	TP-6	Facilities Plan

Note: Estimated project costs are based on professional engineering opinions. These costs include construction costs, tax, overhead costs, project design engineering and surveying, legal and administrative services (25%), and a contingency factor varying between twenty-five (25) and forty (40)

percent depending on project size and estimated scope. Project costs from the 2019 Comprehensive Sewer Plan were amplified to 2025 dollars by applying a multiplier of 1.02 based on the ratio of the 2025 average annual construction cost index to the 2019 average annual construction cost index.

Table 28. Wastewater Improvement Projects Recommended for Action in More Than Three Years

Project Type	Project No.	Project Description/Location	Description of Deficiencies	Corrective Actions Involved	Estimated 2025 Project Cost*
Rehab/ Replacement	R-8	Along E side of SR9 from Alderwood Ln to Sapp Rd.; along W side of SR9 from Sapp Rd. to McGarigle Rd.	Existing pipes beyond design life	Replace or rehabilitate 3,500 LF of 10-inch sewer main	$926,590
Infill	I-1	North Ball Street	Unsewered areas	Install 1,500 LF of 8-inch sewer main	$386,928
	I-2	Rowland Road	Unsewered areas	Install 1,200 LF of 8-inch sewer main	$305,469
	I-3	Burrows Lane	Unsewered areas	Install 650 LF of 8-inch sewer main	$162,917
	I-4	F&S Grade Road	Unsewered areas	Install 1,100 LF of 8-inch sewer main	$274,922
	I-5	Carter Street	Unsewered areas	Install 1,634 LF of 8-inch sewer main	$509,155
Expansion	E-1	Railroad Ave and Minkler Road	Unsewered areas	Install pump station and 1,000 LF of force main to connect to existing gravity sewer	Developer Funded
	E-2	SR 20 to Collins Road	Unsewered areas	Install 1,700 LF of 8-inch sewer main	Developer Funded

Project Type	Project No.	Project Description/Location	Description of Deficiencies	Corrective Actions Involved	Estimated 2025 Project Cost*
	E-3	Bottomless Lake	Unsewered areas	Connect areas to sewer upon development	Developer Funded
	E-4	Portobello	Unsewered areas	Connect areas to sewer upon development	Developer Funded
	E-9	Olmstead Park	Unsewered areas	Install 750 LF of sewer main	Developer Funded
Treatment Plant	TP-7	WWTP Upgrade	Aging, critical infrastructure	Perform facility upgrades based on the recommendations of the Facility Plan (TP-6)	$13,618,837
	TP-8	WWTP Upgrade – Relocate Displaced Street Shop Bldgs	Aging, critical infrastructure	Relocate Displaced Street Shop buildings	$458,204
	TP-9	Replace diaphragm pumps with rotary lobe pumps	Aging, leaking sludge pumps	Replace pumps with rotary lobe pumps	$30,547
	TP-10	Replace polymer mixers with auto polymer mixing system	Mixing polymer to feed the gravity belt thickener is a manual, batch process that produces variable results and polymer buildup on all surfaces around the operation.	Install an automatic polymer mixing system	$13,237

Project Type	Project No.	Project Description/Location	Description of Deficiencies	Corrective Actions Involved	Estimated 2025 Project Cost*
	TP-11	Varcor Biosolids Processor	The City of Sedro-Woolley contracts with the Boulder Park facility in eastern Washington to haul and dispose of the biosolids via land disposal.	Install a Varcor Biosolids Processor to reduce or eliminate the need of the Boulder Park facility	$254,558

Note: Estimated project costs are based on professional engineering opinions. These costs include construction costs, tax, overhead costs, project design engineering and surveying, legal and administrative services (25%), and a contingency factor varying between twenty-five (25) and forty (40) percent depending on project size and estimated scope.

Table 29. Annual Wastewater O&M Projects

Project	Program Name	Project Description	Annual Cost ($/year)
A	Annual Pump Station Rehabilitation	Yearly sewage pump station rehabilitations and maintenance tasks.	$70,000
B	Annual Renewal and Replacement	Yearly sewer main replacement for deteriorating concrete pipe, undersized and flat sewer mains throughout the city.	$350,000
C	Repair Existing Sewer System	Provide emergency repair services for old mains and problem connectors.	$35,000
D	Annual I&I Reduction Program	Study and provide basin consolidation report to test for I&I in each subbasin with problem subbasins as priority. Conduct TV inspection and smoke testing as needed to determine cause of leakage within problem subbasins.	$20,000
E	Wastewater Pretreatment Program	Annual fats, oils, and grease (FOG) inspection and public education program.	$15,000

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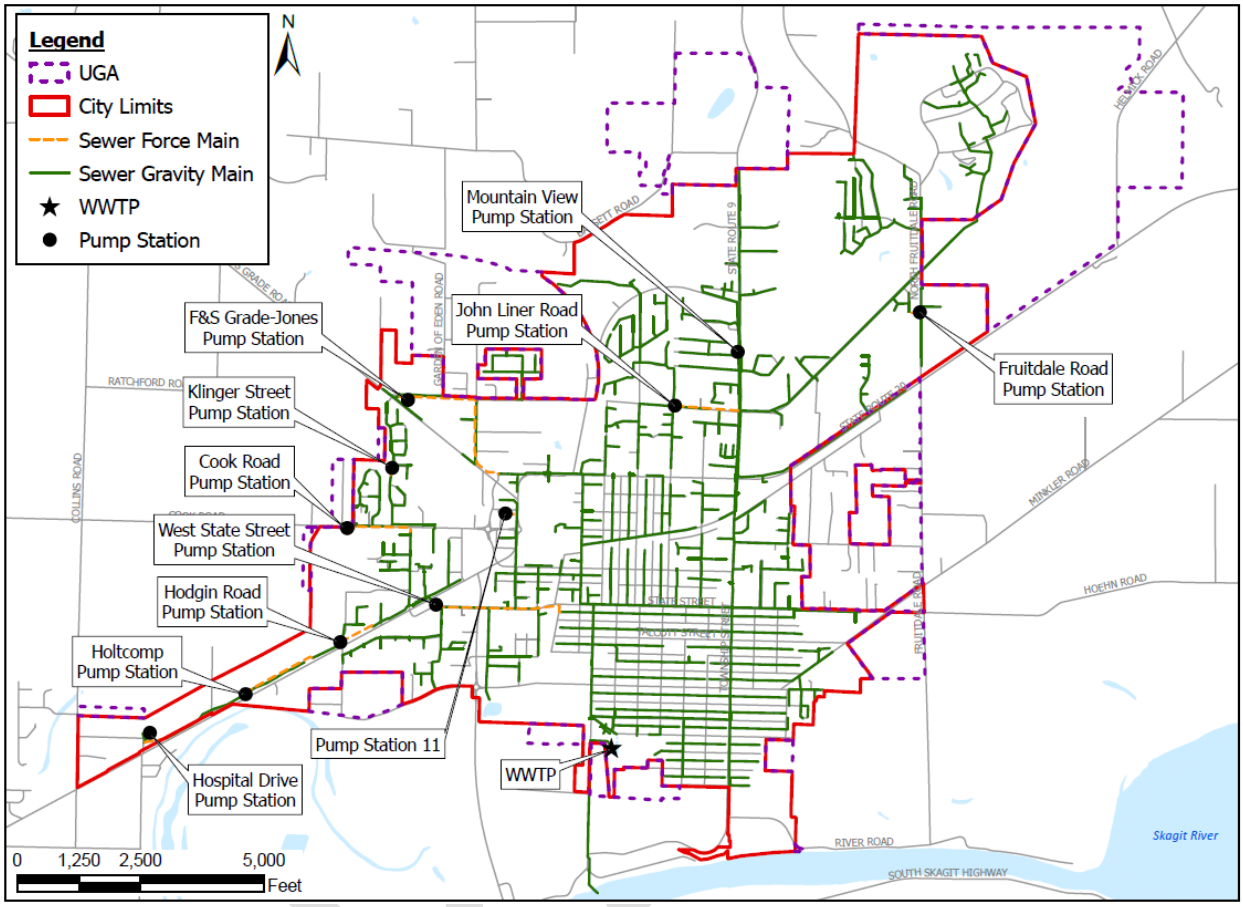


Figure 18. Existing Sanitary Sewer System

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Schools



Cascade Middle School.

The City of Sedro-Woolley does not own or operate school facilities. However, public facilities and services such as schools are vital to protect and enhance community and environmental quality. Deficiencies in school facilities might not raise severe obstacles to any single new development, but over time could cause deterioration of community quality. The City of Sedro-Woolley is ultimately responsible for assuring that adequate facilities and services, such as schools and school facilities, are available or can be made available to support planned growth. This responsibility is carried out by working with the Sedro-Woolley School District No. 101 (District) to identify needs for facilities and services based on the planned amount and location of growth. The mechanism for identifying needs is through the Sedro-Woolley School District No. 101 2020 Capital Facilities Plan 2022, which is adopted as a supplement of the Sedro-Woolley Comprehensive Plan in November of 2021.

The provision of an adequate supply of kindergarten through twelfth grade (K-12) public schools and K- 12 public school facilities is essential to avoid over-crowding and to enhance the educational opportunities for our children.

Identifying Needs for Facilities and Services

The Growth Management Act requires the District to prepare a capital facility plan which includes an inventory of existing capital facilities owned by public entities, a forecast of the future needs for capital facilities, including the proposed locations and capacities of expanded or new facilities, and a six-year plan that will finance the expanded or new facilities. Furthermore, Chapter 15.64 SWMC requires that, as a condition of collecting school impact fees, the Sedro- Woolley School District prepares a six-year capital facility plan that describes the District's capacity needs for the six-year period of the plan and proposes funding to meet those needs.

Capital Facility Planning

The School District's six-year capital facility plan should be consistent with the Growth Management Act, City of Sedro-Woolley Comprehensive Plan, and the Sedro-Woolley Municipal Code.

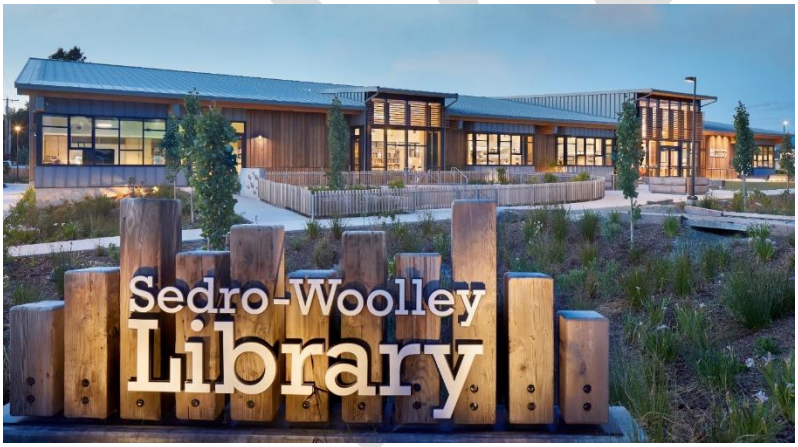
The most recent Sedro-Woolley School District Capital Facilities Plan from 2021 is included in Appendix E of the Capital Facilities Element of the Sedro-Woolley Comprehensive Plan.

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Libraries

In 2017, the City of Sedro -Woolley began contracting with the Central Skagit Library District to provide library service to the community. A new library was jointly constructed and opened to the public in June of 2021 and has proved to be a valued community institution and tremendous asset to Sedro-Woolley. At 12,000 square feet, however, the new facility is below the recommended average building sizes for public libraries, which typically range from one to two square feet per resident. Burlington, for example, is at 2.6 square feet. While one square foot per resident is generally considered the minimum, it is often seen as substandard. Where and when appropriate, the city will work with the Library District to address space and service considerations, utilizing a mix of public and private funding sources.

Central Skagit Library District currently serves approximately 13,000 Sedro-Woolley residents and 20,000 Skagit County residents living outside of Sedro-Woolley. Capital facility planning to address significant growth within the district, and disparities in service levels within the district service area will occur over the next ten years.





Event at the Sedro-Woolley library.

The Sedro-Woolley library system is enjoyed by a wide variety of residents and non-residents who benefit from the facility's modem technological re-sources, wide range of research materials, and updated periodicals. The city is committed high quality library services in the city of Sedro-Woolley, and an essential element of urban life. The city will support expanded regional library services to serve the residents and non-residents, as opportunities develop.

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Public Safety

Fire Protection and EMS Services

The Sedro-Woolley Fire Department (SWFD) protects an area of nearly sixty (60) square miles and services the city of Sedro-Woolley and areas of Skagit County Fire District 8. Compensation is received from the district for services rendered to areas outside the city boundaries as defined by an interlocal agreement. The population served is approximately 13,326 in the city and more than 19,000 district-wide.

The Sedro-Woolley Fire Department provides fire suppression, Emergency Medical Services (EMS), Rescue, Operations Level Hazmat, Fire Prevention and community education services to the City of Sedro-Woolley. Through mutual aid and contracts, SWFD also provide EMS and fire responses throughout Skagit County as needed or requested.

Existing Personnel and Facilities

The need for new personnel and facilities is directly related to population, response times and other demographic trends such as birth rate, housing, and employment trends. These trends are an important tool in predicting the fire protection service needs of the community, personnel and equipment requirements and the location, size and capacity of new fire and EMS facilities.

The Sedro-Woolley Fire Department deploys resources from two (2) fire stations. Fire Station #1 is located at 325 Metcalf Street and is 10,464 sq. ft. in size. Fire Station #2 is located at 1218 N. Township Street and is 3,306 sq. ft. in size. Minimum staffing at Station #1 is four personnel, with two assigned to Medic 55 and two assigned to cross staff Engine 5511 and Medic 5519. Station #2 is staffed with two personnel who cross staff Engine 5521, Brush 5524 and Aid 5529. In addition to these units, Station #1 also houses an additional Engine 5512, Aid Unit A5519, Ladder Truck 5515, and a Tender that is owned by Fire District 8. Station #2 also houses an additional back up ambulance, an off-road UTV, a portable breathing air trailer and a Haz-Mat decontamination trailer.

In 2025, the Sedro-Woolley Fire Department employs 19 full-time staff including one Fire Chief, two Assistant Fire Chiefs, and 16 career firefighters. All Fire Department career staff members are certified with a minimum EMS level of EMT, with eight staff certified as paramedics. Currently there are also 24 volunteer firefighters, and 12 part-time fighters budgeted who augment the staffing levels when available.

In 2024, the department received 3,653 calls of which 75 percent were for emergency medical service. The average response time from both stations is five (5) to six (6) minutes less than eight (8) minutes, with a turnout time less than two (2) minutes.

In 2025, the SWFD budget is approximately $4,900,000 paid by the general fund. Fire District 8 has a contract with the city to provide service in areas that they cannot. The city receives approximately $567,000 per year from District 8 on a per call basis which is routed to the general fund. The SWFD also contracts services to the Skagit County Emergency Medical Service (EMS) for regional medical assistance and contracts with the State of Washington to provide service to the Center for Innovation

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and Technology (formerly Northern State Hospital Campus). The department has mutual aid agreements with all of Skagit County.

The Sedro-Woolley Fire Department functions out of two stations that are approximately 17 and 30 years old. According to the National Fire Protection Association (NFRA), there is no national guidance for the maximum age of a fire station, but it can be anticipated that at least one (1) of the stations will need to be upgraded before the 20-year planning period is reached. Older fire stations often do not have modern facilities that are necessary and beneficial for fire stations. Examples include decontaminations areas with laundry facilities, gear storage areas that are separate from living areas, exhaust capture systems and private or separate areas for male and female fire fighters. Older fire stations also are more likely to have problems that cannot be addressed through repair and maintenance alone. The capital facilities inventory for the department is listed in Appendix A set out at the end of this chapter.

Projected Need and Demand

There are several factors for evaluating the fire protection service needs of the community, personnel and equipment requirements, and the location, size and capacity of new fire facilities. The three (3) key factors are:

- Operational (the ability to operate on the fireground with the sufficient number of resources to manage the incident);
- Time response (the ability to deploy resources within a time frame that will enable the department to arrive in time to be the most effective on a given incident); and
- Tactical (the ability to deploy sufficient equipment and manpower in a timely manner).

Other basis used to evaluate the fire protection services of a community are: economic (the economic base of the community, the ability to provide the appropriate facilities as needed, and the community's ability to financially support these facilities); safety (the department's ability to safely operate); and per capita (the aggregate cost of personnel and equipment on a per capita basis).

By 2035, Station #2 will likely require both an engine company and a medic unit, as the call volume will no longer support cross staffing. The Fire Department will develop incident response modelling to help determine best deployment strategies and the allocation of resources. This would increase Advanced Life Support (ALS) response times into unincorporated Skagit County where currently first responding agencies exist to handle the initial responses, while maintaining Engine response for our citizens in Sedro-Woolley. By 2045, the call volumes will no longer be supported by cross staffing units at Station #1, necessitating an additional staffed engine or truck company in addition to the current engine and paramedic unit.

Throughout this process SWFD's engine companies should be upgraded to three personnel to facilitate "imminent rescue" and "effective response force requirements." If these anticipated service demands come to fruition, it will require a minimum of 20 living quarters, 10 of which would need to be at Station #1 or the Station #1 area will need a second station, likely in the southern end of the city.

On an operational basis a minimum crew of two firefighters is required to handle a hose stream and at least one back-up crew must be maintained ready when a crew is inside fighting a fire. The maximum duration a crew can work a fire typically ranges from twenty (20) to sixty (60) minutes. In addition, other functions are carried out during a fire requiring additional personnel. In Sedro-Woolley, most responses to fires are met with one (1) and two (2) person crews. The smaller the initial response, the less likely the department can carry out its functions in an efficient and effective manner. Currently the department is utilizing a cross-staffing model and two (2) person crews for initial response, relying on ambulance personnel to meet the "imminent rescue" and "effective response force requirements". To consistently meet these standards our engine companies should upgrade to three personnel staffing models.

On a time response basis, if the department cannot respond in a timely manner, the fire could spread beyond the ability to effectively control it, or a patient's condition can deteriorate beyond the time at which intervention can be successful. With a fire, intervention should take place within seven (7) minutes from the initial appearance of the fire. A response within four (4) minutes is needed to intervene on behalf of a heart attack victim. Fire and emergency apparatus should be placed at locations from which an optimum response can be achieved.

The current placement of the existing fire stations are within three (3) to five (5) minutes of the majority of the area being evaluated. Secondary to the placement of the station is the ability to get the apparatus out of the station quickly. During the day, the chief and four firefighters are available and resident volunteers during the evening which provides a minimum crew around the clock.

While the SWFD is averaging 6.51 minutes to reach fires within the city limits and seven 8.47 minutes in the fire district, the department is arriving with too few people to provide an effective and efficient initial and sustained attack. Additional crews may take over seven minutes to arrive. The identified response time objective of the SWFD should be to arrive within three (3) to five (5) minutes. The average response time in the department's centralized area (where the one main station is located) is five to eight minutes, but ten-to-eleven-minute responses can be expected in the further reaches of the service area. The department should establish a goal of arriving within this response time with an initial attack size crew of seventeen fire-fighters on all working fires that require a second alarm. The goal for EMS services should be a response time of under eight (8) minutes in our primary response area and under 12 minutes within our secondary area.

Among the needs over the next twenty (20) years will be the recruitment and training of additional paid firefighters as volunteers become increasingly difficult to recruit and retain with increasing demands and volume. In addition, support personnel and administrative capabilities must be increased to meet the future demand needs, which will include fire marshal services, fire prevention, training staff and office administration needs.

Los service standards developed for the SWFD have been based on recognized standards adopted by the insurance services offices and discussions with elected officials. Washington municipalities are analyzed by the Washington survey and rating bureau using standards adopted by the 2013 schedule and grading schedule for municipal fire protection. The recommended LOS standards for the department are as follows:

- The basic fire flow requirements are 3,500 gallons per minute (GPM). This basic fire flow is used to determine the effectiveness and number of firefighting apparatus that will be provided. In order to provide this fire flow, The Department needs sufficient first due pumpers whose aggregate pumping capacity meet or exceed this value and at least 50 percent of this pumping capacity in reserve.

All apparatus and equipment shall be properly equipped so as to effectively fulfill its function. In accordance with NFPA, state and federal regulations and guidelines, fire apparatus should be evaluated for replacement after approximately 20 years of service or when mileage is in excess of 50,000 miles. Currently, the Department has this capability with the Capital Facilities Replacement Plan within the city's err fund.

Adequate support apparatus and equipment shall be maintained to allow the Department to effectively serve its functional needs.

In order to respond in a manner and a time consistent with response standards, the Department stations and equipment shall be positioned so that first alarm apparatus consisting of two (2) engines shall be positioned within 5.5 miles of primary residential districts and 3.5 miles from Commercial Districts. It may be necessary to require additional fire protection or units. Currently, the Department has this capability.

Fire And EMS Impact Fees for Residential and Commercial Structures

Fire impact fees are charged for new development to reimburse the city for the capital cost of new capital facilities that are needed to serve new development and the people who occupy or use the new development. Fire impact fees are paid by new development (residential and non-residential) based on the type of land use. Impact fees are typically charged based on the size of the development (i.e., number of dwelling units or number of square feet of development) and type of development. A developer who contributes land, improvements or other assets may receive a "credit" which reduces the amount of impact fee that is due. The methodology and calculations for the fire impact fee rate are set forth in the department's Audit and Analysis for Strategic Planning and Growth Management (updated in 2016 and in Appendix A), which is available at the offices of either the fire chief or city planner.

Fire Protection and EMS Services Goals and Policies

GOAL FD1: Ensure that capital improvements for fire protection and EMS services necessary to carry out the comprehensive plan are provided when they are needed.

Policy FD1.1	Maintain safe and effective fire department capital equipment.
Policy FD1.2	Provide capital facilities and equipment within the Level of Service standards adopted by the city.
Policy FD1.3	Fire stations will be constructed in a cost-effective manner with maximum consideration for function, reasonable comfort, and optimized energy conservation.

Policy FD1.4 Adequate support facilities including fire administration, fire maintenance operations, warehousing facilities, self-contained breathing apparatus repair, and fire training will be constructed and maintained to support the effective delivery of services.

Policy FD1.5 Require all residential and commercial construction outside the level of service standards adopted by the city to install approved automatic sprinkler systems, or other mitigation measures agreed upon by the city.

Policy FD1.6 Provide a public education program to inform and educate citizens about fire safety issues that will promote prevention of fire and promotion of life safety.

GOAL FD2: Manage land use change and develop city facilities and services in a manner that directs and controls land use patterns and intensities.

Policy FD2.1 Establish the fire department service delivery system as an "urban service" requiring concurrency under the Growth Management Act.

Policy FD2.2 The following levels of service guidelines should be used to determine the impacts of new development upon existing facilities:

- The basic fire flow requirement (as determined by the Insurance Services Organization (ISO) Grading Schedule) is three thousand five hundred (3,500) gallons per minute. In order to provide this fire flow, the department will maintain sufficient first due pumpers whose aggregate pumping capacity meets or exceeds this value and at least fifty (50) percent of this pumping capacity in reserve.
- All apparatus and equipment shall be properly equipped so as to effectively fulfill its function and in accordance with NFPA, state and federal regulations and guidelines.
- Adequate support apparatus shall be maintained to allow the department to effectively serve its functional needs.
- In order to respond in a manner and time consistent with response standards, the department stations and equipment shall be positioned so that First Alarm apparatus consisting of two engines will be positioned within 5.5 miles of primary residential districts and 3.5 miles from commercial districts. It may be necessary to require additional fire protection or mitigation for those buildings and occupancies outside of the response area.

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Table 30. 2025 Facility, Vehicle and Equipment List

Unit	Year	Make	Model/Description	Life Span (Years)	Price Paid	Replacement Year	$ to Replace this Year
Fire							
918	2023	Ford	F450 – Utility/Brush	15	$127,178	2038	$300,000
920	2024	Ram 1500	Command Vehicle	10	$76,000	2034	$81,000
921	2024	Chev 2500	Command Vehicle	10	$76,000	2034	$81,000
919	2024	Rosenbauer	Engine/Pumper	21	$1,114,000	2044	$1,114,000
	2020		SCBA Packs – 40	10	$282,000	2030	$320,000
904	2011	H&W Spartin	Engine/Pumper	21	$450,000	2031	$1,114,000
913	2019	Kubota	RTV-X1100CW Utility Vehicle	15	$28,000	2034	$30,562
903	2010	Rosenbauer	Ladder/Quint	25	$800,000	2035	$2,136,028
910	2016	Rosenbauer	Engine/Pumper	21	$480,874	2036	$1,114,000
	2023	Motorola	Radios	10	$320,905	2033	$320,905
914	2018	Scott	Breathing Air System Trailer Unit	20	$102,855	2038	$127,000
Totals					**$3,857,812**		**$6,738,495**
EMS							
916	2023	RAM 4500	Ambulance	6	$328,732.71	2029	$343,000.00
917	2024	Dodge	Ambulance	6	$343,000.00	2030	$343,000.00
	2014	Zoll	Zoll Monitor 5 – 4	10	$184,000.00	2026	$240,000.00
915	2021	RAM 4500	Ambulance	6	$131,211.80	2027	$343,000.00
912	2017	Dodge	Command Vehicle	10	$50,000.00	2027	$81,000.00

Unit	Year	Make	Model/Description	Life Span (Years)	Price Paid	Replacement Year	$ to Replace this Year
					$1,036,944.51		$1,350,000
Name		**Address**		**Year Built**	**Original Cost**	**Renovation Cost**	**Replacement Cost**
Facilities							
Fire Station 1		220 Munro Street		1999	$1,500,000		$25,000,000
Fire Station 2		1218 N Township Street		2010	$2,000,000		$12,000,000
Training Site		1950 S 3rd Street		2002	$200,000		$3,500,000

Police Protection, Existing Personnel and Facilities



The SWPD has been reorganizing the organizational structure that aligns with our mission, vision and core values.

Mission: The Sedro-Woolley Police Department is committed to fostering a safe and enjoyable community by cultivating a culture of proactive police service that is professional, impartial, and honorable, while effectively using the resources entrusted to us by the community.

Vision: The Sedro-Woolley Police department strives to collaborate with the community to provide a great place to live, work and play.

Values: Professionalism, Impartiality, Integrity, Teamwork, Respect

Police protection in the Sedro-Woolley UGA is provided by the city of Sedro-Woolley Police Department (hereinafter referred to as the "SWPD" or "department"). The need for new police personnel and facilities is directly related to population, crime rates, response time and other demographic trends. These trends are an important tool in predicting the police protection service

needs of the community, personnel and equipment requirements and the location, size and capacity of new police facilities.

The SWPD provides a full range of police services, including crime suppression and investigation, traffic enforcement, traffic accident investigation, community-oriented problem solving and partnerships with residents to solve quality of life issues throughout the community. The City's community policing philosophy is based on the premise that a safe community requires positive, trusting, and productive relationships with all stakeholders and partners. Police officers work 24 hours a day, seven days a week, 365 days a year to prevent crime and respond to emergencies within the incorporated City limits.

In 2025, SWPD operates on a budgeted staff of one Chief, one Lieutenant, four patrol shift Sergeants, two detectives and 14 patrol officers, for a total sworn strength of twenty-two personnel. Three of these patrol officer positions are currently vacant, incurring an ongoing hiring process and critical staffing levels.

Continued efforts have been completed to obtain additional budgeted positions and lessen the burden of staffing costs through an interlocal agreement with the Sedro-Woolley School District to implement a school resource officer program and obtain a Cops Hiring grant. Increasing the budget for additional patrol positions will be necessary to reflect our current staffing needs and for the future growth of the police department.

The department also has six (6) non-sworn support staff, consisting of one code enforcement/animal control officer, one records supervisor, three record clerks, and one part time records clerk that was budgeted for 2025. As SWPD continues to increase police officer personnel, the record division will need additional personnel to handle the additional workload.

The standard FBI recommendation is for two officers per one thousand people. Utilizing this standard, the SWPD should have a sworn force of 26 officers, based on an estimated population of over 13,000 in 2024.

In Sedro-Woolley, WA, the population is growing, with a 2025 estimate of 13,256 with an annual growth rate of 1.21%. The median age is 35.1 years, median household income is $83,706, and the poverty rate is 14.66%. The estimated 2045 population target for the total Sedro-Woolley UGA is 18,582. This includes both incorporated city and the unincorporated UGA. In 2024, SWPD responded to 7,521 calls for service. The five-year average is 8,070 calls for service a year.

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Figure 19. Calls for Service from 2020 - 2024

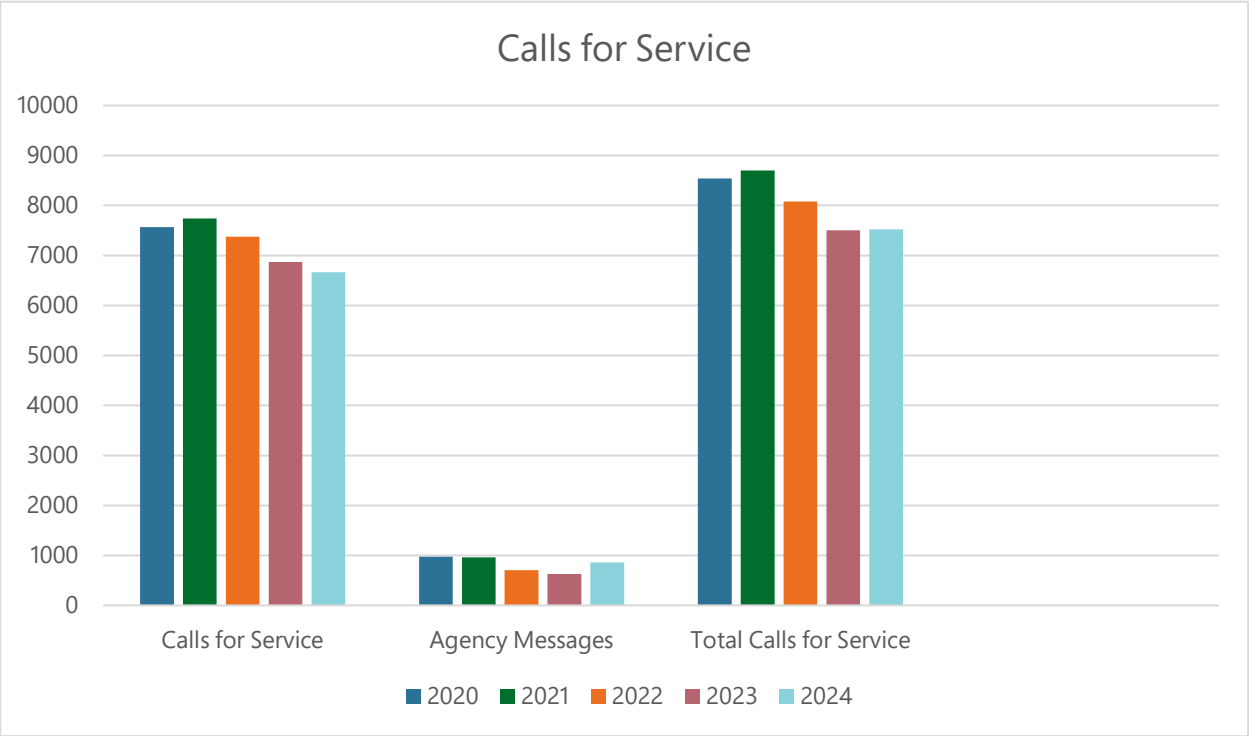


Table 31. Calls for Service Numbers from 2020 - 2024

	2020	2021	2022	2023	2024
Calls for Service	7566	7739	7373	6874	6663
Agency Messages	977	963	708	629	857
Total Calls for Service	8543	8702	8081	7502	7521

The population with which the SWPD provides service is not limited to residents living within the urban growth boundaries but also includes a large population within the county surrounding the UGA and individuals traveling briefly within the community. With two state routes that intersect our city, there is a significant amount of traffic going through the city. In 2024, there were 21,000 vehicles a day going through the city, amounting to 7,665,000 total vehicles in 2024.

To maintain a consistent level of service, officers per thousand population is not the only indicator. Calls for service, average calls per officer, response times, times spent on calls, overall area served, call volume hours of day average and traffic volume should be additional indicators for increasing the staffing.

SWPD strives to maintain a response time of less than five (5) minutes to 'in-progress' calls for service. Priority 1 call response times average over the past five (5) years was 5:10 minutes. Priority 2 calls averaged 7:05 minutes. Combined average is 6:12 minutes. In addition, the complexity of case investigations, mandates from state law, and case law has increased our responsibility during criminal investigations, increasing the amount of time a call for service takes to complete.

The police department works with various other City Departments, Code Enforcement and the City Supervisor to improve the quality of life for the citizens of the city. The SWPD is focusing on changing behavior proactively by deterring criminal activity.

The SWPD has not been able to develop special programs, such as a School Resource Officer orCommunity Service Officer, due to a lack of manpower.

Projected Need

Assuming that calls for service are related somewhat to residential increases, but more dramatically to daytime population and traffic loads, it is anticipated that the demand for sworn and non-sworn personnel will continue to increase.

The biggest need for the immediate future will be personnel, capital facility investments and continuing to implement new technology that will provide effective public safety to the community.

First, personnel will need to increase based on growth of the community we serve. Projected growth within this plan is used as a guideline for what could be needed for personnel over the next 20 years. As growth increases the demand for public safety services increases. Second, funding for a new public safety building will be a necessary capital facility project, as the city has already outgrown the shared City Halland Public Safety Building. Third, technology needs to be used in ways that assist officers in solving reported crime, reduce the amount of time spent on a case and overall workload.

The SWPD's entire reporting system is part of a county-wide CAD system network that is maintained by the Skagit County and paid for by users. SWPD's Patrol vehicles all have Mobile Data Terminals that access the CAD system through a mobile network provided by the City of Mount Vernon. Dispatch services are provided by Skagit 911 Center in Mount Vernon. Each participating agency pays into this system for maintenance and upgrades based on usage of the system.

It is projected that by 2045, the SWPD should be a 38-officer department (16 new positions), nine records (4.5 new positions), two Code Enforcement (1 new position), and one community service officer.

Critical infrastructure for communications is an ongoing need. In 2021, SWPD upgraded all radios with encryption capabilities costing around $180,000. That one-time cost suggested that all vehicles and equipment in the vehicle should be accounted for within the 7-year replacement plan. This allows new vehicles to come with all new equipment instead of transferring used equipment into a new vehicle to hopefully deter the large unfunded one-time costs. As of 2025, encryption has not been implemented but is a project goal for completion in 2025.

Technology continues to play a big part in law enforcement. Body worn cameras have been in place since 2011 for officers who opted to wear and were fully implemented as mandatory wear for all officers in 2018. The reality of having video and audio recordings of officer interactions has been valuable and necessary for transparency, accountability and protection. This bodycam program and cloud evidence storage service generally costs around $50,000 a year. The cost is expected to increase as we are near the end of the contract agreement. By adding in vehicle camera systems and LPR would enhance transparency, accountability and protection by providing additional views and footage than the body camera footage alone.

Flock safety LPR cameras have been installed within the city in an attempt increase the solvability of reported crimes as well as increasing proactivity. SWPD will look to expand this project in the future based on need. Other technology such as cameras, Speed Radar warning signs, and potential for uses for enforcement may need to be considered in the future.

Non-lethal options such as tasers, pepper ball launchers and 40mm projectiles cost around $20,000 a year to maintain equipment and training requirements. Implementing a drone program would work well with our newly implemented Canine Program.

Projected Costs

The projected cost increase for personnel and vehicles to meet the ideal staffing level for the Department.

- Body worn cameras cost about $50,000 a year.
- Tasers cost about $22,000 a year.
- Vehicle replacement cost a year: 3 vehicles a year $300,000.
- Spillman and 911 services cost $350,000 a year.
- Scheduling software costs $3,000 a year.
- Investigative software for criminal and background Clear, Leads, Bait costs $15,000 a year.
- Lexipol policy costs $15,000 a year.
- Flock Safety LPR cameras cost $ 22,000 a year.
- Drone Program initial implementation costs $40,000.
- In vehicle camera systems cost $30,000/vehicle.

Police Protection Goals and Policies

GOAL PD1: Ensure that capital improvements for police protection necessary to carry out the comprehensive plan are provided when they are needed.

Policy PD1.1 Maintain safe and effective police department capital equipment.

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Policy PD1.2 Provide capital facilities and equipment within the level of service standards adopted by the city.

Policy PD1.3 Provide the technology and supporting services to accomplish the Police function.

Policy PD1.4 Provide current and future citizens of the City of Sedro-Woolley with a great place to live, work and play.

Policy PD1.5 Provide a public education program to inform and educate citizens in crime prevention issues that will promote prevention of crime and promotion of life safety.

Policy PD1.6 Maintain existing partnership between SWPD and SWSD by ensuring resources are available to provide police officers in schools.

GOAL PD2: Manage land use changes and develop city facilities and services in a manner that directs and controls land use patterns and intensities.

Policy PD2.1 Establish the police department service delivery system as an "urban service" requiring concurrency under the Growth Management Act.

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Storm Water Management Existing Facilities

The City of Sedro-Woolley stormwater system currently serves residents living within the city limits. The city operates and maintains the Municipal Separate Storm Sewer System (MS4) under the requirements of the State of Washington National Pollution Discharge Elimination System (NPDES) Phase II Stormwater Permit. Facilities include the conveyance network consisting of pipelines, drainage ditches, culverts, catch basins, manholes, pump stations, stormwater infiltration, detention and treatment facilities, Low Impact Development facilities, green infrastructure (Table 32), and outfalls to the Skagit River. The Stormwater Management Plan is being updated and slated to be completed by November of 2025.

Private storm sewer systems discharging to the MS4 exist throughout the city. These systems fall under the requirements of the NPDES Permit and are regulated by the city. Private systems include ditches, culverts, pipelines, catch basins, oil-water separators, infiltration, detention and treatment facilities, Low Impact Development facilities and pump stations.

Pipelines, Culverts and Ditches

Currently the City's MS4 consists of pipelines of various sizes ranging from eight inches to 48 inches in diameter and totaling 216,800 lineal feet, culverts totaling 7,525 lineal feet and open ditches totaling 35,840 lineal feet convey stormwater to 21 connection points to private systems or to Skagit County drainage, 21 infiltration facilities and 20 outfall points to receiving waters including Brickyard Creek, Willard Creek, Hansen Creek and the Skagit River. The system includes 2,144 catch basins, 18 control structures, two drywells, two oil-water separators and two pump stations. Pipelines include gravity lines and force mains (pressure pipes). The city's primary responsibility is for the main storm sewers, culverts and ditches in streets and other rights-of-way, as well as for systems serving municipal properties. Private systems discharging to the MS4 are the responsibility of the property owners from the point of discharge to the MS4.

Pump Stations

Pump stations are required when natural topography does not allow for gravity flow to the point of discharge to the gravity system. A pump station receives flow from one area by gravity and pumps that flow over a topographic ridge to continue to the gravity system and ultimately to the outfall. Sedro-Woolley currently owns and maintains two stormwater pump stations. There are eight privately owned and maintained stormwater pump stations within the city.

Stormwater Detention and Treatment Facilities

The MS4 includes 26 municipal facilities, including nine Stormwater Detention and Treatment ponds, one Raingarden, two pump stations, 12 Underground Storage/detention/infiltration systems, one Ecology Embankment, and one Rainstore system. Within the city there are currently 95 private facilities consisting of Stormwater Detention and Treatment Ponds, Raingardens, Bioretention, and Underground Storage/Detention/Infiltration Systems. To date, all known private systems have been inventoried and mapped. New systems are inventoried and mapped as they are completed.

Table 32. Green stormwater infrastructure facilities

Facility
Green Infrastructure
SR20/Township Roadside Swale
Solid Waste Vactor Pond and Swale
Golf Course Southeast Swale
SR20 Bendix Curve
Alder Ridge Div. 1 Detention System
SR20/W. Ferry Street Municipal Stormwater Detention Facility
City Hall Municipal Detention/Treatment Facility
Portobello Street Detention Pond
Stendal Street Municipal Stormwater Detention Facility
Cook Road/Prospect Municipal Stormwater Detention Facility
F&S Grade Road Municipal Stormwater Detention Facility East Pond
F&S Grade Road Municipal Stormwater Detention Facility West Pond
Fruitdale Road & McGarigle Road Detention/Treatment Facility
Fire Station 2 Stormwater Detention System
Fruitdale Road Detention System
McGarigle Road Detention System
Rita Street Infiltration
Garden Meadows/N Trail Road Infiltration System
Batey Street Infiltration System
Thyme Square Infiltration System
Bucko Estates Infiltration System
Carter Street Infiltration System
Wedmore & Calkin Infiltration
South 11th Place & Fidalgo Infiltration System
SR20 Metcalf to Ball Infiltration Systems

Brickyard Creek

Brickyard Creek is a 24,500 lineal foot combination of natural and man-made streambed classified as waters of the state and fish-bearing stream. This water body was formerly maintained by the Skagit County-run Sedro-Woolley Sub-Flood Control District and is the discharge point for approximately

40% of the city's drainage. 95% of Brickyard Creek lies within the city limits, and the remaining portion is in the UGA. Responsibility for Brickyard Creek was assumed by the city in January 2012. The city maintains the remaining 5% of the Creek under an Interlocal agreement with Skagit County.

Flooding

Portions of the city are subject to periodic localized flooding, mainly due to backwater conditions on Brickyard Creek created during peak stormwater events. Certain locations on the Creek, including the North Reed/Brickyard Meadows intersection, portions of Lucas Drive, Independence Boulevard, and the Golf Course, experience short term sur- charging during rainfall events greater than a 10-year event (2.6 inches in 24 hours). A 2013 study completed of the SR20 Stormwater Conveyance System identified two undersized culverts on Brickyard Creek between Holtcamp Road outfall and Hodgin Road as contributing factors. Regular maintenance of the creek channel over the past few years has mitigated this condition somewhat.

The older portion of the city south of SR 20 does not have significant flooding issues. The ongoing General Investigation study being completed under the auspices of the Corps of Engineers will need to be monitored carefully as some alternatives for mitigation of Skagit River flooding may impact the 100-year flood level within the lower portion of the city, as well as threatening the Wastewater Treatment Facility.

Projected Need

Like many jurisdictions in the Northwest, surface water management has historically been considered a funding priority after a major storm event. Two main problems exist in Sedro-Woolley:

1) Water quality in Brickyard Creek and the Skagit River is poor due to many factors including nonpoint source of pollution and frequent flooding; and

2) Localized flooding during peak stormwater events.

Stormwater Management Plan

The 1997 Stormwater Management Plan identified deficiencies in the MS4 system at the time the report was prepared, and included a project list to address these deficiencies, as well as ongoing maintenance issues. The recommendations of the plan were largely unmet in subsequent years. Update of the plan is needed to reassess previously identified deficiencies, and to address significant developments that have occurred in the past 25 years.

Water Quality

The State of Washington NPDES Phase II permit, first issued in 2007 and renewed in 2013 and 2019, requires the city to operate and maintain the MS4 system in such a manner as to protect and improve water quality for the identified water bodies, in this case the Skagit River, Brickyard Creek, Hansen Creek and Willard Creek.

The 2019 permit requires the city to prepare a Stormwater Management Action Plan (SMAP) by 2023, prioritizing a receiving water and a catchment area discharging to that receiving water. And within

these areas, develop stormwater retrofits, land management strategies and other actions to accommodate future growth and development while preventing water quality degradation and/or improving conditions in the receiving waters harmed by past development.

Another new requirement of the 2019 permit re- quires the establishment of a Source Control program. This program consists of inspections of existing pollutant generating sources at publicly and privately owned institutional, commercial and industrial sites to enforce implementation of required BMPs to control pollution discharging into the MS4. Program inspections are required to begin in 2023.

The city formed a Stormwater Utility in 2008 to provide a regular source of funding for ongoing maintenance and for correction of deficiencies. The initial rate set for the utility was insufficient to deal with deficiencies identified in the 1997 Plan but did allow for initial steps to address water quality requirements of the NPDES Permit. The Public Works Department has dedicated Operations staff to maintenance, performance and documentation of maintenance activities, and has tracked and reported progress as required by the Permit. A rate increase effective January 1, 2015 was projected to bring maintenance funding up to the level required by the NPDES Permit but still does not address deficiencies in the system. Funding for the correction of deficiencies is an ongoing discussion item and will be addressed in the Stormwater Plan update.

The GMA requires that level of service (LOS) service standards be established for services provided by the local jurisdiction as part of capital facilities planning. LOS standards are quantifiable measures of public services the city provides to the present and future residents and businesses within the UGA. They allow the city to assess deficiencies in the services it provides and define maximum threshold standards that must be met by the existing and new facilities to avoid underserved growth.

Table 33. Percent Of Capacity LOS for Storm Water System

System Element	A	B	C	D	E	F
Pipelines	0-20	21-40	41-60	61-80	81-100	>100
Pump Stations	0-20	21-40	41-60	61-80	81-100	>100

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Table 34. Condition LOS for the Storm Water System

System Element	1*	2*	3*	4*	5*
Pipelines	Immediate	<3	>3,<6	>6,<20	>20
Pump Station	Immediate	<3	>3,<6	>6,<20	>20

*Years until the improvements are needed

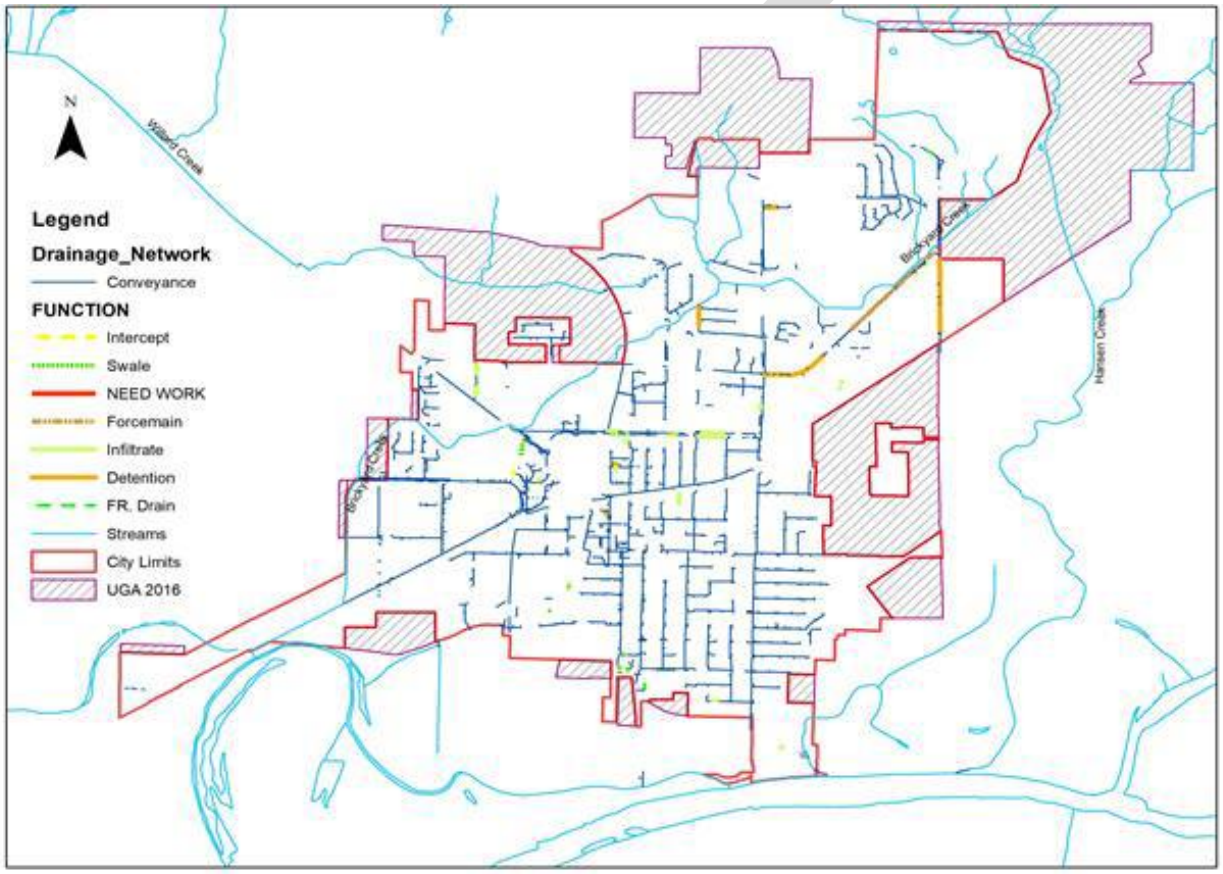


Figure 20. Stormwater System

LOS standards developed for Sedro-Woolley's storm water collection system are based on both capacity and system condition. The capacity LOS rates the unused capacity of each system component. This LOS uses an A-through-F rating system where the A-level rating indicates a large amount of unused capacity. Meanwhile, the condition LOS rates the system components using 1-through-5 scale. A 1 rating is the lowest or worst condition, and a 5 rating is the highest rating or best condition.

Given the magnitude of surface water flooding, water quality, and sensitive resource issues continuing to face the city of Sedro-Woolley, additional funding sources dedicated to surface water management needs to be given strong consideration.

The Stormwater Utility has provided basic maintenance level funding meeting the requirements of the NPDES Permit through 2021. As additional Permit requirements become effective, this need will increase, most notably Low Impact Development requirements effective in 2017 and Source Control inspections beginning in 2023.

Projected Demand

With minor differences, the future storm water collection system under both a preferred and benchmark alternative would be similar. This is due to population forecasts which predict similar residential growth rates and population. Only the geographic distribution of the storm water collection system demand will vary between the different alternatives.

Within the existing city limits, the storm water system will be upgraded through an improvement program that takes into consideration demands for residential, commercial and industrial storm water disposal systems. For instance, under the preferred alternative, residential infilling and increased residential densities will be encouraged. Similarly, there will be new locations for industrial and commercial activity. Under the benchmark, growth and development would follow previous patterns. Design of the new storm water collection system will take these land use changes into account.

Project Costs

The 1997 Stormwater Management Plan identified system deficiencies and quantified project costs. Formation of the 2008 Stormwater Utility further refined the cost estimates. Revenues produced by the Utility, coupled with a series of small management grants through the Department of Ecology, have funded portions of the recommendations of the 1997 Plan. These include:

- Development of a public education component to make people aware of how their actions affect water quality and to allow the public to participate in the planning process;
- Participation in the Ecology program to determine Total Daily Maximum Loadings (TMDL) for the Skagit River and tributaries within the MS4. This process will eventually result in specific water quality limitations and allow for design of measures beyond existing permit requirements to address them if required;
- Development of the stormwater utility, providing ongoing revenue for management and maintenance operations;
- Updated Sedro-Woolley Municipal Code Chapter 13.36 Stormwater Management and Chapter 13.40 Stormwater Maintenance to comply with the NPDES Phase II Permit;
- Developed Geographic Information System (GIS) mapping of the existing city stormwater system and private systems discharging to the city system;

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- Developed of file systems and procedures for stormwater management and maintenance activities, including public and private systems;
- Enhanced the existing Stormwater Maintenance program utilizing the Public Works Operations Department staff to inspect and clean catch basins, pipelines, culverts and ditches and to maintain detention/treatment systems and pump stations, along with regular street sweeping. Purchased new Vactor truck (2009) and Street Sweeper (2013) to support maintenance operations; and
- Developed a stormwater vactor waste disposal system for treatment and disposal of vactor waste from catch basins, and upgraded the existing street sweeping handling and disposal according to state requirements.

The city contracts with the Skagit Conservation District (SCD) to participate in a Skagit County-wide effort to provide public education and encouragement to meet NPDES Permit requirements. This program has proven successful, and the city plans to continue with this arrangement for the immediate future. The city also maintains a dedicated Stormwater website, containing reports to Ecology, SCD Annual Reports, information on programs available and links to other resources. Regular training of responsible personnel is performed to ensure that staff is aware of the requirements of the Permit and to support the efforts of the city to enhance water quality.

While significant progress has been made since 2008, challenges remain. These are as follows:

- Meeting increasing Permit requirements such as implementation of Low Impact Development requirements for public and private facility construction, implementation of the new Source Control program, and implementing projects identified in the SMAP.
- Funding identified system deficiencies as identified in the 1997 Plan, and additional deficiencies identified since that time.

Deficiency Projects

The 1997 Plan identified two major projects and 14 minor projects for construction to address system deficiencies. The major projects were: 1) construction of a Regional Detention System on Cook Road near Brickyard Creek for regional stormwater detention and treatment, estimated at $4.3 million, and 2) upgrade of the Fruitdale Road Conveyance System, SR20 to Skagit River, estimated at $1 million. The Cook Road system is likely to have been superseded by subsequent development in the vicinity and will need to be reassessed in the plan update. The Fruitdale pipeline is in Skagit County and mostly serves UGA areas not likely to be annexed due to prior development issues. The minor projects identified in the 1997 Plan total $380,000 and will be assessed on a case-by-case basis in the Plan update.

The 2008 Stormwater Utility formation effort identified the additional need for a Regional Treatment Facility to serve the urban area south of SR20, to be located near Riverfront Park at an estimated cost of $2.6 million. The city purchased property west of River Road and Riverfront Park for this purpose. The need for this facility will be driven by water quality determinations resulting from the TMDL study noted earlier in this section, to be completed after 2018. As a result, this facility will not be needed for at least five (5) years.

The 2013 SR20 Stormwater Conveyance System study completed in conjunction with the SR20/Cook Road Realignment and Extension Project identified $700,000 in improvements to the piping system between the Brickyard Creek outfall and SR9 South, and within Brickyard Creek itself between the outfall and the Holtcamp Road crossing that will need to be addressed within the next 5 years due to permitting requirements related to the SR20/Cook Road project. On January 5, 2015, 25-year storm event corroborated the need for these upgrades. Approximately 1,910 lineal feet of the system from Hodgin Road to SR9 South is planned for upgrade in 2016 as part of the SR20/Cascade Trail West Extension Project Phases 1A and 1B. This will leave 984 lineal feet of the SR20 system west of Hodgin Road for future upgrade, at a cost of $300,000.

In 2017 2,170 LF of the storm system was upgraded with larger diameter pipe and new structures at a cost of $855,000 (PH 1A & 1B). In 2020, as part of the SR20 widening project, the last 250 LF to the outfall point at Brickyard Creek was piped and a check valve installed to prevent fish from getting into the storm system from the creek. The cost for this last phase was $85,000.

Storm Water Management Goals and Policies

GOAL ST1: Protect and enhance the City's financial health and stability while maintaining appropriate and essential public services in a cost-effective manner.

Policy ST1.1 Charge fair rates for connections with the stormwater system and periodically reevaluate rates based on stormwater needs.

Policy ST1.2 Identify and prioritize eligible projects for stormwater utility funds in compliance with applicable State and Local laws ensuring their timely implementation.

Policy ST1.3 Incorporate the *Stormwater Management Plan* into the *City's 2025-2045 Comprehensive Plan*.

Policy ST1.4 Acquire easements through private property for operation and maintenance of critical stormwater infrastructure.

GOAL ST2: Protect the environment and enhance the city's high quality of life, including air and water quality, and the availability of water.

Policy ST2.1 Preserve existing native vegetation and maintain natural drainage flowpaths where possible.

Policy ST2.2 Encourage water quality, fish passage and fish habitat protection for all new projects.

Policy ST2.3 Comply with the Washington State Department of Ecology Western Washington Phase II Municipal Stormwater National Pollutant Discharge Elimination (NPDES) Permit including, but not limited to, stormwater planning, education, and maintenance.

Policy ST2.4 Encourage new stormwater infrastructure designs to account for climate change.

Policy ST2.5 Require developers to control runoff on-site or otherwise, make off-site, downstream storm drainage improvements when required to service a proposed new development.

Policy ST2.6 Prioritize addressing stormwater impacts on local streams by integrating Low Impact Development (LID) standards into all public projects and allocating funding in the Capital Facilities Plan for stormwater retrofits and culvert upgrades.

Policy ST2.7 Prioritize projects that enhance fish passage, reduce flooding concerns, improve riparian areas, such as those along Brickyard Creek near Janicki Fields, and prevent pollutants from entering natural waterways.

GOAL ST3: Review, prioritize, and implement capital infrastructure projects to include retrofitting areas of concern.

Policy ST3.1 Develop funding to support or enhance the storm water utility for Sedro-Woolley to generate funding for the City's stormwater related capital improvement projects.

Policy ST3.2 Monitor the implementation of capital improvement projects according to the schedule and budget.

Policy ST3.3 Maintain a Storm Utility which shall be responsible for maintenance and operation of the public storm drainage system.

Policy ST3.4 Repair and/or replace damaged stormwater infrastructure.

GOAL ST4: Reduce pollutants entering nearby waterbodies.

Policy ST4.1 Encourage treatment or pretreatment of stormwater flows where feasible.

Policy ST4.2 Encourage infiltration of stormwater where feasible.

Policy ST4.3 Encourage erosion control measures for construction and operation of drainage facilities.

GOAL ST5: Encourage local involvement in protecting stormwater quality.

Policy ST5.1 Hold a public meeting on the annual *Stormwater Management Plan* (SWMP) and document public involvement.

Policy ST5.2 Hold a public meeting on the update of the *Stormwater Management Action Plan* (SMAP) and document public involvement.

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GOAL ST6: Increase public awareness of pollutant spill prevention/proper cleanup.

Policy ST6.1 Implement a stormwater behavior change campaign.

Policy ST6.2 Promote stormwater stewardship opportunities.

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Solid Waste Management

Existing Facilities, Need and Demand

The city of Sedro-Woolley provides curbside solid waste disposal and recycling services within the Sedro-Woolley city limits. Solid waste materials which are picked up are taken to a county-wide drop spot for disposal. Recycled materials are currently handled by Waste Management, Inc.

In 2024, there were approximately 4,051 residential and commercial customers, 3,922 curbside recycling customers, and 1,754 food & yard waste customers. Service is provided by a crew of five solid waste drivers and a division supervisor operating nine trucks (three front load trucks, four side load trucks, and two roll-off transfer vehicles).

The Solid Waste Utility contributes to the Equipment Repair and Replacement (ERR) Fund for garbage truck replacement. On average, trucks are replaced on a ten-year cycle. A new garbage truck was purchased in 2023/24 at the cost of $461,000 for chassis in 2023 and a total of $455,429.07 spent on equipment and vehicles in 2024. Solid waste revenue was estimated at $1,259,500 per year with the balance of the expenditures of the fund allocated for salaries, tipping fees and repair and maintenance of equipment. Solid Waste currently funds their portion of the ERR with deposits of $115,000 per year, generated from solid waste revenues.

Solid Waste Management Goals and Policies

GOAL SW1: Minimize and eliminate the harmful effects of waste materials on human health and the environment to promote economic development and a high standard of living.

Policy SW1.1	Maintain a cost-effective and responsive solid waste collection system
Policy SW1.2	Manage solid waste collection methods to minimize litter and neighborhood disruption and quality of the urban development.
Policy SW1.3	Promote the recycling of solid waste materials through waste reduction and source separation. Develop educational materials on recycling and other waste reduction methods.
Policy SW1.4	Explore alternative service delivery methods to increase efficiency and reduce costs.

Capital Facilities Financing

The six-year capital facilities plan includes improvements that the comprehensive plan elements indicate are necessary, along with potential funding sources. In order to identify these potential funding sources, it is important to review how capital improvements have been financed in Sedro-Woolley in the past and could be financed in the future. Capital outlays tend to vary a great deal from year to year, depending on need and the ability of the city to secure grants to fund particular projects.

Revenue Sources

This section summarizes the revenue sources available to the city of Sedro-Woolley and highlights those available for capital facilities:

There are two (2) types of revenue sources for capital facilities include:

- Multi-use: taxes, fees, and grants which may be used for virtually any type of capital facility (but which may become restricted if and when adopted for a specific type of capital facility);
- Single use: taxes, fees, and grants which may be used only for a particular type of capital facility.

These revenue sources are discussed below.

Multi-Use Revenue Property Tax

Property tax levies are most often used by local governments for operating and maintenance costs. They are not commonly used for capital improvements. Under State law, local governments are prohibited from raising the property tax levy more than one percent per year. Property tax received by the city of Sedro-Woolley has by policy, been allocated to pay for costs incurred for parks, cemetery, street, library and general fund expenditures.

Long-Term Bond Indebtedness

There are three basic types of long-term indebtedness uses by municipalities to fund capital improvement projects:

- General Obligation Bonds - General Obligation Bonds are backed by the value of the property within the jurisdiction (at its full faith and credit)
- Revenue Bonds - Revenue bonds are backed by the revenue received from the project that the bonds help to fund. Such bonds are commonly used to fund utility improvements. A portion of the utility charge is set aside to payoff the bonds.
- Special Assessment Bonds - (Local Improvement Districts and Road Improvement Districts) - Special assessment bonds, repaid by assessments against the property benefited by the improvements, are used to finance projects within a specific geographic area, as opposed to those that will serve the entire jurisdiction.

General Obligation Bonds and Lease-Purchase (Property Tax Excess Levy)

General Obligation Bonds are those which offer the greatest variety of uses. There are two (2) types of General Obligation (GO) bonds: voter-approved and councilmanic. Voter-approved bonds increase the property tax rate, with increased revenues dedicated to paying principal and interest on the bonds. Local governments are authorized to use "excess levies" to repay voter-approved bonds. Excess levies are increases in the regular property tax levy above statutory limits. Approval requires a sixty (60) percent majority vote in favor and a turn-out of at least forty (40) percent of the voters from the preceding general election. Councilmanic bonds are authorized by a jurisdiction's legislative body without the need for voter approval. Principal and interest payments for councilmanic bonds come

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from general government revenues, without a corresponding increase in property taxes. Therefore, this method of bond approval does not utilize a dedicated funding source for repaying the bondholders. Lease-purchase arrangements are also authorized by vote of the legislative body and do not require voter approval.

The amount of local government debt allowable for GO bonds is restricted by law to 7.5 percent of the taxable value of the property within the city limits. This may be divided as follows:

General Purpose Bonds	2.5 percent
Utility Bonds	2.5 percent
Open Space and Park Facilities	2.5 percent

Of the 2.5 percent for General Purpose Bonds, the city may issue up to 0.75 percent in the form of councilmanic bond. State law allows cities an additional separate debt capacity of 0.75 percent of taxable value of property for non-voted lease obligations.

Depending on the amount in-term of the bonds or lease-purchase arrangements, the impact on the individual taxpayer can vary widely.

Real Estate Excise Tax

RCW 82.46 authorizes local governments to collect a real estate excise tax levy of 0.25 percent of the purchase price of real estate within the city limits. The Growth Management Act authorizes collection of another 0.25 percent. Both the first and second 0.25 percents are required to be used for financing capital facilities in local governments' capital facilities plans.

The first and second 0.25 percent may be used for the following capital facilities:

- The planning, acquisition, construction, re- construction, repair, replacement, rehabilitation, or improvements of streets, roads, high- ways, sidewalks, streets and road lighting systems, traffic signals, bridges, domestic water systems, and storm and sanitary sewer systems; or
- The planning, construction, repair, rehabilitate, or improvement of parks and recreational facilities.

In addition, the first 0.25 percent may be used for the following:

- The acquisition of parks and recreational facilities;

The planning, acquisition, construction, repair, replacement, rehabilitation, or improvement of law enforcement facilities, protection of facilities, trails, libraries, administrative and judicial facilities, river and/or floodway/flood control projects, and housing projects subject to certain limitations.

The city of Sedro-Woolley has enacted the first and second 0.25 percent real estate excise tax, which is allocated to a cumulative reserve capital expense fund.

Business and Occupation Tax

RCW 35.21 authorizes cities to collect this tax on the gross or net income of businesses, not to exceed a rate of 0.2 percent. Revenue may be used for capital facilities acquisition, construction, maintenance, and operations. Voter approval is required to initiate the tax or increase the tax rate. The city has not utilized this revenue source.

Local Option Sales Tax

Local governments may collect a tax on retail sales of up to 1.1 percent, of which 0.1 percent may be used only for criminal justice purposes (public transportation-benefit authorities may levy up to 0.6 percent). Voter approval is required. Sedro-Woolley has enacted a sales tax, of which 85 percent goes to the City and the remainder goes to the County.

Utility Tax

RCW 35.21.870 authorizes cities to collect a tax on gross receipts of electrical, gas, garbage, telephone, cable television, water, sanitary sewer, and storm water management providers. State law limits the utility tax to six (6) percent of the total receipts for cable television, electricity, gas, steam, and telephone, unless a majority of the voters approved a higher rate. There are no restrictions on the tax rates for sewer, water, solid waste, and stormwater. Revenue can be used for capital facilities acquisition, construction and maintenance. In Sedro-Woolley, a tax is collected on cable television, natural gas, telephone, electricity, solid waste, sewer, stormwater, and water. In Sedro-Woolley, water is taxed at six (6) percent, and stormwater, sewer, and solid waste are taxed at ten and one-half (10.5) percent.

Community Development Block Grants

Community Development Block Grant (CDBG) funding is available annually state-wide through the federal Department of Housing and Urban Development for public facilities, economic development, and housing projects which benefit low-and-moderate income households. Funds may not be used for maintenance and operations. Because the amount of CDBG funding varies substantially from year to year, it is not possible to reliably forecast revenue from these grant sources.

Community Economic Revitalization Board Grant (CERB)

The State Department of Trade and Economic Development provides low-interest loans, and occasionally grants, to finance sewer, water, access roads, bridges, and other facilities for specific private sector development. Funding is available only for projects which support specific private developments or expansion which promotes the trading of goods and services outside the state. The city has not utilized this funding source. It is not possible to forecast revenues from CERB loans or grants.

Public Works Trust Fund Grants (PWTF)

The State Department of Community Development provides low-interest loans for capital facilities planning, emergency planning, and construction of bridges, roads, domestic water, sanitary sewer, and

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storm sewer. Applicants must have a capital facilities plan in place and must be levying the original 0.25 percent real estate sales tax (see previous real estate excise tax discussion). Construction and emergency planning projects must be for reconstruction of existing capital facilities only. Capital improvements planning projects are limited to planning for streets and utilities. Loans for construction projects require a local match generated only from local revenues or state-shared entitlement (gas tax) revenues. The required local match is 10 percent of a three percent loan, 20 percent for a two (2) percent loan, and 30 percent for a one (1) percent loan. Emergency planning loans are at a five percent interest rate. If state or federal disaster funds are received, they must be applied to the loan for the life of the project (twenty (20) years). Capital improvement planning loans are at least zero (0) percent interest but require a 25 percent local match. The city has applied for these funds for a wastewater treatment plant facility plan and was awarded a loan. Future PWTF funding cannot be reliably forecasted.

United States Department of Agriculture Community Facilities Program

The United States Department of Agriculture (USDA) provides loans to develop community facilities for public use in rural areas and towns of not more than 20,000 people. Facilities eligible for loan assistance include fire stations, police stations, community buildings, libraries, and utilities. It is not possible to forecast revenues from this program.

Single-Purpose Revenue Sources

Cultural Arts, Stadium/Convention Facilities Special Purpose Districts

RCW 67.38.130 authorizes cultural arts, stadiums/convention special purpose districts with independent taxing authority to finance capital facilities. The district requires a majority voter approval for formation and has a funding limit of 0.25 cents per one thousand dollars ($1,000.00) of assessed valuation. Typically, such a special-purpose district would serve a larger geographical area than the single city. Revenue would be based on the tax base of the area within the special service district.

Police, Fire Protection and Emergency Medical Services

EMS Levy

The state authorizes a forty-seven cents ($0.47) per one thousand dollars ($1,000.00) AV property tax levy which may be enacted by fire and hospital districts, cities and towns, and counties. This levy is voluntary in cities and fire districts. Skagit County has enacted an EMS levy.

Fire Districts

Fire District #8 surrounds the city of Sedro-Woolley from which a fire district tax levy is collected. This revenue is used for operating and maintenance costs. Sedro-Woolley has entered into an interlocal agreement with District 8. Sedro-Woolley annually updates the amount it charges to District 8 for services rendered under the interlocal agreement.

Fire Impact Fees

RCW 82.02.050-090 authorizes a charge (impact fee) to be paid by new development for its "fair share" of the cost of fire protection and emergency medical facilities required to serve the development. Impact fees must be used for capital facilities necessitated by growth, and not to correct existing deficiencies in levels of service. Impact fees cannot be used for operating expenses. Sedro-Woolley collects impact fees on all new development. These fees will supersede any fees collected under SEPA.

A fire impact fee for the city of Sedro-Woolley can be generated by multiplying the current level of service by the cost of the capital facilities to determine the cost per capita, then multiplying that figure by the number of persons per dwelling unit to determine the cost per dwelling unit. Commercial fire impact fees are calculated with a formula using Equivalent Residential Units (ERUs) based on square footage.

Police Impact Fees

State law authorizes a charge (impact fee) to be paid by new development for its "fair share" of the cost of police facilities required to serve the development. Impact fees must be used for capital facilities necessitated by growth, and not to correct existing deficiencies in levels of service. Impact fees cannot be used for operating expenses. Sedro-Woolley has collected voluntary police impact fees for projects undergoing SEPA review. Police impact fees cannot be collected under GMA, so following adoption of the comprehensive plan, Sedro-Woolley will continue to collect voluntary police impact fees on all new development only if a SEPA review is required.

The primary costs associated with providing police protection to new projects are those costs required to provide protection for the two-year period from the start of the construction until tax revenues from the improved project reach the General Fund.

Parks and Recreation

Open Space and Park Facility General Obligation Bonds

See General Obligation Bonds (under Multi-Use Revenue, above) for general discussion of the purpose, requirements, and decision basis for GO bonds. The total amount of local government debt which may be committed to open space and park facilities is 2.5 percent. Sedro-Woolley currently does not have any open space and park facility general obligation debt.

Park Districts

State law authorizes metropolitan parks districts and park and recreation districts, each with independent taxing authority.

Parks and Recreation Service Areas (PRSA)

RCW 36.68.400 authorizes parks and recreation service areas as junior taxing districts for the purpose of financing the acquisition, construction, improvement, maintenance, or operation of any park, senior activity center, zoo, aquarium or recreational facility. The maximum levy limit is sixty cents ($0.60) per

one thousand dollars ($1,000.00) AV. A PRSA can generate revenue from either the regular or excess property tax levies and through general obligation bonds, subject to voter approval. Revenue may be used for capital facilities maintenance and operations. Voters approve formation of a PRSA and subsequently approve an excess levy for the purpose of constructing facilities.

User Fees and Program Fees

These fees are charged for using park facilities (such as field reservation fees) or participating in recreational programs, such as arts and crafts registration fees.

Park Impact Fees

RCW 82.02.050-090 authorizes local government to enact impact fees to be paid by new development for its "fair share" of system improvements costs of parks and recreation facilities necessary to serve the development. Impact fees must be used for capital facilities necessitated by growth, and not to correct existing deficiencies in levels of service. Impact fees cannot be used for operating expenses. Sedro-Woolley currently utilizes a park impact (mitigation) program. A complete description of that program and the specific fees is in the Parks and Recreation Element of the Comprehensive Plan.

State Parks and Recreation Commission Grants These grants are for parks, capital facilities acquisition, and construction, and require a 50 percent local match. Sedro-Woolley currently has no state parks and recreational commission grants. It is not possible to reliably forecast the amount of revenue the city would receive over 20 years from this source.

Aquatic Land Enhancement Access

This grant program is administered by the Department of Natural Resources. ALEA funds are limited to water dependent public access/recreation projects or on-site interpretive projects. 50 percent local match is required. It is not possible to forecast revenues from ALEA grants. The city may apply for grants for future improvements or additions to Riverfront Park.

Outdoor Recreation Grant-in-Aid Funding

The Interagency Committee for Outdoor Recreation (IAC) provides grant-in-aid funding for the acquisition, development and renovation of outdoor recreation facilities. Park and boating program grants require a 50 percent match. It is not possible to forecast revenues from IAC grants-in-aid funding sources.

Roads, Bridges, and Mass Transit Motor Vehicle Excise Tax

RCW 82.38 authorizes this tax, which is administered by the State Department of Licensing and paid by gasoline distributors. As of July 1, 2025, this tax is fifty-five and four hundredths cents ($0.554) per gallon. Cities receive 11.53 percent, respectively, of motor vehicle fuel tax receipts. Revenues must be spent for "highway purposes" including the construction, maintenance, and operation of city streets, county roads, and highways.

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Local Option Fuel Tax

RCW 82.80 authorizes this county-wide local option motor vehicle fuel tax on motor vehicle fuel and on special fuel equal to ten (10) percent of the state-wide motor vehicle fuel tax. Revenues are distributed back to the county and its cities on a per capita basis (1.5 for population in unincorporated areas and 1.0 for population in incorporated areas). Revenues must be spent for "highway purposes."

Commercial Parking Tax

RCW 82.80 authorizes a tax for commercial parking businesses but does not set rates. Revenues must be spent for "general transportation purposes" including highway purposes, public transportation, high-capacity transportation, transportation planning and design, and other transportation-related activities. Sedro-Woolley does not have a commercial parking tax at this time, nor are any commercial parking businesses anticipated in Sedro-Woolley in the foreseeable future.

Transportation Benefit District

RCW 35.21.225 authorizes cities to create transportation districts with independent taxing authority for the purposes of acquiring, constructing, improving, providing, and funding any city street, county road, or state highway improvement within the district. Special district's tax base is used to finance capital facilities. The district may generate revenue through property tax excess levies, general obligation bonds (including councilmanic bonds), local improvement districts, and development fees (see related discussions for background on each of these). Voter approval is required for bonds and excess property tax levies. Council approval is required for councilmanic bonds, special assessments, and development fees.

Transportation improvements funded with district revenues must be consistent with state, regional and local transportation plans; necessitated by existing or reasonable foreseeable congestion levels attributable to economic growth; and partially funded by local government or private developer contributions, or a combination of such contributions. To date, no jurisdiction in the state has formed a transportation benefit district. A transportation benefit district would address specific transportation projects reducing congestion caused by economic development. The city initiated a Transportation Benefit District in 2014, but it was decommissioned in 2015.

Road Impact Fees

RCW 82.02.050-090 authorizes cities and counties to exact road impact fees from new development for its "fair share" of the system improvement costs of roads necessary to serve the development. Impact fees must be used for capital facilities necessitated by growth and not to correct existing deficiencies in current level of service. Impact fees cannot be used for operating expenses. Under the GMA, the city of Sedro-Woolley adopted road impact fees per residential unit with a credited commercial rate.

Local Option Vehicle License Fee

RCW 82.80.140 authorizes counties and cities to impose a local option vehicle license fee through a transportation benefit district. Revenues must be spent for "general transportation purposes."

Street Utility Charge

RCW 35.95.040 authorizes cities to charge for city street utilities to maintain, operate, and preserve city streets. Facilities which may be included in a street utility include street lighting, traffic control devices, sidewalks, curbs, gutters, parking facilities, and drainage facilities. Businesses and households may be charged a fee of up to 50% of the actual cost of construction, maintenance, and operations, while cities provide the remaining 50%. The fee charged to businesses is based on the number of employees and may not exceed two dollars ($2.00) per full-time employee per month. Owners or occupants of residential properties are charged a fee per household which may not exceed two dollars ($2.00) per month. The city does not currently have a street utility.

National Highway Systems Grants

The Washington State Department of Transportation (WSDOT) awards grants for construction and improvement of the National Highway System (NHS). In order to be eligible, projects must be a component of the NHS and be on the regional Transportation Improvement Program (TIP). It is to include all interstate routes, a large percentage of urban and rural principal arterials, defense strategic highway networks, and strategic highway connectors. Funds are available on an 86.5% federal and 13.5%t local match based on the highest-ranking projects from the regional TIP list. Sedro-Woolley does currently have eligible projects. It is not possible to forecast how much, if any, revenue the city would receive from this source.

Surface Transportation Block Grant Program Grants (STBGP)

Puget Sound Regional Council provides grants for road construction, transit, capital projects, bridge projects, transportation planning, and research and development. Projects must be on the regional TIP list and must be for roads with higher functional classifications than local or rural minor collectors. Funds are available on an 86.5% federal/13.5% local match based on highest ranking projects from the regional TIP list. Awarded values are based on eligible projects in the city's six-year Transportation Improvement Program. Actual revenue will be less if the city does not receive grants for all projects for which funding is sought.

Federal Aid Bridge Replacement Program Grants

WSDOT provides grants on a state-wide priority basis for the replacement of structural deficient or functionally obsolete bridges. Funding is awarded on 80% federal and 20% local match.

Federal Aid Emergency Relief Grants

WSDOT provides funding for restoration of roads and bridges on the federal aid system which are damaged by natural disasters or catastrophic failures. Funds are available on an 83% federal and 17% local matching basis. Sedro-Woolley does not qualify for natural disaster relief at this time. Because emergencies cannot be predicted, it is not possible to forecast revenues from this source.

Urban Arterial Trust Account Grants (UATA) The Washington State Transportation Improvement Board (TIB) provides funding for projects to alleviate and prevent traffic congestion. In order to be eligible,

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roads should be structurally deficient, congested by traffic, and have geometric deficiencies, or a high incidence of accidents. Funds are awarded on an 80% federal and 20% local matching basis.

Transportation Improvement Account Grants (TIA)

The State TIB provides funding for projects to alleviate and prevent traffic congestion caused by economic development or growth. Eligible projects should be multi-agency, multi-modal, congestion and economic development-related, and partially funded locally. Funds are available on an 80% federal and 20% local matching basis.

Sanitary Sewer District

No sewer districts presently serve the planning area.

User Fees

The state authorizes cities, counties, and special purpose utility districts to collect fees from wastewater generators. Fees may be based on the amount of potable water consumed or may be flat fees. Revenues may be used for capital facilities or operating and maintenance costs. $4,791,130 was budgeted in Sedro-Woolley in 2025 from this source, all of which is for operating and maintenance costs.

System Development Charges/Connection Fees: The state authorizes a fee to connect to a sanitary sewer system based on capital costs of serving the new connection. For 2025, $_____ was budgeted from this revenue source in Sedro-Woolley, all of which is to be expended on improvements in the city's wastewater treatment system.

Centennial Clean Water Fund

The Department of Ecology (ECY) issues grants and loans for the design, acquisition, construction, and improvement of water pollution control facilities and related activities to meet state and federal requirements to protect water quality. State grants and loans are available based on a 25% to 50% local matching share range. Future funding cannot be reliably forecast.

State Revolving Fund Loans

ECY administers low-interest guarantees for water pollution control projects. Applicants must demonstrate water quality need, have a facility plan for water quality treatment, show ability to repay a loan through a dedicated source of funding, and conform to other state and federal requirements. Fund must be used for construction of water pollution control facilities (wastewater treatment plants, stormwater treatment facilities, etc.). Revenues from this source are not forecast.

Solid Waste

Department of Ecology Grants

The state awards grants to local government for a variety of programs related to solid waste, including a remedial action grant to assist with local hazardous waste sites, moderate risk/hazardous waste

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implementation grants, and waste composting grants. It is not possible to forecast revenue from this source.

Flood Control

Flood Control Special Purpose Districts

RCW 86.15.160 authorizes flood control special purpose districts with independent taxing authority to finance flood control capital facilities, allowing them to levy up to fifty cents ($0.50) per one thousand dollars ($1,000) of assessed property tax annually without voter approval. In addition, the district can, with voter approval, use an excess levy to pay for general obligation debt. Sedro-Woolley does not have a flood control special purpose district.

Table 35. Capital Facilities Projects And Funding Sources

Category/ Projects	Sanitary Sewer Capital Projects	School District Capital Projects	Fire Department Capital Projects	Police Department Capital Projects	Storm Water Capital Projects	Solid Waste Capital Projects	Parks Department Capital Projects
Property tax revenue	X		X	X	X	X	X
Sales tax	X		X	X	X	X	X
Motor vehicle excise tax			X	X			
Real estate excise tax revenue	X				X		X
User fees	X				X	X	X
Utility taxes and fees	X				X	X	
School/city bonds & levies	X	X	X	X	X	X	X
State and federal loans and grants	X			X	X	X	X
State matching funds (school)		X					

Category/ Projects	Sanitary Sewer Capital Projects	School District Capital Projects	Fire Department Capital Projects	Police Department Capital Projects	Storm Water Capital Projects	Solid Waste Capital Projects	Parks Department Capital Projects
LID & ULID assessments	X				X		
Connection fees	X						
Impact fee revenue		X	X	X			X
Interest income	X		X	X	X	X	X
Transfers from city sources	X		X	X	X	X	X
Donations			X				X

Stormwater Management

Storm Drain Utility Fee

The state authorizes cities and counties to charge a fee to support storm drain capital improvements. This fee is usually a flat rate per residential equivalency. Residential equivalencies are based on average amounts of impervious surface. Commercial property is commonly assessed at a rate based on a fixed number of residential equivalencies. Sedro- Woolley has a stormwater utility. Residential is billed per unit. Non-residential is billed per 10,000 square feet of land. For 2025, $1,011,460 was budgeted from this source for improvements to the city's stormwater infrastructure.

Storm Drainage Payment in Lieu of Assessment

In accordance with state law, the city could authorize storm drainage charges in lieu of assessments. The city does not currently collect a storm drainage facility charge per acre upon issuance of a building permit. Revenues from this charge could be deposited in a special storm drainage reserve fund. Revenues from this fund could be used for capital improvements.

Projects and Funding Sources

The preceding table identifies the source of funds that will pay for the capital facilities (sanitary sewer, schools, fire, police, storm water, and solid waste) improvement projects. A table outlining road projects and funding sources is located in the transportation element of this plan.

Complete List of Capital Facilities Goals and Policies

General Capital Facilities Goals and Policies

GOAL CF1: Develop City facilities and services in a manner that directs and controls land use patterns and intensities consistent with the Land Use Element.

Policy CF1.1 The city of Sedro-Woolley shall allow only "concurrent development" to occur within the urban growth area. Proposed developments shall complete a concurrency review provided by the city planning department.

Policy CF1.2 "Concurrent Development" shall be defined as development the city of Sedro-Woolley is capable of providing within six years of the date of development approval. If capital facilities necessary to meet the concurrency requirement are not provided in the six-year capital facilities plan, the developer shall provide the facilities at his/her own expense to meet the concurrency requirement.

Policy CF1.3 Ensure that future development bears a fair share of capital improvement costs necessitated by the development. The city shall reserve the right to collect mitigation impact fees from new development in order to achieve and maintain adopted level of service standards. The city will be responsible for its fair share of capital improvement costs for existing deficiencies.

Policy CF1.4 Ensure that city planning and development regulations identify and allow for the siting of "essential public facilities," as described in the Growth Management Act. Work cooperatively with Skagit County and neighboring jurisdictions in the siting of public facilities of regional importance.

GOAL CF2: Finance the city's needed capital facilities in as economic, efficient, and equitable a manner as possible.

Policy CF2.1 Update the six-year capital facilities plan annually prior to the city budget process. All city departments shall review changes to the CFP and participate in the annual review.

Policy CF2.2 The burden for financing capital improvements should be borne by the primary beneficiaries of new facilities.

Policy CF2.3 General city revenues should only be used for projects that provide a general benefit to the entire community.

Policy CF2.4 Work with citizens at a neighborhood level to establish local improvement districts (LIDs), wherein residents assess themselves to improve neighborhood facilities.

Policy CF2.5 Long-term borrowing for capital facilities is an appropriate method to finance large facilities which benefit multiple generations.

Policy CF2.6 Pursue funding from state and federal agencies as described in the six-year capital facilities plan.

Policy CF2.7 Maximize use of grants and other external resources to help increase the capacity of capital facilities to support the land use plan.

Policy CF2.8 Fulfillment of development concurrency requirements shall not be based upon potential city income from state and federal agencies. Concurrency can only be met by existing financial capacity and awarded government funding.

Policy CF2.9 Wherever possible, self-supporting bonds will be used instead of tax-supported general obligation bonds.

GOAL CF3: Ensure that capital improvements for capital facilities necessary to carry out the comprehensive plan are provided when they are needed.

Policy CF3.1 Provide capital improvements to correct existing deficiencies, to replace worn out or obsolete facilities and to accommodate desired future growth, according to the Six-Year Financing Plan contained in this element.

Policy CF3.2 Implement the requirements of the city's National Pollution Discharge Elimination System (NPDES) Stormwater Permit to make low- impact-development (LID) principals and LID BMPs the preferred and commonly used approach to site development to minimize impervious surfaces, native vegetation loss, and stormwater runoff, where feasible.

Policy CF3.3 Solicit community, Planning Commission, and City Council input on priority capital projects.

Fire Protection and EMS Services Goals and Policies

GOAL FD1: Ensure that capital improvements for fire protection and EMS services necessary to carry out the comprehensive plan are provided when they are needed.

Policy FD1.1 Maintain safe and effective fire department capital equipment.

Policy FD1.2 Provide capital facilities and equipment within the Level of Service standards adopted by the city.

Policy FD1.3 Fire stations will be constructed in a cost-effective manner with maximum consideration for function, reasonable comfort, and optimized energy conservation.

Policy FD1.4 Adequate support facilities including fire administration, fire maintenance operations, warehousing facilities, self-contained breathing apparatus repair, and fire training will be constructed and maintained to support the effective delivery of services.

Policy FD1.5 Require all residential and commercial construction outside the level of service standards adopted by the city to install approved automatic sprinkler systems, or other mitigation measures agreed upon by the city.

Policy FD1.6 Provide a public education program to inform and educate citizens about fire safety issues that will promote prevention of fire and promotion of life safety.

GOAL FD2: Manage land use change and develop city facilities and services in a manner that directs and controls land use patterns and intensities.

Policy FD2.1 Establish the fire department service delivery system as an "urban service" requiring concurrency under the Growth Management Act.

Policy FD2.2 The following levels of service guidelines should be used to determine the impacts of new development upon existing facilities:

- The basic fire flow requirement (as determined by the Insurance Services Organization (ISO) Grading Schedule) is 3,500 gallons per minute. In order to provide this fire flow, the department will maintain sufficient first due pumpers whose aggregate pumping capacity meets or exceeds this value and at least 50% of this pumping capacity in reserve.
- All apparatus and equipment shall be properly equipped so as to effectively fulfill its function and in accordance with NFPA, state and federal regulations and guidelines.
- Adequate support apparatus shall be maintained to allow the department to effectively serve its functional needs.
- In order to respond in a manner and time consistent with response standards, the department stations and equipment shall be positioned so that First Alarm apparatus consisting of two engines will be positioned within 5.5 miles of primary residential districts and 3.5 miles from commercial districts. It may be necessary to require additional fire protection or mitigation for those buildings and occupancies outside of the response area.

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Police Protection Goals and Policies

GOAL PD1: Ensure that capital improvements for police protection necessary to carry out the comprehensive plan are provided when they are needed.

Policy PD1.1 Maintain safe and effective police department capital equipment.

Policy PD1.2 Provide capital facilities and equipment within the level of service standards adopted by the city.

Policy PD1.3 Provide the technology and supporting services to accomplish the Police function.

Policy PD1.4 Provide current and future citizens of the City of Sedro-Woolley with a great place to live, work and play.

Policy PD1.5 Provide a public education program to inform and educate citizens in crime prevention issues that will promote prevention of crime and promotion of life safety.

GOAL PD2: Manage land use changes and develop city facilities and services in a manner that directs and controls land use patterns and intensities.

Policy PD2.1 Establish the police department service delivery system as an "urban service" requiring concurrency under the Growth Management Act.

Sewer/Sanitary Policies

Policy SS1.1 Maintain a safe, efficient, and cost-effective sewage collection and treatment system.

Policy SS1.2 Require all new subdivisions to connect to City sewer.

Policy SS1.3 Existing septic systems shall be replaced with City sewer when it is available. The City shall seek sources of financial aid to assist low-income residents with this cost.

Policy SS1.4 Monitor groundwater quality in areas of septic service on a timely basis.

Policy SS1.5 Update the Sewer System Plan every 10 years on a rotating schedule with other capital facilities plans.

Policy SS1.6 Eliminate any point or non-point pollution sources associated with sewage transport and disposal.

Policy SS1.7 Monitor infiltration and inflow through routine television inspection. Conduct improvements to limit and reduce current infiltration and inflow.

Policy SS1.8 The following service guidelines should be used to determine the impacts of new development upon existing public facilities:

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- Pipelines – provide for no more than 80% capacity of peak flow sewer.
- Pump Stations – Provide for no more than 80% capacity of peak pumping rate.
- Wastewater Treatment Facility (Liquid Stream) – Provide for no more than 80% hydraulic loading or organic loading (whichever is limiting).
- Wastewater Treatment Facility (Solid Stream) – Provide for no more than 80% hydraulic loading or solids loading (whichever is limiting).
- Septic Tanks – It is the policy for septic systems to necessitate no more than 1 acre to support a single equivalent residential unit.

Policy SS1.9 Provide capital improvements to correct existing deficiencies, to replace worn out or obsolete facilities, and to accommodate desired future growth.

Policy SS1.10 Coordinate land use and public works planning activities with an ongoing program of long-range financial planning, to conserve fiscal resources available to implement the capital facilities plan.

Policy SS1.11 Assess and plan for rebuilding or relocating the existing wastewater treatment plant due to increased flooding risk.

Storm Water Management Goals and Policies

GOAL ST1: Protect and enhance the City's financial health and stability while maintaining appropriate and essential public services in a cost-effective manner.

Policy ST1.1 Charge fair rates for connections with the stormwater system and periodically reevaluate rates based on stormwater needs.

Policy ST1.2 Manage Storm Utility funds responsibly and in compliance with applicable State and Local laws.

Policy ST1.3 Incorporate the *Stormwater Management Plan* into the *City's 2025-2045 Comprehensive Plan*.

Policy ST1.4 Acquire easements through private property for operation and maintenance of critical stormwater infrastructure.

GOAL ST2: Protect the environment and enhance the city's high quality of life, including air and water quality, and the availability of water.

Policy ST2.1 Preserve existing native vegetation and maintain natural drainage flowpaths where possible.

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Policy ST2.2 Encourage water quality, fish passage and fish habitat protection for all new projects.

Policy ST2.3 Comply with the Washington State Department of Ecology Western Washington Phase II Municipal Stormwater National Pollutant Discharge Elimination (NPDES) Permit including but not limited to stormwater planning, education, and maintenance.

Policy ST2.4 Encourage new stormwater infrastructure designs to account for climate change.

Policy ST2.5 Require developers to control runoff on-site or otherwise, make off-site, downstream storm drainage improvements when required to service a proposed new development.

GOAL ST3: Review, prioritize, and implement capital infrastructure projects to include retrofitting areas of concern.

Policy ST3.1 Develop funding to support or enhance the storm water utility for Sedro-Woolley to generate funding for the City's stormwater related capital improvement projects.

Policy ST3.2 Monitor the implementation of capital improvement projects according to the schedule and budget.

Policy ST3.3 Maintain a Storm Utility which shall be responsible for maintenance and operation of the public storm drainage system.

Policy ST3.4 Repair and/or replace damaged stormwater infrastructure.

GOAL ST4: Reduce pollutants entering nearby waterbodies.

Policy ST4.1 Encourage treatment or pretreatment of stormwater flows, where feasible.

Policy ST4.2 Encourage infiltration of stormwater, where feasible.

Policy ST4.3 Encourage erosion control measures for construction and operation of drainage facilities.

GOAL ST5: Encourage local involvement in protecting stormwater quality.

Policy ST5.1 Hold a public meeting on the annual *Stormwater Management Plan* (SWMP) and document public involvement.

Policy ST5.2 Hold a public meeting on the update of the *Stormwater Management Action Plan* (SMAP) and document public involvement.

GOAL ST6: Increase public awareness of pollutant spill prevention/proper cleanup.

Policy ST6.1 Implement a stormwater behavior change campaign.

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Policy ST6.2 Promote stormwater stewardship opportunities.

Public Safety Policies

Policy FD1.1 Maintain safe and effective fire department capital equipment.

Policy FD1.2 Provide capital facilities and equipment within the Level of Service standards adopted by the city.

Policy FD1.3 Fire stations will be constructed in a cost-effective manner with maximum consideration for function, reasonable comfort, and optimized energy conservation.

Policy FD1.4 Adequate support facilities including fire administration, fire maintenance operations, warehousing facilities, self-contained breathing apparatus repair, and fire training will be constructed and maintained to support the effective delivery of services.

Policy FD1.5 Require all residential and commercial construction outside the level of service standards adopted by the city to install approved automatic sprinkler systems, or other mitigation measures agreed upon by the city.

Policy FD1.6 Provide a public education program to inform and educate citizens about fire safety issues that will promote prevention of fire and promotion of life safety.

Policy FD2.1 Establish the fire department service delivery system as an "urban service" requiring concurrency under the Growth Management Act.

Policy FD2.2 The following levels of service guidelines should be used to determine the impacts of new development upon existing facilities:

- The basic fire flow requirement (as determined by the Insurance Services Organization (ISO) Grading Schedule) is 3,500 gallons per minute. In order to provide this fire flow, the department will maintain sufficient first due pumpers whose aggregate pumping capacity meets or exceeds this value and at least 50% of this pumping capacity in reserve.
- All apparatus and equipment shall be properly equipped so as to effectively fulfill its function and in accordance with NFPA, state and federal regulations and guidelines.

Adequate support apparatus shall be maintained to allow the department to effectively serve its functional needs.

In order to respond in a manner and time consistent with response standards, the department stations and equipment shall be positioned so that First Alarm apparatus consisting of two engines will be positioned within 5.5 miles of primary residential districts and 3.5 miles from commercial districts. It may be necessary to require additional fire protection or mitigation for those buildings and occupancies outside of the response area.

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Policy PD1.1	Maintain safe and effective police department capital equipment.
Policy PD1.2	Provide capital facilities and equipment within the level of service standards adopted by the city.
Policy PD1.3	Provide the technology and supporting services to accomplish the Police function.
Policy PD1.4	Provide current and future citizens of the City of Sedro-Woolley with a great place to live, work and play.
Policy PD1.5	Provide a public education program to inform and educate citizens in crime prevention issues that will promote prevention of crime and promotion of life safety.
Policy PD2.1	Establish the police department service delivery system as an "urban service" requiring concurrency under the Growth Management Act.

Solid Waste Management Goals and Policies

GOAL SW1: **Engage in proactive solid waste management practices; benefiting human and environmental health supporting economic development, healthy communities and a strong quality of life.**

Policy SW1.1	Maintain a cost-effective and responsive solid waste collection system.
Policy SW1.2	Manage solid waste collection methods to minimize litter and neighborhood disruption and quality of the urban development.
Policy SW1.3	Promote the recycling of solid waste materials through waste reduction and source separation. Develop educational materials on recycling and other waste reduction methods.
Policy SW1.4	Explore alternative service delivery methods to increase efficiency and reduce costs.

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Public utilities by fr0ggy5.

CHAPTER 7

Public Utilities Element

Background and Analysis

Purpose and Relationship to GMA

The Growth Management Act requires the utility element of a comprehensive plan to consist of "the general location, proposed location and capacity of all existing and proposed utilities, including but not limited to, electrical lines, telecommunication lines and natural gas lines." (RCW 36.70A.070(4). Utilities, however, are privately owned, subject to regulation by the Washington Utilities & Transportation Commission (WUTC) and are not "public facilities," subject to concurrency. Levels of service for such utilities cannot be determined locally; rather such matters fall within the exclusive jurisdiction of the WUTC. Levels of services described in the following narratives are the estimates of the separate utilities. In accordance with the directions from the GMA, the following utilities which provide service to the Sedro-Woolley planning area will be addressed in this element of the comprehensive plan:

- Electricity / Puget Sound Energy
- Natural Gas / Cascade Natural Gas
- Water / Skagit PUD
- Telecommunications / Various Companies



Power lines photo by Mark Bishop.



Electricians working on fiberoptic cable. Photo by Roger Starnes Sr.

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Electricity

Existing Facilities

Electrical service to the Sedro-Woolley Urban Growth Area is provided by Puget Sound Energy (formed by a merger of Puget Power and Washington Natural Gas), an investor-owned public utility. Puget Sound Energy (PSE) is the largest energy utility in the State of Washington, serving more than 1 million electric customers and 750,000 natural gas customers. PSE does not serve any natural gas customers in Skagit County but it does serve all of the electric customers in Skagit County. PSE, operates, and maintains an extensive electrical system consisting of generating plants, transmission lines, substations, and distribution systems. The Integrated Resource Plan (IRP) is the PSE long range planning document used to ensure the future needs of the entire PSE service area are met. The IRP identifies six (6) primary focus topics: Established Resource Need (future demand), Planning Assumptions and Resource Alternatives, Alternatives and Risk Analysis, Analysis Results, and Resource Planning; all of which are incorporated into a 10-Year Clean Energy Action Plan. Figure 21 below depicts the variety of energy production resources required to meet the demand of the PSE service area,which serves Sedro-Woolley, through 2045.

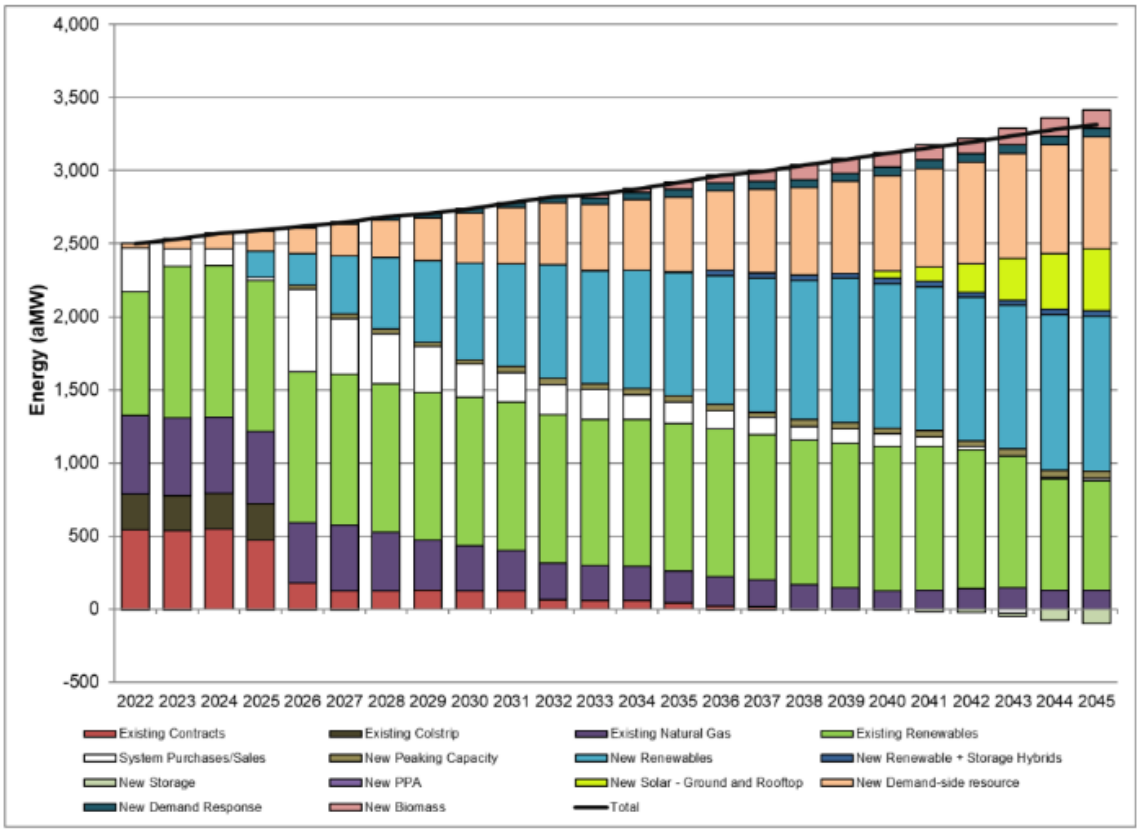


Figure 21. Annual Energy Production by Resource Type (aggregated) – Sensitivity C

Transmission System Overview

The PSE electric transmission facilities in Skagit County are important components of the electric energy delivery grid serving the Puget Sound region. The Skagit County facilities integrate over 670 MW's of generation at six different generating plants, three of them not owned by PSE, and transport power to large industrial customers such as the Shell and Tesoro oil refineries near Anacortes.

In addition to integrating power from generating plants, PSE's transmission system provides important redundant energy links between a number of counties. Two PSE 115 kV transmission lines connect Skagit County (at Sedro-Woolley Substation) to Whatcom County (at Bellingham Substation). A PSE 230 kV line connects Skagit County (at Sedro-Woolley Substation) to Snohomish County (at Horseranch Substation and at Seattle City Light's Bothell Substation). PSE's Sedro-Woolley Substation terminates two Bonneville Power Administration (BPA) 230 kV lines, the BPA Bellingham-Sedro line and the Sedro North Tap of the BPA Custer-Murray line. The transmission system in Skagit County also feeds Whidbey Island and transports power for the Bonneville Power Administration along its lines to BPA's Fidalgo Substation located southwest of Anacortes which feeds Orcas Power and Light Cooperative, a BPA power customer.

Electric distribution services (designated by lines less than 115 kV) in Skagit County are also owned and operated by PSE. PSE has completed a number of projects over the last 10 years (identified in the previous Comprehensive Plan) that were needed to reinforce the PSE's transmission delivery system. There are two remaining projects to complete that series of system improvements in Skagit County.

Planned Projects

Cook Road Electric System Reliability Improvement Project

> Increase electric reliability for customers in northwestern Skagit County. The local electric system is prone to power outages due to limited capacity and aging infrastructure. The existing poles and conductors were built in the early 1960s and need to be replaced. Rebuilding these transmission and distribution lines with new, higher capacity wire and replacing the poles will strengthen the current system and reduce the frequency of outages for our customers in the area.

Sedro #4 Transmission Line and Substation

> There are limiting facility elements identified in PSE's Sedro-Woolley 230-kV Substation. The project will impact multiple tie lines out of Sedro-Woolley 230-kV Substation and upgrade the facility ratings. Upgrades may include CT replacement, bus upgrades, etc.

Natural Gas

Existing Facilities

Natural gas service to the Sedro-Woolley urban growth area is provided by Cascade Natural Gas Corporation (CNG) which builds, operates and maintains the natural gas facilities. Immediately to the east of the city lies the Northwest Pipeline Corporation's Transmission Line, which owns and operates

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the regional pipeline that supplies natural gas to the states of Washington, Oregon and Idaho. Natural gas is then transmitted via Cascade Natural Gas Laterals to and through Sedro-Woolley to the cities of Burlington, Mount Vernon, La Conner, Anacortes and to other areas within Skagit County. Within the city limits of Sedro-Woolley, CNG's natural gas system currently meets demand with residences being served through a number of various sized transmission lines. Service is also available to some of the unincorporated areas within the urban growth area.

Projected Need

As the population and the number of residences in the Sedro-Woolley urban growth area increases, CNG will be required to increase the facilities serving the community, including the construction and location of gate stations, high pressure lines and pressure reduction stations. An additional factor involved in the provision of increased supplies of natural gas may be electrical demands through cogeneration (with gas used as a fuel source) and hydro-firming with gas-fired turbines being used as backup to hydro generated turbines.

The maximum capacity of the existing distribution system can be increased as required by one or more of the following methods:

- Increasing distribution and supply pressures in existing lines;
- Adding new distribution and supply mains for reinforcement;
- Increasing existing distribution system capacity by replacement with larger sized mains; and
- Adding district regulators from supply mains to provide additional intermediate pressure gas sources to meet the needs of new development.

CNG does not maintain a comprehensive expansion plan; rather, system upgrades are implemented on a developer driven need.

Projected Demand

Although the existing Sedro-Woolley City limits are presently being served, as growth occurs in the unincorporated UGA, service expansion will be required as the population and number of residences increases. The primary service expansion in the UGA will be required to the north in the vicinity of Cully Road and Bassett Road, north in the vicinity of Highway 9 and Fruitdale Road, and east in the vicinity of Highway 20. The location, capacity and timing of these improvements depend on opportunities for expansion and on how quickly the city grows. There are usually several different routes to connect different parts of the system. The final routes depend on right-of-way permitting, environmental impact, and opportunities to install gas mains with new development, highway improvements and other utilities. Whenever possible, CNG will: attempt to co-locate new public and private utility distribution facilities in shared trenches and coordination of construction timing to minimize construction-related disruptions; ensure that land will be made available for the location of utility lines, including location within transportation corridors; and where natural gas franchises exist, promote the extension of distribution lines to and within the urban growth area. Land use and facility planning will

be coordinated to allow eventual siting and construction of distribution lines within rights-of-way which are being dedicated or within roads which are being constructed or reconstructed.

A listing of the existing and projected generation and transmission projects, and locations are available for review at the planning department office or at the Cascade Natural Gas Company office. The latter may be contacted with regards to information regarding main extensions.

Water

Existing Facilities

Water service to the Sedro-Woolley is provided by Public Utility District #1 of Skagit County (hereafter, PUD), which is authorized to acquire, construct and operate water systems within the county boundaries and to furnish water service to the inhabitants of the District and other customers. PUD presently serves all of the population of the Sedro-Woolley UGA. The Sedro-Woolley UGA is served from the Judy Reservoir and is supplemented by the city of Anacortes intertie. Judy Reservoir (surface rights of 7,475.2 MG/yr), encompassing the Cultus Mountain Watershed (Gilligan, Salmon, Turner and Mundt Creeks) serves as the primary source of water to most of the PUD customers in Skagit County. PUD also has water rights to augment these surface supplies with groundwater from a well in Sedro-Woolley and a well in Mount Vernon (groundwater rights of 2,576.9 MG/yr). Due to water quality, the groundwater sources are used for emergency/summer supply. The Judy Reservoir water is pumped to an adjacent Water Treatment Plant with a peak day capacity of thirty (30) mgd. Water is distributed north across the Skagit River to a pressure reducing station in Sedro-Woolley, serving the UGA and also branching west to Burlington and other areas of the county. Another line runs south from the Reservoir to Mount Vernon allowing PUD to maintain a looped system, ensuring continuity of service. Transmission lines range in size from four inches to thirty (30) inches in diameter within the service grids. Storage reservoirs are located on Dukes Hill and at Hoogdal.

Projected Need

Several planning resources are used to evaluate water consumption and forecasted water demands. These include the Office of Financial Management (OFM) population estimates and projections and the PUD's water production, consumption, and water loss estimates.

- According to the OFM, the population in Skagit County is estimated to grow between 0.6 and 1.6 percent per year for the next 10 years, from 2025 to 2035, with the average expected annual growth rate of 0.9 percent. The population growth rate over the following 10 years, from 2036 to 2046, is anticipated to be between 0.5 and 1.3 percent, with an average expected annual growth rate of 0.7 percent. By 2046, the total population in Skagit County is forecasted to increase 23 percent from 2022 estimates.
- Meter growth is highly correlated with population estimates over the past 15 years. New meter sales are anticipated to increase between 0.6 and 1.6 percent annually. By 2046, the total meter count is projected to grow 21 percent from 2023 levels.

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- Judy Reservoir Water Treatment Plant [Judy WTP] is the primary supply source for the Judy System, accounting for 97 to 99 percent of the total supply. The remaining supply source is from the Anacortes WTP, which is typically only used as a backup or emergency supply source.
- Overall, water consumption has been declining over the past 15 years. Three factors contribute to this decline: water efficiency fixtures in new construction, reduced landscaping irrigation, and water use elasticity, which results from annual rate increases.
- The average day demand [ADD] for an equivalent residential unit [ERU] has also been declining from 152 gpd/ERU in 2012 to 146 gpd/ERU in 2022, mirroring the decreasing trend in overall consumption.
- The water consumption is forecasted to remain relatively consistent through 2030, then rise.

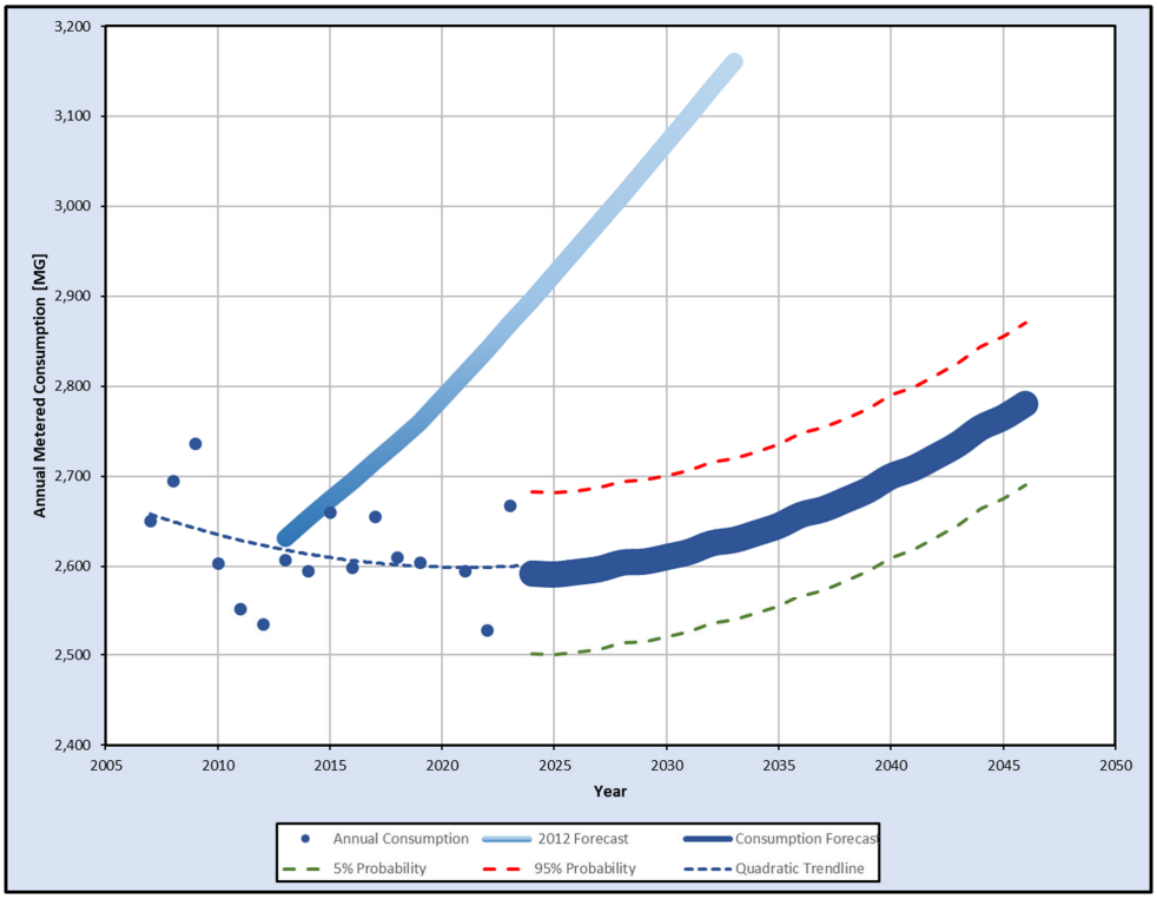


Figure 22. Projected Annual Water Consumption (Source: Skagit PUD Water System Plan, 2024)

Judy Reservoir Source Characteristics

Judy Reservoir obtains water from four streams in the Cultus Mountain watershed (e.g., Gilligan Creek, Salmon Creek, Turner Creek, and Mundt Creek) and the mainstem Skagit River. The Cultus Mountain

watershed starts about two (2) miles east of the community of Clear Lake. All the streams in the watershed drain eventually to the Skagit River and are subject to instream flows.

Water is collected from the four (4) Cultus Mountain streams at diversion structures and transported to Judy Reservoir through two collector pipelines. The diversion structures are set up on a bypass system, allowing water to flow past the diversion. Instream Flows set by Rule under WAC 173-503 limit the diversion quantities available from each stream based on the month of the year. When the water measured on Cultus tributary gauges does not meet these minimum flows, the PUD can divert water from its point of diversion on the Skagit River.

Considering the capacity and a combination of stream flows and river pumping to replenish drawdown, the reservoir has the potential to stay full during the year and provide more readily capacity for emergencies.

In 1990, as the Safe Drinking Water Act gained momentum, the PUD constructed a new filtration plant to meet new treatment requirements. This plant features direct filtration and chlorine dioxide treatment followed by chlorination before distribution. Before constructing the filtration plant, the utility needed to treat Judy Reservoir with copper sulfate to kill algae. Unfortunately, that left a slight odor in the water and upset the algae population's natural food chain. After the filtration went online, the PUD discontinued copper sulfate, allowing algae to grow naturally. The filtration process now removes all algae.

The PUD doubled its water filter plant's capacity at Judy Reservoir in 2009 to address our area's growing needs. Along with this expansion, the PUD constructed a new pumping station on the Skagit River to augment flows from the Cultus tributaries, which had been the primary source of water supply. Pulling water from the Skagit River enables the PUD to fill Judy Reservoir when fish protection requirements limit diversions from the streams.

The PUD holds water rights to the Cultus Mountain streams, the Skagit River, two groundwater wells, and the Judy Reservoir storage. Under present and projected operational conditions, the Judy System has sufficient capacity to meet PUD water needs for at least 50 years.

Historical annual water usage is widely dispersed, adding uncertainty to the consumption projections. Therefore, the 5 and 95 percentile boundaries are provided as a reference. 90 percent of future water consumption values are expected to fall within these boundaries. If future consumption falls outside these boundaries (see table above); the forecast should be re-examined. The Judy System is projected (2045) to have a surplus capacity of 3.37 MGD.

Planned Projects

Transmission Pipeline Program:

MP24-6 Sedro-Woolley Central Area Pipeline Replacement

This project replaces existing water pipelines along Talcott Street, Nelson Street, and Bennett Street within Sedro-Woolley near Central Elementary and Mary Pursell Elementary schools. Existing pipelines in this area consist of small-diameter AC, PVC, and cast-iron pipes installed in the 1940s, 1950s, and

1960s. The increase in pipe size will also increase the fire flow potential in this service area. The pipeline length is approximately 5,000 LF.

MT13-9 Sedro-Woolley Transmission Line – Phase 3 (River Crossing)

This project replaces the existing aerial crossing over the Skagit River from South Skagit Highway to River Road east of Sedro-Woolley. The 20-inch aerial pipeline, installed in 1957, may reach its hydraulic capacity within the next decade, depending on growth and water demand within the service area north of the Skagit River. The new pipeline size, alignment, and installation method (aerial or boring) have not been determined.

Stantec inspected the pipe bridge in 2022. A February 10, 2023, report summarized the inspection procedure and assessment conclusions. The structure was observed to be in overall good structural condition. The assessment team proposed both reactive and proactive recommendations. The conclusion is that preventative measures and repairs will extend the structure's useful life. Skagit PUD is proceeding with recommended corrective measures. One aspect that was not assessed was the earthquake resiliency of the structure, which may be evaluated in a future seismic study.

MT20-1 Sedro-Woolley Transmission Line – Phase 2 (Top of Hill)

This project replaces an existing 20-inch and 30-inch transmission pipeline, installed in 1970, from the WTP to the southerly terminus of the 36-inch Emergency Repair pipeline (Phase 1) installed in 2015. There is anecdotal evidence that this transmission pipeline may be leaking near the Chain Lakes area. This potential leak will be investigated further using leak detection equipment and in-pipe hydroponic investigation. This phase incorporates approximately 6,500 LF of 36-inch welded-steel transmission pipeline.

MT20-2 Sedro-Woolley Transmission Line – Phase 4 (N. Side of River)

This project replaces a transmission pipeline from the Skagit River crossing into Sedro-Woolley. This phase incorporates an undetermined length of transmission pipeline. There is no evidence that this pipeline segment needs to be addressed in the 10-year time horizon.

Storage Tank Program:

MR13-5 North Sedro-Woolley Storage Tank (1.0 MG, 430/350-HGL)

This project is in the north or northeast part of Sedro-Woolley and will serve future demands in this area as the population and water demand increase. A preliminary capacity is estimated to be 1.0 MG. The existing Hoogdal Storage Tank (0.1 MG) also serves this area but does not provide adequate standby storage as the water demand in this pressure zone increases. A site has not yet been selected for this new storage tank, but preliminary discussions with the Upper Skagit Indian Tribe have occurred recently.

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Telecommunications

Existing Facilities

Telephone, cable and internet service to the Sedro-Woolley urban growth area is provided by many private companies. The telephonic and cable transmission system presently has the capacity to serve all of the population within the city's urban growth area with future facility improvements centered on providing better and more varied service capabilities.

Among the currently existing facilities, the Sedro-Woolley Central office was installed in 1990 and is equipped with seven thousand forty (7,040) lines and has an emergency stand-alone capability feature. Within the Sedro-Woolley exchange are the following ESA remotes: Garden of Eden (equipped with four hundred twenty (420) lines), Northern State (six hundred forty (640) lines) and United General (six hundred forty (640) lines). Sedro-Woolley also serves as a conduit on the fiber optic routes with branches running east along Highway 20, south to Burlington and Mount Vernon, and north to Deming and other communities.

The telephone service industry has changed drastically since 2000, and consumers have a much greater choice of telephonic service providers. With the expansion of cable and wireless technology and restructuring of regional service provider licenses and contracts, a consumer is no longer restricted to one provider for "land-line" telephone service. Verizon is the primary land-line telephone provider for home and businesses in the Sedro-Woolley UGA. Comcast cable provides digital phone service and internet service as well as television cable service. Clear (formerly Clearwire) provides internet service and some phone services using cellular tower connections instead of relying on telephonic transmission lines or coaxial cable lines. Several smaller companies provide internet service within the Sedro-Woolley UGA.

Projected Need and Demand

The telecommunications provider plans are developed in five-year increments, so long-term 20-year plans are unavailable. Increased facilities are dependent on population and service demands. Within the next five (5) years, the Sedro-Woolley exchange will be adequately served by line adds to existing remotes, TCDPG for analog carrier replacement, and equipment required for special service. A project was recently completed to provide feeder pairs to cross connect serving approximately five hundred (500) new housing units in the area defined by Highway 9 and Highway 20, Sapp Road and the railroad right-of-way. In addition, at the present time, ninety-two working channels of analog carrier exist in the Sedro-Woolley exchange. Finally, upgrades on the remote switch and direct interface pair gain devices identified in the five-year plan will affect future base unit sizing. These requirements will be reflected in the Central Office Exchange (COE) Equipment Plan program as forecast and capital budget information is finalized. The COE plan will be updated annually to reflect longer range changes or as required for critical changes.

In general, the existing backbone network of cable and switches will not change. AT&T does have fiber following Highway 20 through the city.

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A listing of the existing and projected generation and transmission projects, and locations is available for review at the planning department office.

Cellular

A cellular telephone system is a series of transmission facilities or (cell sites), which use FM radio signals to transmit conversations and data to mobile/portable phone users. Cell sites consist of transmitting and receiving equipment and microwave relays, usually mounted on monopole or lattice tower, and ground mounted switching equipment. Cells cover roughly hexagonal-shaped areas, so as to maximize coverage while minimizing signal overlap, and thus interfering with other cells. The effect of this limitation on the number of channels per cell is that as the number of mobile phone users in an area grows, each cell must be subdivided into smaller cells to accommodate the increased demand. Consequently, an increased number of transmission facilities is required. However, since the height of the transmission facility determines the area, it covers as cells are subdivided into smaller cells, the height of transmission facilities must be reduced to minimize signal overlap. There are two licensed cellular towers in the Sedro-Woolley limits. The first is located near the center of town at the south end of the Sea-Land Industrial Park. The second tower is located on the south facing side of Dukes Hill, just east of the end of Marie Place, north of McGarigle Road. Cellular service is available in Sedro-Woolley from all the major cellular phone carriers.

Cable Television

Comcast Cable Services provides cable television service throughout most of the Sedro-Woolley planning area. Service is provided on overhead lines throughout most of the city. However, new plats require underground utilities. Wave Broadband provides service to areas not served by Comcast. The cable companies observe a service area agreement that prevents overlapping of service. Dish and satellite television is available in all areas of the UGA, but no regional infrastructure is necessary for these services.

Public Utilities Goals and Policies

GOAL U1: Develop all city utilities at levels of service appropriate to planned orderly growth.

Policy U1.1	Manage city-owned utility systems effectively to provide quality service.
Policy U1.2	Provide utility permits in a fair, timely and predictable manner.
Policy U1.3	Expand existing utility system according to the city's land use plan.
Policy U1.4	Require services as a condition for annexation, consistent with proposed land use and utility comprehensive plans.
Policy U1.5	Work in coordination with the respective utility providers to establish levels of service.
Policy U1.6	Work in coordination with PUD to explore additional supply options, including but not limited to conservation, purchasing of additional water, diversion of Skagit River

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water, development of groundwater/artificial recharge resources, dredging, raising the dam at Judy reservoir, and the construction of an additional impoundment reservoir.

GOAL U2: Ensure that utility service promotes public safety and convenience.

Policy U2.1 Cooperate with other utility agencies to control hazardous wastes.

Policy U2.2 Educate the public in proper handling of hazardous waste. Encourage the use of alternative products and practices that reduce use of hazardous materials.

Policy U2.3 Provide disposal locations for household, commercial and industrial hazardous wastes.

Policy U2.4 Engage a public review process for the siting of any waste disposal facility.

Policy U2.5 Site utilities in such a manner to protect citizens from short- and long-term adverse health impacts.

Policy U2.6 Provide public education programs on topics such as pollution control and water quality.

Policy U2.7 The city supports efforts to establish an open, competitive marketplace for telecommunication services in order to provide the latest and best technology available and keep service prices affordable for all city residents and businesses.

Policy U2.8 Encourage economic development while preserving aesthetic and other community values and prevent proliferation of above ground facilities.

Policy U2.9 Encourage the provision of advanced and competitive telecommunications on the widest possible basis to the businesses, institutions and residents of the city.

Policy U2.10 Require all new development to provide either telecommunications or conduit to encourage the extension of telecommunications within the public right-of-way.

Policy U2.11 Site plans for proposed developments shall show the location of all pipeline easements.

Policy U2.12 Sedro-Woolley recognizes the potential hazards associated with developments located near or adjacent to pipeline corridors.

Policy U2.13 Developments located near or adjacent to pipeline corridors should incorporate design elements and safety features to minimize the level of risk of injury to property and persons and loss of life which may result from pipeline accidents, both during construction and during occupancy following construction.

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Policy U2.14 Sedro-Woolley should seek the pipeline operator's participation in determining appropriate safety measures for specific locations, and to educate the public about safety risks associated with pipelines.

Policy U2.15 Sedro-Woolley shall seek monitoring by the pipeline operator of permitted development that involves land disturbance or other significant work within the pipeline corridor, including potential soil erosion problems over pipelines associated with storm water discharge.

GOAL U3: Benefit community aesthetics and protect the environment.

Policy U3.1 Maintain infrastructure design and construction standards which are environmentally sensitive, cost-effective and safe. Facilities should be designed to be compatible with surrounding neighborhoods.

Policy U3.2 Promote conservation of water and electricity within the urban growth area. Work with utilities, service agencies and other jurisdictions to promote conservation products and programs.

Policy U3.3 In accordance with state rules, regulations, and tariffs, require undergrounding of all new electrical distribution or communication lines, and encourage undergrounding of existing electrical distribution or communication lines in residential areas.

Policy U3.4 Require city notification prior to removal of vegetation within a city right-of-way or sensitive area by private service providers.

Policy U3.5 Require reasonably appropriate screening and compatible integration of all new above-ground utility facilities.

Policy U3.6 Encourage professional and sensitive vegetation management within utility rights-of-way, recognizing utilities' needs for clearance between trees and lines.

Policy U3.7 Combine utility and communication facilities such as antennas and easements wherever possible. Encourage joint use of utility corridors as recreational trails where appropriate and reasonably achievable.

Policy U3.8 Encourage conversion to environmentally sensitive alternative energy sources to support the 2019 Washington Clean Energy Transformation Act (CETA).

Policy U3.9 Encourage local businesses to contribute to improving community infrastructure through local improvement districts (LIDs).

Policy U3.10 Require new development to connect to Skagit PUD water system and not allow new well connections.

Policy U3.11 Work with Skagit PUD to identify existing wells. Encourage new main extensions to be made available in areas where PUD water is not available. Encourage well-users to connect to PUD water when water main is available.

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GOAL U4: Ensure non-city utilities are consistent with city plans and community values.

Policy U4.1 Coordinate with other jurisdictions and government agencies to plan and implement regional or multi-jurisdictional utility improvements.

Policy U4.2 Coordinate with Skagit County and the State of Washington to ensure that new utility facilities constructed in potential annexation areas conform to city of Sedro-Woolley standards.

Policy U4.3 Ensure that local policies do not conflict with public service obligations of utility service providers.

Policy U4.4 Negotiate a strategy with service providers in the county for transfer of services to the city of Sedro-Woolley upon annexation. Such a strategy should include relevant environmental, financial and engineering studies.

Policy U4.5 Recognize Puget Sound Energy's Skagit County GMA Electrical Facilities Plan as the electrical facilities plan of the city of Sedro-Woolley and its urban growth area (UGA).

Policy U4.6 As to great an extent as possible, require placement of utilities in transportation rights-of-way and utility corridors.

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Sedro-Woolley post office by Carl Waluconis.

CHAPTER 8

Economic Development Element

Vision Statement

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


2014 Loggerodeo. Photo by sunrisesoup.


Retail in Sedro-Woolley's downtown.


Downtown mural.

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 to encourage and support adequate selection and availability of employment opportunities and 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-

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Woolley. The goals and policies also provide guidance for embedding equity and inclusivity during the transition to a clean energy economy within the City.

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. The next required update to the Countywide Planning Policies is in 2035. 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.

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 support a stable and healthy economic base for residents, and also to provide employment opportunities to people who live close by, it 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.

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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.

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

Commercial and Industrial Land Designations

Commercial

There are three (3) commercial -supportive zoning designations in the city: the Central Business District (CBD), the Mixed Commercial zone (MC), and the Makers District (MD). 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.

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 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 s 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

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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. 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.

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 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.

Makers District – (MD)

The Makers District (MD) is located at the former site of the Skagit Steel plant, near the intersection of Cook Road and State Route 9 / State Route 20. It is highly visible to residents and tourists alike and is intended to create an aesthetic and welcoming entrance to the CBD. Balancing the historic use of the land with its unique location in the heart of Sedro-Woolley, this zoning designation provides for light manufacturing, retail, professional services, restaurants, and residential uses. This highly flexible zone ensures existing business owners are not displaced, while expanding the site's potential to become a focal point of the city. A mix of uses in this location also prioritizes public safety. The presence of residential, commercial, and light industrial uses ensures that the site is in the general view of the public

at all times, deterring nuisances and dangers that arise in low-visibility locations and preserving nearby property values.

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 in 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 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.

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 one of the fastest growing counties in the Puget 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. 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 has continued to grow. Between 2010 and 2024, the population of Sedro-Woolley increased from 10,540 to 13,080, an increase of 24.1%.

In 2024 the Skagit Council of Governments (SCOG) commissioned 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:

2022 Employment	2045 Employment Target	2022-2045 Employment Growth	Pct Total Countywide growth	Compound Annual Growth Rate (CAGR)
4,640	7,040	2,399	12%	1.8%

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%

Sector	2022 Employment	2025 Employment	2045 Employment Targets	2022-2045 Employment Growth		
				Amount	Pct Total Growth	CAGR
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 SWIFT Center (formerly the Northern State Hospital Campus), and Sedron Technologies, located downtown. The total number of jobs in Sedro-Woolley is anticipated to nearly double the planning horizon, primarily due 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 slowdown 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. 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 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 completed construction of a roundabout on State Route 20 that provides much-needed truck and vehicular traffic to the Industrial Park and new access to the industrial lands to the north of SR 20. The new access to two of the largest parcels of industrial land to the busiest state route (SR 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 and the 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 has not been merely job growth and diversification, but also the establishment of the city as an economic entity unto itself. In addition, 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:

- 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. 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.
- 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. These resources can be put to work to create a dynamic and healthy environment for economic growth.
- SWIFT Center development: "The Center" is a planned research and development complex focusing on technology on the grounds of the former Northern State Hospital. While planning and an environmental study have been conducted on this campus, actual development has been slow. The 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 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 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 land 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 continue to be a leader in employment growth over the planning period but trailing self-employment and health care over the planning period.

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 several assisted/senior living facilities (including Birchview Memory Care, 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. These existing employers are significant contributors to the heath care and social assistance industry in Sedro-Woolley's geographic and economic sphere of influence.

The majority of the employment is in the commercial corridor along Highway 20 and the downtown area. Industrial uses, including manufacturing and wholesale trade activities, are in the Industrial and Makers District zones. Additionally, home occupations are scattered throughout the community.

Technology and Innovation

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 SWIFT Center is a 225-acre property and managed

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by the Port of Skagit. The Center is designed to accommodate research, development and ancillary activities associated with the technology and innovation sector.

Retail Trade

The existing retail activity in the urban growth area is a product of numerous years of development in the downtown core and along the commercial corridors located along portions of State Route 20 (and Moore St.), State Route 9 (and North Township), and Cook Road west to I-5. The central business district is quite large, at about one hundred forty-five (145) acres. The Mixed Commercial zoning along the highways is limited to certain areas along the corridors and is 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 goods 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 many 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 several facilities serving automobile traffic adjacent to State Routes 20 and 9. 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 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 pluming companies, law offices and other services. The Mixed Commercial properties focused along State Route 20 are primarily retail, serving automotive traffic.

Industrial

Industrial business continues to grow slightly in the urban growth area. Industrial business occurs through activities largely located in the industrial parks.

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. (The MD zone is the approximate location of the second Skagit Steel location.)

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 in the southern portion of the city adjacent to State Route 20. Activities in this park include several small heavy and light industrial activities and commercial activities (related to industrial development).

Several areas are zoned for industrial uses which are not yet industrially developed but have the potential of being developed. One forty-acre parcel is located between Moore Street (State Route 20) and Jones Road, west of the railroad, and is zoned Industrial. Other Industrial zoned areas include, but are not limited to, the former sawmill sites located south of Jameson. 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.

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

Table 36. 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

Economic Development Strategy

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. 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 (AV) 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 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 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 include the following:

- Continue to provide business-friendly project review and permitting
- Support housing development to provide a larger workforce and to further support local retail.
- Focus on public Downtown infrastructure and design improvements.
- Improve State Route 20 and State Route corridors.
- Improve the cleanliness and visual appearance of commercial areas, including downtown.
- Engage in creative placemaking. Support the creation of experiences and places that are unique for visitors and residents in Sedro-Woolley.
- Continue to work with economic development partners to provide additional help and technical assistance for online commerce and other technical business and support services.
- Support infill commercial and housing development.
- Continue to partner regionally to benefit the regional economy, which will benefit the Sedro-Woolley economy.
- Continue to partner with the Port of Skagit and Skagit County on the continued redevelopment of the SWIFT Center.
- Support enhanced tourism.
- Citywide public infrastructure development.
- Workforce development.

Additional priorities include:

- 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 well-suited industrial use, maintain an adequate supply of suitable commercial/industrial land, and provided infrastructure to support it.

- 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.
- Encourage retail uses in the storefronts along Metcalf Street which allow window-shopping and engages passers-by. Retail uses in the storefronts give 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.
- Seek opportunities to improve pedestrian friendly infrastructure such as sidewalks and walking routes allowing access to and connectivity within the downtown district.
- Continued support of the Central Skagit Library District contributes 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.
- 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.
- 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.
- 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.
- 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 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.

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- 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.
- 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, to promote each other and what lies between to capture dollars that might be spent elsewhere.
- 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.
- Encourage employment and business development opportunities at the SWIFT Center.
- Promote the decarbonization and innovative use of technology to conduct business. Prioritize energy efficiency and electrification of new developments and redevelopment.

Economic Development Goals and Policies

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: 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 with other public agencies and private interests, such as Job Corps, in labor force training programs that take advantage of traditional resources.

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.

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: 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 public/private ventures that provide measurable economic benefits to the community, and that align with Sedro-Woolley's 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, the Port of Skagit, and the Upper Skagit Indian Tribe to establish strong business relationships and support for projects and programs of mutual community benefit.

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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, and other similar events.

Policy E2.10 Improve the cleanliness and visual appearance of commercial areas, including downtown.

Policy E2.11 Continue supporting the Central Skagit Library District, recognizing its contribution to the community and local economy.

Policy E2.12 Support inter-modal connectivity via the existing Inter-modal Transportation Center/Hub located at Cook Rd & Ferry Street. Work with and encourage Skagit Transit to offer a city bus that circulates around Sedro-Woolley and syncs with a link route from the Inter-modal Transportation Center and other employment centers in the community and region, including Burlington, the SWIFT Center, the Upper Skagit Tribe, and upriver communities.

Policy E2.13 Encourage a multi-modal transportation system that allows residents to move easily from their homes to their jobs to the necessary services without exclusive dependence upon the single-occupancy vehicle.

Policy E2.14 Encourage new park and ride facilities and improvements to the existing park and ride facilities. Foster new partnerships with 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 E2.15 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 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 residents.

Policy E2.16 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 E2.17 Encourage employment opportunities at the SWIFT Center.

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Policy E2.18 Encourage the decarbonization and innovative use of technology to conduct business. Prioritize energy efficiency and electrification of new development and redevelopments.

Policy E2.19 Focus on downtown improvements.

Policy E2.20 Prioritize the transition of the Makers District (MD) 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.

Policy E2.21 Engage in creative placemaking. Support the creation of experiences and places that are unique for visitors and residents in Sedro-Woolley.

Policy E2.22 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.

Policy E2.23 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 E2.24 Encourage retail uses in the storefronts along Metcalf Street which allows window-shopping and engages passers-by. Retail uses in the storefronts give 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 E2.25 Seek opportunities to improve pedestrian friendly infrastructure such as sidewalks and walking routes allowing access to and connectivity within the downtown district.

GOAL E3: 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 include:

- Promoting the use of the theme "Gateway to the North Cascades" and marketing Sedro-Woolley as the basecamp for hiking, camping, fishing and other recreation opportunities in the region.

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- Creating 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.
- Partnering with the Chamber of Commerce and local businesses on marketing and branding the city.
- Providing cohesive directional and interpretive signage for vehicles and cyclists from different entry points.

Policy E3.2 Establish a local tourism marketing strategy and branding for the central business district and other attractions or features in the city. Initiatives include:

- Capitalizing upon the city's unique location andheritage. Strive to maintain a balance between environmental education and historic and cultural preservation.
- Including the interests and influence of the Upper Skagit Tribe in Sedro-Woolley's tourism strategy. Encourage joint operation of environmental education sites and programs in the downtown area as well as at various parks and historic sites around the community.

Policy E3.3 Encourage retail and food service businesses to extend hours of operation on weeknights and weekends.

Policy E3.4 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 E3.5 Build on the success of Loggerodeo by supporting the addition of an associated music festival, such as bluegrass or folk music.

Policy E3.6 Provide a winter festival to include a parade, athletic competitions, a play and/or music concert.

Policy E3.7 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.

Policy E3.8 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 E3.9 Actively seek grant funding and participate in regional trails development to encourage bicycle tourism in Sedro-Woolley.

Policy E3.10 Promote bicycling as Sedro- Woolley's tourism specialty. Enhance existing facilities, such as the Cascade and Centennial Trails, to accommodate bicyclists, to possibly include additional tent spaces and showers at the Riverfront RV Park. Build new

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facilities, such as centrally located public restrooms, on-street bicycle lanes, off-street parking (bicycle racks downtown), and picnic areas.

Policy E3.11 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 E3.12 Provide mitigation for negative impacts associated with tourism, including nonseasonal employment, tourist-local resident conflicts and environmental aspects.

Policy E3.13 Use a variety of media sources to promote Sedro-Woolley tourism opportunities. Use signage and design along State Route 20 to communicate economic opportunities and attract tourism, such as establishing a large sign at the intersection of SR20/Ferry Street directing visitors to downtown.

Policy E3.14 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.

Policy E3.15 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 E3.16 Expand on the existing green industries and promote the city as a hub for further sustainable and green industries.

Policy E3.17 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.

GOAL E4: Enhance Sedro-Woolley's Business Friendly Environment.

Policy E4.1 Provide expedited permit processing, particularly for outright permitted uses.

Policy E4.2 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 E4.3 Support infill commercial and housing development.

Policy E4.4 Continue to partner regionally to benefit the regional economy, which will benefit the Sedro-Woolley economy.

Policy E4.5 Continue to partner with the Port of Skagit and Skagit County on the continued redevelopment of the SWIFT Center.

Policy E4.6 Continue to support workforce development.

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Policy E4.7 Support housing development to provide a larger workforce and to further support local retail.

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Skagit River by WSDOT

CHAPTER 9

Climate Element

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.



Skagit Transit sign and street trees.



Snow on the hills of Sedro-Woolley. *Photo by John Lloyd.*

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.

A Climate Policy Advisory Team (CPAT) was formed to provide input on climate information and provide recommendations on

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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:
    - *Result in reductions in overall greenhouse gas emissions generated by transportation and land use within the jurisdiction but without increasing emissions elsewhere in Washington;*
    - *Result in reductions in per capita vehicle miles traveled within the jurisdiction but without increasing greenhouse gas emissions elsewhere in Washington; and,*
    - *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:
    - *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;*
    - *Identify, protect, and enhance natural areas to foster climate resilience, as well as areas of vital habitat for safe species migration;*
    - *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.*

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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 E.

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



2009 flooding in Skagit County. Photo by WSDOT.

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

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)

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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.



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.

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

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 four hazards identified in this plan.

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 E).

GOAL CR1: 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.

Policy CR1.1 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.

Policy CR1.2 Reduce stormwater impacts from transportation and development through watershed planning, redevelopment and retrofit projects, and low-impact development, including consideration of the treatment 6PPD-quinone and the restoration of impaired waterways, where appropriate.

Policy CR1.3 Coordinate with Skagit PUD to develop and provide water efficiency strategies to commercial customers to increase resilience.

Policy CR1.4 Encourage and work with organizations to incentivize green building certification to improve energy efficiency and environmental performance.

Policy CR1.5 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 CR2: 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.

Policy CR2.1 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.

Policy CR2.2 Reduce stormwater impacts from transportation and development through watershed planning, redevelopment and retrofit projects, and low-impact development.

Policy CR2.3 Coordinate with Skagit PUD to develop and provide water efficiency strategies to commercial customers to increase resilience.

GOAL CR3: 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.

Policy CR3.1 Protect significant historic resources, sites, and structures prone to floods or other hazards worsened by climate change.

Policy CR3.2 Protect, enhance, and restore ecosystems in order to meet tribal treaty rights that could be adversely impacted by climate change.

Policy CR3.3 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 CR4: Develop and maintain local government staff members' technical expertise and skills related to climate change and environmental justice to improve communitywide policy implementation, equity, and resilience.

Policy CR4.1 Factor climate impacts into the planning of operations and coordination of preparedness, response, and recovery activities among first responders and partners,

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including, but not limited to, public health, law enforcement, fire, school, and emergency medical services (EMS) personnel.

Policy CR4.2 Continue to partner with Skagit County and other local jurisdictions agencies, and organizations, including schools, to develop recovery planning efforts and assist with disseminating information regarding emergency preparedness.

Policy CR4.3 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.

Policy CR4.4 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.

Policy CR4.5 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.

Policy CR4.6 Establish regulations that incorporate best practices for reducing the risk of wildfire, extreme heat, flooding, and other hazards.

Policy CR4.7 Develop and implement a wildfire smoke resilience strategy in partnership with residents, emergency management officials, regional clean air agency officials, and other stakeholders.

Policy CR4.8 Develop and implement notification alerts within the community to reduce the risk of exposure to wildfire smoke and particulate matter.

GOAL CR5: 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.

Policy CR5.1 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.

Policy CR5.2 Develop and implement an urban heat resilience strategy that includes land use, urban design, urban greening, and waste heat reduction actions.

Policy CR5.3 Assist vulnerable populations by identifying areas of greater need and seeking grant funding for necessary preparedness and improvement programs.

Policy CR5.4 Develop and implement a multi-hazard public awareness program.

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GOAL CR6: Review the City's Codes and Plans to identify opportunities to incentivize urban tree canopy retention and enhancement to increase resilience.

Policy CR6.1 Identify and implement strategies for reducing residential development pressure in the wildland-urban interface.

Policy CR6.2 Map and assess vulnerability to wildfire risk with technical assistance from state or federal resources.

Policy CR6.3 Coordinate with Washington Department of Natural Resources and other agencies to enhance forest stewardship education aimed at reducing loss of private forestland through forest stewardship education and identifying opportunities to expand incentives for forest landowners.

Policy CR6.4 Encourage private landowners to increase their climate resilience through enhancement of tree canopy and stream habitat on their lands.

GOAL CR7: Ecosystems. Ensure the protection and restoration of streams, riparian zones, estuaries, wetlands, and floodplains to achieve healthy watersheds that are resilient to climate change.

Policy CR7.1 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.

Policy CR7.2 Protect and restore riparian vegetation to reduce erosion, provide shade, and support other functions that improve the climate resilience of streams.

Policy CR7.3 Restore floodplains and connectivity to improve the resilience of streams and rivers and reduce flood risk.

Policy CR7.4 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.

Policy CR7.5 Implement actions identified in restoration and salmon recovery plans to improve the climate resilience of streams and watersheds.

Policy CR7.6 The City shall implement the Stormwater Management Action Plan, including riparian improvements on City-owned parcels near Brickyard Creek, culvert replacements, and Low Impact Development (LID) standards to enhance water quality.

Policy CR7.7 The city will identify and conserve important lands through acquisition, zoning and land use designations, conservation easements, and by increasing canopy cover in infill areas to protect and restore ecological functions.

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Policy CR7.8 Protect and restore wetlands, riparian areas, and habitat corridors between these critical areas to provide biological and hydrological connectivity that fosters resilience to climate impacts for vegetation, wildlife and residents.

GOAL CR8: 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.

Policy CR8.1 Utilize water conservation methods and technologies in development of irrigation infrastructure within parks and recreation areas to foster climate resilience.

Policy CR8.2 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.

Policy CR8.3 Coordinate with Skagit PUD to review the current 10-year Water System Plan to inform necessary investments in the Capital Improvement Plan.

Policy CR8.4 Coordinate with Skagit PUD to evaluate long-range demand forecast methods and models to ensure sufficient water supply in a changing climate.

Policy CR8.5 Develop and implement a comprehensive drought resilience strategy that factors in projected climate impacts and sets action levels for different drought stages.

Policy CR8.6 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.

Policy CR8.7 Incentivize the use of green infrastructure and low-impact development to address increased storm intensities and stormwater runoff.

Policy CR8.8 Prioritize strategies identified in the City of Sedro-Woolley Stormwater Action Plan to improve water quality and increase resilience to a changing climate.

GOAL CR9: Establish land use patterns that increase the climate resilience of the built environment, ecosystems, and communities.

Policy CR9.1 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.

Policy CR9.2 Consider climate change impacts, such as extreme precipitation and increased winter streamflow, in floodplain management planning.

Policy CR9.3 Encourage siting and planning for relocation of hazardous industries and essential public services away from the 500-year floodplain.

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GOAL CR10: 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.

Policy CR10.1 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.

Policy CR10.2 Consider planning for relocation of transportation infrastructure that may be at high risk of flooding, landslides, and other natural hazards.

Policy CR10.3 Identify locations susceptible to natural disasters and plan for appropriate infrastructure replacement.

Policy CR10.4 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.

Policy CR10.5 Encourage robust circulation in the multi-modal transportation network to allow for alternative modes of transportation, such as walking, cycling, or rolling.

GOAL CR11: Encourage land conservation or acquisition to protect infrastructure functions at risk of climate-related hazards.

Policy CR11.1 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.

Policy CR11.2 Consider planning for relocation or retrofitting of critical infrastructure that may be at high risk of flooding, landslides, and other natural hazards.

GOAL CR12: Protect and adapt critical infrastructure, including water and sewer facilities, to ensure resiliency to a changing climate.

Policy CR12.1 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.

Policy CR12.2 Evaluate potential increases in future flow projections for the City's wastewater treatment plant (WWTP) to increase resiliency and capacity over time.

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Policy CR12.3 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.

Policy CR12.4 Invest in technologies that improve the efficiency of critical infrastructure.

GOAL CR13: Waste Management. Encourage the community to reduce, reuse, and recycle waste materials sustainably.

Policy CR13.1 Identify opportunities in the city to minimize carbon emission impacts of building demolition with best available recycling strategies.

Policy CR13.2 Encourage recycling of paper, food, textile, and metal waste to the extent possible.

Policy CR13.3 Partner with schools and community organizations to raise awareness about benefits of recycling and promote increased efforts.

GOAL CR14: Evaluate whether energy infrastructure, including generation and transmission, is able to accommodate renewable energy opportunities and to withstand the impacts of severe weather and other natural hazards worsened by climate change.

Policy CR14.1 Work with energy utilities to improve the safety and reliability of infrastructure vulnerable to climate change.

Policy CR14.2 Continue to require new subdivisions to bury electricity transmission lines and associated infrastructure to reduce damage from storms and wildfire ignition risks.

GOAL CR15: Support the creation of employment opportunities within Sedro-Woolley, particularly for residents that commute outside city limits, to reduce vehicle miles travelled (VMT).

Policy CR15.1 Support the implementation of the goals and policies within the Economic Development Element of the Plan.

Policy CR15.2 Promote a resilient local economy by identifying opportunities for diversification and supporting businesses in adapting to climate-related hazards.

Policy CR15.3 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.

Policy CR15.4 Encourage improving access to reliable, high-speed internet to facilitate working from home and increase educational opportunities or workforce training.

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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 F. 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 GHG1: Encourage the use of renewable energy, conservation measures, and efficient technologies and practices to reduce greenhouse gas emissions.

Policy GHG1.1 Support programs that encourage additional net-zero greenhouse gas emission features for all new residential and commercial structures.

Policy GHG1.2 Maximize the use of renewable energy sources for the supply of electricity and heat to new and existing buildings.

Policy GHG1.3 Incorporate energy efficiency in the design of retrofitted, remodeled, or new City facilities, to the extent feasible.

Policy GHG1.4 Streamline applications that exceed minimum energy efficiency standards in the design of retrofitted, remodeled, or new privately owned facilities.

GOAL GHG2: Prioritize the adaptive reuse of buildings, recognizing the emission-reduction benefits of retaining existing buildings.

Policy GHG2.1 Encourage the preservation and reuse of existing buildings through incentives, such as expedited permit review.

Policy GHG2.2 Prioritize the preservation and weatherization of housing in overburdened communities, particularly at higher densities, to reduce emissions and increase resilience.

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GOAL GHG3: Reduce vehicle miles traveled to achieve greenhouse gas reduction goals.

Policy GHG3.1 Partner with WSDOT, Skagit Council of Governments (SCOG), and other agencies to support the implementation of travel demand management (TDM) programs and strategies.

Policy GHG3.2 Create a safe, well-connected, and attractive bicycle and pedestrian transportation network to encourage active transportation.

Policy GHG3.3 Identify existing barriers to providing connectivity of multi-modal trails, including a nexus between active bicycle and pedestrian pathways and open spaces.

Policy GHG3.4 Evaluate where improvements can be made to improve shoulders, bike paths, and safe bicycle parking facilities and seek grant funding opportunities to increase connectivity.

Policy GHG3.5 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.

Policy GHG3.6 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 GHG4: Expand electric vehicle infrastructure.

Policy GHG4.1 Incentivize electric vehicle charging infrastructure in all new and retrofitted buildings.

Policy GHG4.2 Incentivize new development to install electric vehicle charging infrastructure during construction.

Policy GHG4.3 Coordinate with the City's Fire Department staff and Building Official to identify and reduce barriers to encouraging electric vehicle infrastructure.

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GOAL GHG5: Improve the efficiency of transportation systems to reduce greenhouse gas emissions.

Policy GHG5.1 Coordinate with Skagit Transit to improve transit speed, connectivity, frequency, coverage, reliability and expand transit stops, particularly near commercial and employment areas.

Policy GHG5.2 Prioritize permitting for transit-oriented development (TOD) proposals.

GOAL GHG6: Develop targeted campaigns for recycling material with the highest GHG reduction impact (e.g., paper, metal, food waste).

Policy GHG6.1 Incentivize recycling of construction and demolition debris.

Policy GHG6.2 Use recycled materials in the construction of transportation and other infrastructure facilities.

Policy GHG6.3 Coordinate with the local job corps to create and sustain a business technical assistance program to increase recycling and reduce waste.

Policy GHG6.4 Increase education for composting programs to divert community organic waste from entering landfills.

GOAL GHG6: Maximize solar access of site design, where practicable, for new solar-ready residential and commercial buildings.

Policy GHG7.1 Incentivize installation of solar panels on buildings with large rooftops, as well as within or over parking areas.

GOAL GHG8: Reduce greenhouse gas emissions from the transportation sector.

Policy GHG8.1 Prioritize and promote public transit expansion and use through coordination of land use and transportation planning.

Policy GHG8.2 Prioritize converting public fleets to zero-emission vehicles.

Policy GHG8.3 Implement multimodal transportation planning to reduce single-occupancy vehicle dependence and greenhouse gas emissions.

GOAL GHG9: Increase tree canopy cover to boost carbon sequestration, reduce heat islands, and improve air quality, prioritizing overburdened communities.

Policy GHG9.1 Improve and expand urban tree canopy to maximize or conserve carbon storage.

Policy GHG9.2 Maximize tree canopy coverage in surface parking lots.

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Policy GHG9.3 Identify opportunities to enhance and preserve existing urban tree canopy to maintain or increase their carbon concentrations and avoid loss of carbon-rich ecosystems.

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APPENDIX A

Land Capacity Analysis

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OVERVIEW AND CONTEXT

Comprehensive Plan Periodic Update Requirements

The City of Sedro-Woolley is in the process of periodically updating its comprehensive plan as required under the Growth Management Act (GMA). An essential component of the analysis of existing conditions needed to plan for adopted growth allocation targets is the analysis of land capacity, required as part of the comprehensive plan's land use element under Washington Administrative Code (WAC) 365-196-325.

This report evaluates the relationship between the development capacity of tax parcels within city limits under current zoning and the projected need for commercial/industrial (employment) and residential uses over the 20-year planning horizon. The comprehensive plan periodic update deadline is December 31, 2025, and the City is planning for growth out to 2045.

Population and Housing Growth Allocations

The Skagit Council of Governments (SCOG) issued the "Skagit County Population, Housing and Employment Growth Allocations" final report on April 29, 2024. Within that report, growth allocations (population, housing, and employment) are assigned to all cities, unincorporated UGAs, and rural areas out to 2045.

New for the 2025 plan update cycle is the substantive differentiation between the population growth allocation and the housing allocations by income band. The former is based on forecasted countywide population between 2022 and 2045 using the Office of Financial Management's (OFM) Medium-series population projection for the county and then allocated across Urban Growth Areas (UGAs) using a growth rate derived from historical trends between 2012 and 2022.

Table 37. Population Growth Allocations for Sedro-Woolley UGA

UGA	2022 Population	2025 Population	2045 Population Targets	2022-2045 Population Growth	
				Amount	Pct Total Growth[1]
Sedro-Woolley City	12,596	13,236	16,596	4,000	14%
Unincorporated	1,500	1,578	1,986	486	2%
Sedro-Woolley UGA Total	14,096	14,813	18,582	4,486	15%

Source: SCOG, 2024

1 – Note that the percent total growth is the percentage of the total growth countywide that is project to occur in Sedro-Woolley over the planning period, not the city's growth rate relative to 2022 over the planning period. This table is an excerpt from a table showing all jurisdictions countywide.

Housing income band allocations are derived from forecasted population growth as well as the Housing for All Planning Tool, or HAPT, developed by the Washington State Department of Commerce (Commerce) to assist communities in this comprehensive plan update cycle. This tool was developed in response to major changes to the Housing Element requirements in the GMA (RCW 36.70A.070(2)) adopted in House Bill 1220 in 2021 by the Washington State Legislature.

The HAPT model provides three methods for allocating future housing unit needs. Method A distributes calculated countywide growth in housing units or net new units needed by UGA based on the allocation of future population growth and distributes housing need by income band based on the countywide distribution by income band. Method B distributes total future housing units needed by UGA based on the allocation of future population growth and distributes total future housing units by income band based on the countywide distribution. With Method B, net new housing units are calculated by UGA by subtracting existing housing units by income band from total future housing units by income band.

In its "Population, Housing and Employment Growth Allocations" report, SCOG and the Growth Management Act Technical Advisory Committee (GMATAC) select Method A with the following modifications:

- Reduce housing unit allocation within the 0-50% AMI band in the Rural geography or outside of UGAs by 90%. Member feedback indicates that housing unit types are limited in rural areas. While some Accessory Dwelling Unit (ADU) development can be expected, there are limitations to multifamily housing development. Additionally, land costs may be prohibitive for housing within the 0-50% AMI bracket.
- Rebalance the housing unit allocations to ensure that the total by UGA remains consistent with the HAPT Method A output by reallocating the calculated need from the greater-than-120% AMI bracket from each UGA to the rural geography.

On July 10, Commerce released an update to the HAPT tool with the inclusion of Method C, which uses the same approach as Method A but with the following changes:

- All countywide housing needs for 0-50% of AMI and emergency housing needs are allocated only to cities and unincorporated UGAs because new housing at 0-50% AMI is not typically feasible in rural areas, and
- It allows communities to also enter allocation shares of future housing for specific unincorporated UGAs, with an additional option for rural sub-areas.

The process undertaken by Skagit County and the cities within the County (including Sedro-Woolley) through the Skagit Council of Governments (SCOG) resulted in housing allocations in line with what the outputs of Methodology C would indicate, so the SCOG plans to rely on the Growth Projections and Allocations as outlined in the final report dated April 29, 2024[1].

[1] Skagit Council of Governments. (2024) "Growth Projections and Allocations Final Report." GrowthProjectionsAndAllocationsFinalReport-2024-04-29.pdf (scog.net)

Table 38. Net New Housing Needed by AMI, Sedro-Woolley UGA, 2020-2045

UGA	Net New Housing Need (2020-2045)								Emergency Housing Need (Beds)
	Total	0-30% Non-PSH	0-30% PSH	30-50%	50-80%	80-100%	100-120%	120% +	
Sedro-Woolley City	2,360	741		475	339	181	161	463	43
Unincorporated	287	90		58	41	22	20	56	
Sedro-Woolley UGA Total	2,647	532	299	533	380	203	180	519	

Source: SCOG, 2024

Employment Growth Allocation

The GMATAC confirmed a preference for Scenario 2 for employment allocations as follows:

Table 39. Employment Growth Allocation for Sedro-Woolley UGA, 2022-2045

UGA	2022 Employment	2045 Employment Target	2022-2045 Emp Growth	Pct Total Growth	CAGR
Sedro-Woolley UGA	4,640	7,040	2,399	12%	1.8%

Source: SCOG, 2024

Existing Plan Capacity

Sedro-Woolley's current comprehensive plan contains a land capacity analysis in Appendix A. This appendix, which will be referenced throughout as it relates to methodology and mapping, reports the following summary of Sedro-Woolley's housing and employment capacity.

Table 40. 2036 Land Capacity in Sedro-Woolley UGA

Zone	Gross Buildable Acres			% Infra-structure	Market Factors		Acres Net Buildable	Jobs/ Acre	DU/ Acre	Added Capacity	
	Vacant	Pt Vacant	Total		Vacant	Pt Vacant				Jobs	DU
R5	176.8	204.8	381.6	25%	15%	20%	235.6	-	5.0	-	1,177
R7	55.4	47.7	103.1	25%	15%	20%	63.9	-	7.0	-	447
R15	13.7	9.5	23.2	25%	15%	20%	14.4	-	15.0	-	216

MC	63.6	16.5	80.1	25%	25%	25%	45.1	20.0	-	901	-
CBD	8.0	1.2	9.2	25%	25%	25%	5.2	20.0	-	103	-
I	47.5	9.7	57.2	25%	25%	25%	32.2	6.5	-	209	-
P	251.2	-	251.2	-	-	-	-	-	-	-	-
OS	6.8	-	6.8	-	-	-	-	-	-	-	-
Total	623.0	289.3	912.3	25%	15%	25%	396.3			1,213	1,840
	Dwelling Unit (DU) to Population Conversion:										
	Residential Occupancy Factor (% of all units)										92.9%
	Occupied Unit Capacity										1,709
	Average Household Size (persons per occupied household)										2.59
	Anticipated Population Capacity (added population to 2036)										4,427

Note: No jobs are allocated to P or OS lands with this buildable land analysis.

Employment potentials with the Northern State site are being addressed separately by the City of Sedro-Woolley.

Source: City of Sedro-Woolley, Washington State Office of Financial Management, and E.D. Hovee & Company, LLC.

Methodology

Facet adapted the methodology used in the 2015 land capacity analysis, with some modifications as noted in the sections below, which follow the outline from the 2015 LCA.

Please note that after conversations with the Sedro-Woolley Planning Commission in winter and spring 2025, methodologies were tweaked to more fully account for the uses and densities allowed using the City's Planned Residential Development (PRD) code in Sedro-Woolley Municipal Code (SWMC) chapter 17.43.

Zones

The outline below describes the zones included in the analysis. Note that the two overlay zones were implemented since the 2015 LCA was completed.

Residential Zones:

- Residential 5 (R5) – for single-family use at up to 5 DU/acre. 7 DU/acre allowed in PRDs, and it is assumed that all parcels larger than 3 acres will develop as PRDs at 7 DU/acre. (There are limited circumstances where an additional 2 du/ac are allowed in a PRD, but that was not assumed zone-wide.)

- Residential 7 (R7) – primarily single-family at up to 7 DU/acre. 9 DU/acre allowed in PRDs, and it is assumed that all parcels larger than 3 acres will develop as PRDs at 9 DU/acre. (There are limited circumstances where an additional 2 du/ac are allowed in a PRD, but that was not assumed zone-wide.)
- Residential 15 (R15) – allowing single- and multi-family uses at 4-15 DU/acre

Employment Zones:

- Mixed Commercial (MC) – encouraging a mix of commercial with upper level residential
- Transitional Mixed Commercial Overlay (TMCO) – encourage the conversion of underlying zone from Industrial to Mixed Commercial
- Industrial – intended for manufacturing, warehousing, distribution and office uses (no residential component)

Mixed-Use Zones:

- Urban Village Mixed Use Overlay (UVMU) – encourage a compatible mix of commercial and residential development and more diverse types of residential density at up to 35 DU/acre. Overlays onto the MC zone
- Central Business District (CBD) – allowing all forms of commerce with multi-family housing on upper levels up to a max building height of 60 feet or independent, at 2-4 DU per building for specified locations

Public and Open Space Zones:

- Public (P) – for parks, schools, public infrastructure and related public use
- Open Space (OS) – for parks, recreation, public infrastructure and related public use (as well as the zoning applied to the SWIFT Center on the grounds of the former Northern State Hospital)

The City provided Facet with a zoning shapefile from 2015. Facet extracted a tax parcels shapefile as well as city limits and urban growth area (UGA) shapefiles from Skagit County in July 2024. We added fields for GIS acres, wetland critical area acres, non-wetland critical area acres, GMA jurisdiction, and zoning, selected parcels by location within the city and UGA, and exported these as separate datasets. GMA jurisdiction was calculated for both datasets, GIS acres was calculated via the calculate geometry function using the State Plane North projected coordinate system, and zoning was applied to each parcel by selecting the zoning shapefile by attribute one zone at a time then using that selection to select parcels by location and calculate the current zoning.

Critical Areas

The City of Sedro-Woolley wished to continue calculating critical area constraints at the parcel level. To that effect, Facet created two different critical area shapefiles to conduct spatial analysis on the tax parcels as follows:

- Floodway – all affected area is deducted and considered unbuildable. The water body feature class in WA DNR's hydro dataset was used.
- Steep Slopes – all area affected by high probability of slope instability deducted and considered unbuildable. Facet used the 2017 North Puget LIDAR dataset and conducted a slope analysis, converting to a vector polygon shapefile and deleting all polygons with less than 40 percent slopes from the dataset.
- River/Stream/Creek Buffers – all affected area deducted and considered unbuildable. We used the watercourse feature class in WA DNR's hydro dataset and applied buffers to stream types using Sedro-Woolley's critical areas ordinance and buffered the watercourses and dissolved the features.
- Bonneville Power Administration (BPA) Easement (262.5 feet) – all affected area deducted and considered unbuildable. We used aerial imagery and existing parcel boundaries to estimate the centerline of the easement. A new polyline was created and a buffer of 131.25 feet was applied.
- Puget Sound Energy (PSE) Easement (100 feet) – all affected area deducted and considered unbuildable. We used aerial imagery and existing parcel boundaries to estimate the centerline of the power line corridors for PSE lines. A new polyline was created and a buffer of 50 feet was applied.
- Williams Pipeline Easement (75 feet) - all affected area deducted and considered unbuildable. We used aerial imagery and existing parcel boundaries to estimate the centerline of the pipeline easement. A new polyline was created and a buffer of 37.5 feet was applied.
- Wetlands – deduction of 50% of the buildable area of affected tax lots. We used National Wetland Inventory (NWI) data.

The above critical area features were combined using a series of geometric unions. The union shapefile was split such that areas that were encumbered by wetlands ONLY were extracted to their own shapefile. The remainder were exported as a non-wetland critical areas shapefile. These two critical area mosaic shapefiles were combined via the union tool with the city and UGA parcel shapefiles and acres of these two categories of critical areas were calculated in the wetland critical areas and non-wetland critical areas fields in the parcel shapefiles in the previous step. The non-wetland critical areas acreage of each parcel was subtracted from the GIS acres of each parcel to result in the buildable area of each parcel. Parcels containing a wetland at any level resulted in a 50% reduction in the buildable area calculated above.

- 100-year Floodplain – deduction of 50% of the buildable area of affected tax lots. Online FEMA FIRM maps are not available for the inland areas of Skagit County. Facet used the scans of the paper FIRM maps and georeferenced the image onto the GIS map, using this to manually create a shapefile of the 100-year floodplain. Aerial imagery was used to estimate the floodplain boundary in areas where the floodplain was not mapped due to expansions of city limits since the FIRM maps were created in 1988. This shapefile was used to manually reduce the buildable area of affected parcels by 50%.

Development Status

As with the 2015 land capacity analysis, the goal of this analysis was to determine land supply and development capacity of vacant and partially vacant tax parcels in Sedro-Woolley. We followed the steps laid out below to accomplish this.

1. The GIS shapefiles of parcels in the city and in the UGA, joined with critical areas and buildable area calculated accordingly as described above, were exported to a database file (DBF) and then saved as an Excel spreadsheet.
2. We then extracted all parcels with tax exempt status to a separate tab called "undevelopable – exempt".
3. We filtered the all parcel dataset by zoning district and created a separate tab for each district.
4. Within each tab, several new fields were created for data analysis:
    - "Has_Wetland" is a binary field with 1 calculated when wetland acres are greater than 0, and 0 when wetland acres are zero;
    - "Developable_Acres" is a field where the GIS acreage is converted to developable acreage by subtracting critical areas acreage from GIS acreage or multiplying GIS acreage by 0.5 depending on the presence of wetlands (see below for details).
    - "IsTract" is a binary field representing whether the parcel is coded in the assessor data as an HOA tract (access tract, stormwater tract, open space tract) where 1 represents a parcel that begins with "(27COMAREA)" in the "Neighborho" field.
    - "IsVacant" is a binary field representing whether the parcel can be considered vacant.
    - "IsPartiallyUsed" is a binary field representing whether the parcel is partially vacant.
    - "isBuildable" is a binary field representing whether a parcel that is either vacant or partially vacant based on the following calculations is truly buildable.
    - "VacantAcres" is a field that returns the developable acres field value if the "IsVacant" value is 1.
    - "PartiallyUsedAcres" is a field that returns the developable acres field value if the "IsPartiallyUsed" value is 1.
    - "LandCapacityStatus" – returns four separate values using the above fields based on the categories enumerated below.
    - "VacantUnits" (included in parcels with potential residential capacity in the residential zones and in the TMCO and UVMU zones) – calculates the potential yield for parcels where the "VacantAcres" value is above zero by multiplying developable acres by the maximum density in the zone and rounding down.
    - "PartiallyUsedUnits" – calculates the potential unit yield for parcels where the "PartiallyUsedAcres" value is above zero by multiplying the developable acreage by the

maximum density, rounding down, and subtracting 1 to account for the home located on the lot.

- "Notes" – a text field for describing where calculations were overridden and why.

The following are the land development status categories represented in this analysis:

- Vacant – Vacant tax lots have no structures or have structures with limited value. Consistent with the 2015 LCA, we used tax lots with improvement values under $10,000. We also introduced additional filters of having a land use code greater than or equal to 900 (land use codes for vacant land) and not having a land use code used for mobile home parks, which can sometimes show up as iterations of the same physical parcel with improvement values of zero. We also used the "IsTract" column to code whether the parcel is an HOA tract or a true tax lot. Tracts were removed from consideration as vacant. Parcels in the R5 and R7 zones were split into those with less than or equal to 3 gross acres, and those with greater than 3 gross acres (small-lot and large-lot, respectively).
- Partially Vacant – Partially vacant tax parcels are those that are occupied, but that contain enough land to be further subdivided without rezoning. We calculated this in the spreadsheet to exclude parcels that are assigned a binary value of 1 for vacant. From that point, two separate calculations were performed for different zone categories:
    - Single-family zones (R1, R5, and R7) – We excluded parcels where the land use code is a duplex or mobile home, the parcel is a tract, and where the vacant binary value is 1. Then, we assigned a value of 1 if the GIS acres of the parcel is greater than or equal to double the minimum lot size in the zone and a value of 0 if the area is less than double the minimum lot size. (The minimum lot sizes are 1 acre in the R1 zone, 0.19 acres in the R5 zone, and 0.138 acres in the R7 zone.) As with vacant parcels, partially vacant parcels were analyzed separately when less than or equal to 3 acres and over 3 acres (small-lot and large-lot, respectively).
    - Multifamily and mixed-use zones (R15, TMCO, and UVMU) – We excluded parcels with a vacant binary value of 1, then for the remainder, we assigned a partially vacant value of 1 if the parcel's improvement to land value ratio is less than 0.5 and 0 for an improvement to land value ratio of greater than or equal to 0.5.
- Unbuildable – Land that is overly impacted by critical areas or constraints that preclude development. A parcel is classified as unbuildable (value of 0) in the "IsBuildable" field if:
    - It is more than 90% constrained by all critical areas (wetland plus non-wetland critical areas divided by GIS acres is greater than 0.9); and
    - It has less than 10,000 square feet of buildable land (employment zones) or cannot accommodate the zoned density in a residential zone on a lot with less than 10,000 square feet of buildable area (residential zones).

- Developed – Parcels that return a value of 0 for vacant, partially vacant, and buildable are coded as "developed" in the Land Capacity Status field. HOA tracts are coded as "developed".
- Undevelopable – Exempt – Parcels with a tax exemption were moved to a separate sheet and assigned a land capacity status of "undevelopable – exempt." The parcels owned by the Port of Skagit County in the "core" and "influence" areas of the SWIFT Center Subarea Plan were manually moved to the "P" zone sheet to enable them to be counted in the employment capacity calculations.
- Undevelopable – parks and open space – Parcels with zoning of P and OS were assigned a land capacity status of "undevelopable – parks and open space" (except for the 13 parcels composing the core and influence areas of the SWIFT center, which were originally sorted into the undevelopable – exempt).

Assumptions

The Facet team built off the assumptions from the 2015 LCA as follows:

Residential Assumptions

The following table of assumptions and variables describes how this LCA builds on the one completed in 2015, including noting where no changes were made.

Table 41. Residential Assumptions and Changes in 2024 LCA

Variable or Assumption	Allocation or Calculation	Change from 2015 LCA
Zoning – R5, R7, R15, MC, CBD, TMCO, UVMU	2023 zoning shapefile provided by City	Updated with zoning boundaries circa 2023. Added capacity in MC, CBD, TMCO, and UVMU based on municipal code (2015 LCA did not assign residential capacity to commercial zones)
Parcels	Skagit County tax parcel GIS data	July 2024 data download. Jurisdiction manually changed from Skagit County to City of Sedro-Woolley for two recent annexations
Assessor Data	Skagit County Assessor comment delimited (CSV) table download	Downloaded July 2024, joined to GIS tax parcel data using Parcel #
Residential Capacity (in acres for housing units)	Parcel size – existing dwellings – critical areas/easements – infrastructure – market factor	Calculation modified to apply public infrastructure and market factor deductions to the zone rather than individual parcels

Variable or Assumption	Allocation or Calculation	Change from 2015 LCA
Maximum Density	R5 – 5 du/ac (<= 3 ac), 7 du/ac (>3 ac) R7 – 7 du/ac (<= 3 ac), 9 du/ac (>3 ac) R15 – 15 du/ac MC/TMCO – 8 du/bldg (assumed 16 du/ac) CBD – 28 du/ac (no maximum density in SWMC, 60-foot height limit, multifamily above 1st floor) UVMU – 35 du/ac	TMCO and UVMU added to 2015 assumptions, as these zones did not exist at the time of the 2015 LCA. Different density assumptions for large-lot R5 and R7 (greater than 3 acres) due to the likelihood of the PRD being used in those cases. CBD zone does not have a maximum density prescribed in code.
Average Household Size	2.92 persons per family household (applied to capacity in R5 and R7 zones) 1.63 persons per nonfamily household (applied to multifamily/commercial zones)	2015 LCA used US Census Bureau, American Community Survey 5-Year Estimates for overall household size using Table S1101; per Planning Commission feedback, we have updated this to reflect average family size and inferred nonfamily household size applied to single- and multi-family-focused zones, respectively.
Occupancy Rate	96%	Updated from 92.9% figure cited in 2015 LCA
Infrastructure Deduction	25% infrastructure deduction applied at the zone level	Changed from 2015 methodology (deduction no longer applied at parcel level)
Minimum Lot Size	<90% constrained with at least one buildable legal lot	No change

Variable or Assumption	Allocation or Calculation	Change from 2015 LCA
Market Factors	15% vacant land 20% residential partially vacant, large lot 60% residential partially vacant, small lot	Market factors applied at zone level instead of parcel level. Random sampling of partially vacant lots with theoretical capacity of 4 lots or fewer (n=20) checked via aerial imagery and constraints to arrive at separate market factor for small partially vacant lots
Employment in residential zones	No allocation proposed	No change
Planned Residential Developments	No adjustment proposed	See previous

Source: E.D. Hovee & Company, LLC, 2015. Additions by Facet

Employment Assumptions

Table 42. Employment Assumptions and Changes Made in 2024 LCA

Variable or Assumption	Allocation or Calculation	Change from 2015 LCA
Zoning – MC, CBD, I, TMCO, UVMU, P	2023 zoning shapefile provided by city	TMCO and UVMU added. P zone capacity manually calculated to reflect SWIFT Center capacity (see next page)
Employment land capacity (in acres for jobs)	= parcel size (acres) – existing land in use – critical areas/easements – infrastructure – market factor	Infrastructure and market factor deductions applied at the zone, not the parcel, level. Critical areas adjustments as described in previous section
Employment Density	6.5 jobs/acre industrial 20 jobs/ac commercial and government	No change
Critical Areas and Other Constraints	Deducted out of gross parcel area	As described in previous section on methodology

Variable or Assumption	Allocation or Calculation	Change from 2015 LCA
Infrastructure Deduction	25% of total jobs deducted in each zone	Applied at zone level instead of parcel level
Market Factor	25% deduction	Applied at zone level instead of parcel level
Jobs Allocation by Zone	N/A	Jobs not analyzed by sector
Housing in Employment Zones	16 du/ac for MC/TMCO zone 28 du/ac for CBD zone 35 du/ac for UVMU zone	Extrapolation of 8 du/building in Sedro-Woolley Municipal Code (not in 2015 LCA)
Public/Open Space Zoned Land	13 parcels zoned P in SWIFT Center allocated roughly 219 jobs per parcel to arrive at 2,855 job capacity of SWIFT center; no other jobs allocated to these zones	SWIFT center planning was not complete at the time of the 2015 LCA

Source: E.D. Hovee & Company, LLC, 2015. Additions by Facet

LAND CAPACITY ANALYSIS RESULTS

The following tables show housing and population (Table 7) and Employment (Table 8) capacity for the City of Sedro-Woolley. Note that while data were analyzed for the unincorporated UGA, current Skagit Countywide Planning Policies prohibit the assignment of urban capacity to unincorporated UGAs because services cannot be extended by cities into their UGAs prior to annexation.

Housing and Population Capacity

Table 43. Sedro-Woolley Land Capacity for Housing and Population

Zone	Vacant	Partially Vacant	Total	Market Factor	Infrastructure Deduction	Final Housing Units	Population
R5 (large lot)	563	769	1,332	15% vacant, 20% partially vacant	25%	820	2,297
R5 (small lot)	87	760	847	15% vacant, 60% partially vacant	25%	283	794
R7 (large lot)	89	166	255	15% vacant, 20% partially vacant	25%	251	701
R7 (small lot)	144	529	673	15% vacant, 60% partially vacant	25%	251	701
R15	99	38	137	15% vacant	25%	86	134
R1	0	0	0	N/A	N/A	0	0
MC	410	331	741	25%	25%	460	719
TMCO	40	34	74	25%	25%	46	72
CBD	98	144	242	25%	25%	149	233
UVMU	354	296	650	25%	25%	403	630
Total	**1,884**	**3,067**	**4,951**			**2,655**	**6,018**

Source: Facet, 2024

Employment Capacity

Table 44. Sedro-Woolley Land Capacity for Employment

Zone	Vacant Acres	Partially Vacant Acres	Vacant Jobs	Partially Vacant Jobs	Total	Market Factor	Public Land Deduction	Total Jobs
Central Business District (CBD)	3.65	5.42	68	91	159	119	89	89
Industrial (I)	46.77	11.31	287	58	345	259	194	194
Transitional Mixed Commercial Overlay (TMCO)	2.61	2.17	50	42	92	69	52	52
Mixed Commercial (MC)	26.46	21.20	516	400	916	687	515	515
Urban Village Mixed Use Overlay (UVMU)	12.13	8.50	240	165	405	304	228	228
Public (P), SWIFT Center	10.46	81.00	657	2,198	2,855	n/a	n/a	2,855
Total	**102.06**	**129.60**	**1,818**	**2,954**	**4,772**	**1,438**	**1,078**	**3,933**

Source: Facet, 2024

References

E.D. Hovee & Company, LLC. (2015) "Memorandum. Subject: Sedro-Woolley Buildable Land & Land Capacity Analysis Report." Published as Appendix A-Buildable Lands Report in current adopted Sedro-Woolley Comprehensive Plan. Available at https://cms5.revize.com/revize/cityofsedrowoolley/Departments/Planning/Comprehensive%20Plan/Comp_Plan_Ch_2_Appendix_A-Buildable_Lands_Report.pdf

Skagit Council of Governments (SCOG). (2024) "Skagit County Population, Housing and Employment Growth Allocations." Prepared by Community Attributes Inc. on behalf of Skagit Council of Governments. Published April 29, 2024. Available at https://www.scog.net/Growth_Management/2024/GrowthProjectionsAndAllocationsFinalReport-2024-04-29.pdf

APPENDIX B

Housing Needs Analysis

Overview

WHAT IS A HOUSING NEEDS ASSESSMENT?

A housing needs assessment (HNA) is a study conducted to evaluate the current and future housing needs of a particular area, such as Sedro-Woolley. The assessment aims to provide a comprehensive understanding of the housing market. An assessment of housing needs in a community is required as part of the update of the housing element of the Comprehensive Plan.

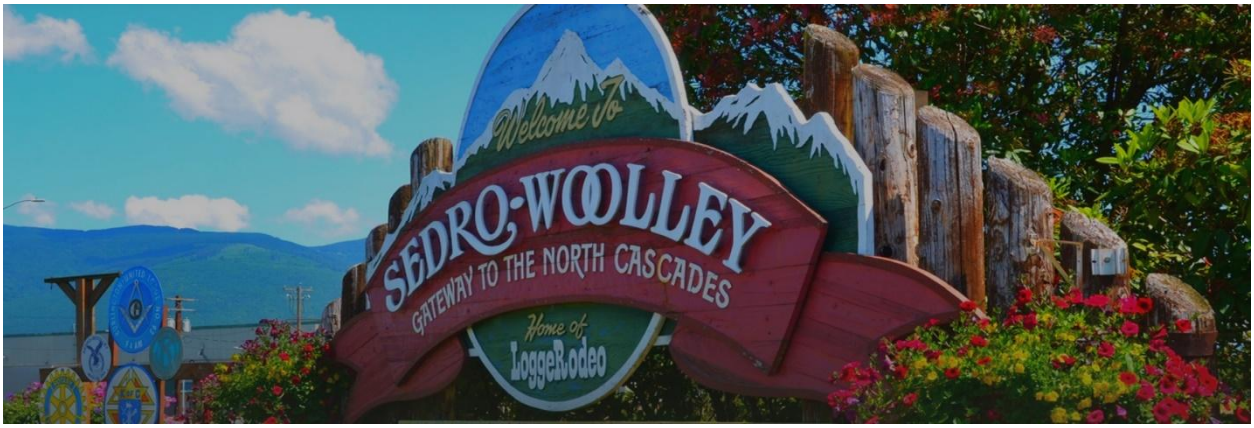
ELEMENTS OF A HOUSING NEEDS ASSESSMENT

1. Community Profile (demographics and trends)
2. Workforce Profile
3. Housing Inventory
4. Gap Analysis

An updated Land Capacity Analysis has been prepared as part of the comprehensive plan update and is included as Appendix A. This Housing Needs Assessment is Appendix B. An analysis of how the City is making adequate provisions to close housing gaps and address racially disparate impacts and displacement risk, as required by the new Housing Element requirements, is included as Appendix C.

QUESTIONS THE HOUSING NEEDS ASSESSMENT WILL HELP ANSWER:

1. ***WHO LIVES AND WORKS IN SEDRO-WOOLLEY?***
2. What are the socioeconomic characteristics?
3. What types of housing are available?
4. How much does housing currently cost?
5. What types of housing are needed to meet the current and future demand for housing?

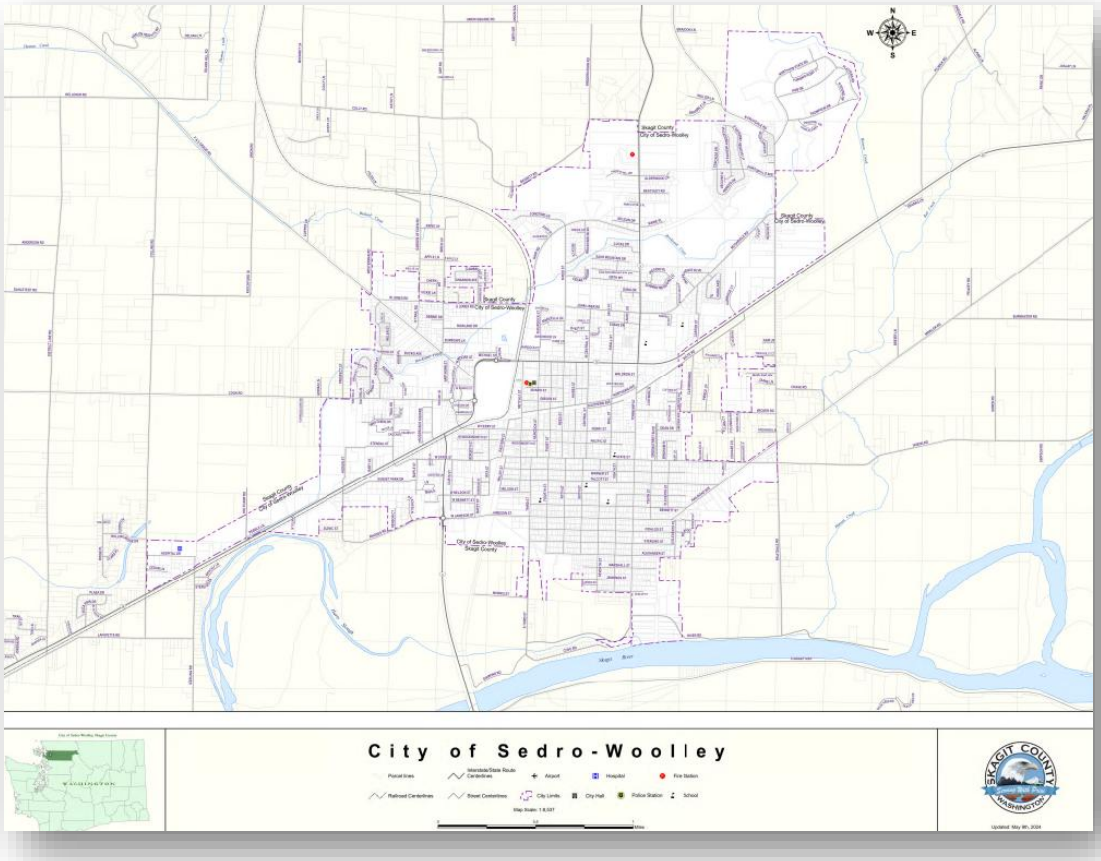


Sedro-Woolley Housing Goal (Current Plan): *Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities, and housing types, and encourage preservation of existing housing stock.*

Source: Sedro-Woolley Comprehensive Plan July 2016

city background

Sedro-Woolley is one of eight incorporated cities located in Skagit County, Washington, in the Pacific Northwest region of the United States. It is known as the "Gateway to the North Cascades" as its location often serves as a base camp to the Cascade Mountain Range. Sedro-Woolley is approximately 9.8 square kilometers (2,421.63 acres) and has 0.034 sq kilometers of surface water (8.40 acres) [1]. The city maintains a balance of historic charm and modern development, with ongoing efforts to revitalize its downtown area and attract new businesses. Sedro-Woolley values its heritage while looking forward to the future, offering a blend of small-town living with easy access to natural beauty and outdoor adventure.



Source: SkagitCounty.gov
Community Profile

Total population

As of April 1, 2024, Sedro-Woolley had an estimated **population of 13,080 residents**, offering a small-town feel with a close-knit community.

Over the ten years preceding the 2024 estimate, the population of Sedro-Woolley grew from 10,824 to 13,080 for a growth of 20.8 percent. Overall, growth rates surpassed Skagit County and Washington state on the whole, with the City growing 2.4 percent on an average annual basis from 2014 to 2018 and 1.4 percent on an average annual basis from 2019 to 2024.

TABLE 1. POPULATION OVER TIME AND AVERAGE ANNUAL GROWTH RATE (AAGR) 2012 – 2022

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Sedro-Woolley	10,824	10,953	11,340	11,316	11,802	12,176	12,421	12,330	12,590	12,900	13,080
Skagit County	120,197	121,166	122,465	123,727	125,895	128,037	129,523	130,000	131,250	132,000	133,300
Washington State	7,005,209	7,106,620	7,237,219	7,344,073	7,463,479	7,581,818	7,706,310	7,766,975	7,864,400	7,951,150	8,035,700

	2014-2018	2019-2024
Sedro-Woolley	2.4%	1.4%
Skagit County	1.3%	0.8%
Washington State	1.6%	1.2%

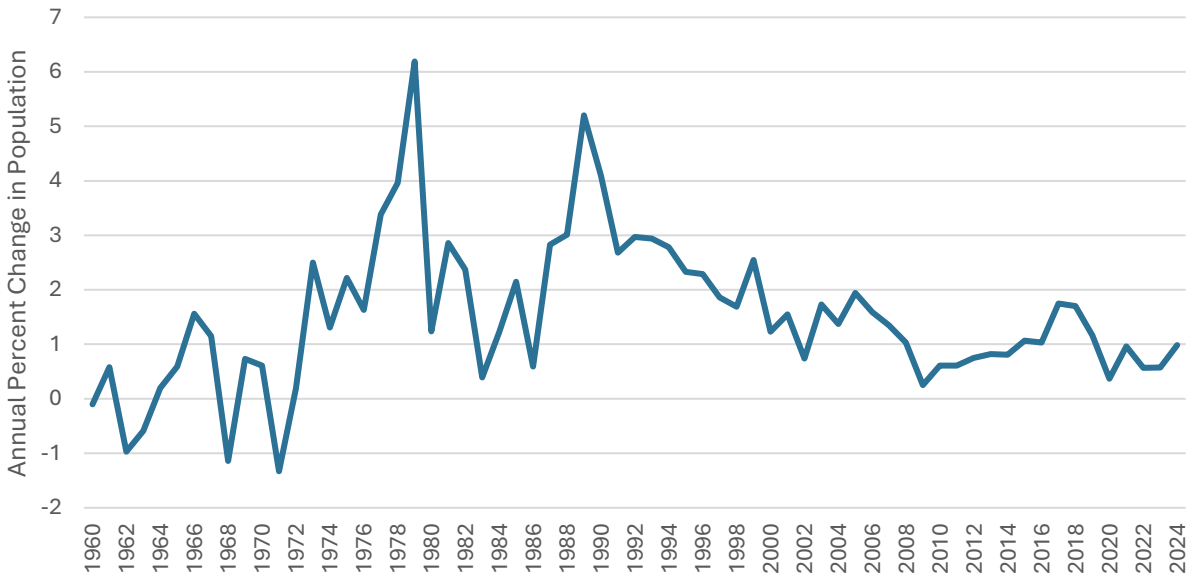
Source: Office of Financial Management Intercensal Estimates of Population and Housing and Official April 1 Population Estimates

Population Projections

The Washington State Office of Financial Management (OFM) estimated that in 2024, the County had a population of 133,300, and the City of Sedro-Woolley had a population of 13,080. The population growth allocations as developed through the Skagit Council of Governments establish population targets of 160,830 for Skagit County (an increase of 29,580) and 16,596 for Sedro-Woolley (an increase of 4,000) by the year 2045.

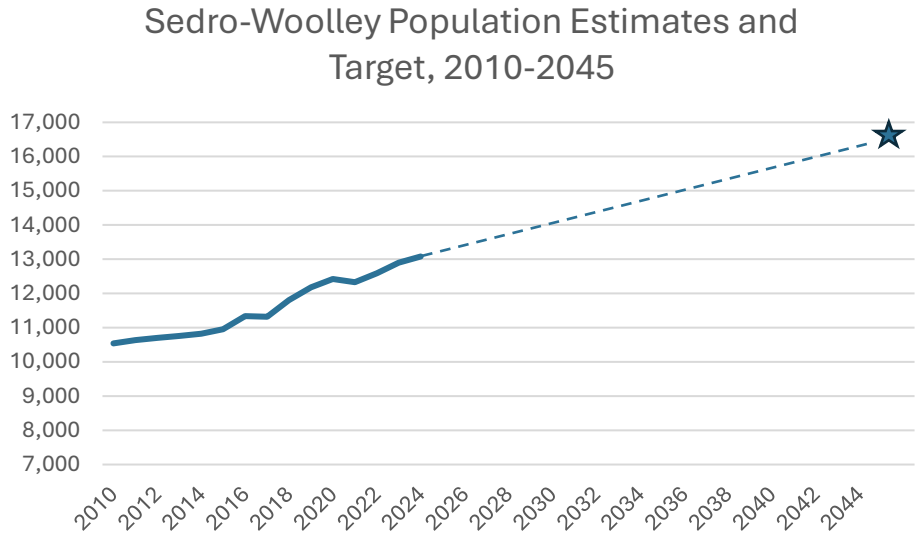
Skagit County's historic population growth rates spiked in 1979 and 1990, with a 6.19 percent and 5.2 percent growth increase, respectively. However, since 2000, growth rates have remained steady between 1 and 2 percent annually. Skagit County has not experienced a decline in population since 1971.

EXHIIBIT 1. SKAGIT COUNTY ANNUAL PERCENT CHANGE IN TOTAL POPULATION, 1960 TO PRESENT



Source: Office of Financial Management Intercensal Estimates of Population and Housing and Official April 1 Population Estimates

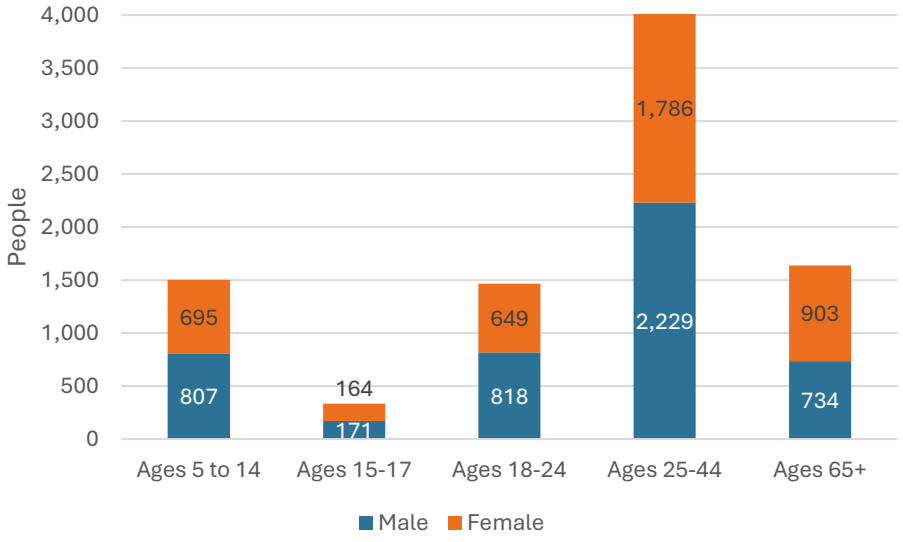
The population target of 16,596 for the City of Sedro-Woolley represents an average annual growth rate of 1.3 percent between 2024 and 2045, which is in line with growth rates over the past decade.



AGE

Sedro-Woolley has a high concentration of young adults of the age 18 years or over. This age group has maintained a relatively similar share of the population over the past ten years, increasing from 76.4 percent of the population in 2012 to 76.8 percent in 2022.

EXHIBIT 2. POPULATION OF SEDRO-WOOLLEY BY AGE AND GENDER



The median age for men is 34.1 and the median age for women is 35.4 in Sedro-Woolley. This is 10 percent lower than the national median age for men and 11.7 percent lower than the median age of women.

Source: ACS 5-Year Estimates, Table S0101

76.8 percent of Sedro-Wolley is over the age of 18, with the highest population of both men and women between the ages of 25 to 44. This is reflected in the City's median age of 34.9 years old, which is younger than Skagit County's median age of 41.9 years old and Washington State's median age of 38.0 years old. Those in this age group are typically in their prime working years and are the most likely to have children, resulting in 12.5 percent of the population being between the ages of 5 and 14.

Sedro-Woolley's high concentration of young adults places a demand on the city's housing need in certain areas. Younger people often prefer living in urban areas where they have easier access to amenities, public transportation, and job opportunities. This can lead to higher demand for housing in the City's population centers.

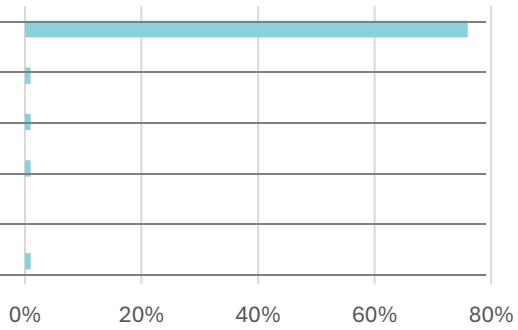
Adults aged 65 and older have increased their share from 3.6 percent in 2010 to 11.4 percent in 2022. With an increasing population of adults 65 years or older, the demand for age-friendly housing options, such as ADA accessible, single-story and affordable housing for seniors who are on a fixed income, increases.

race and ethnicity

As of 2020, 93 percent of Sedro-Woolley's population identifies as being one race, with 7 percent identifying as being two races or more. Out of those who identify as being one race, **95 percent of the Sedro-Woolley populations identify as white.** Other racial groups make up smaller but significant percentages of the remaining population of those who identify as being one race. (Note that the Census Bureau treats ethnicity (including Latino or Hispanic ethnicity) as separate from racial group.) Sedro-Woolley's diversity is comparable to Skagit County where 93 percent of those who identify as one race identify as white while other racial groups hold smaller but significant percentages of the population.

TABLE 2. POPULATION OF ONE RACE

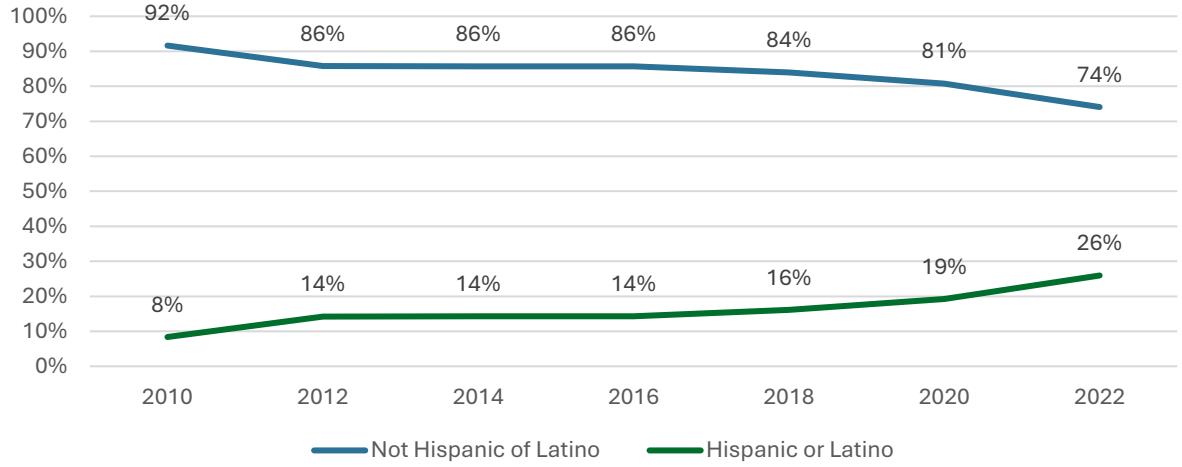
White alone	8,905	95%
Black or African American	94	1%
American Indian and Alaska Native alone	124	1%
Asian alone	147	2%
Native Hawaiian and other Pacific Islander alone	55	0%
Some other race alone	88	1%



Source: ACS 5-year estimates, table P9

Even though Sedro-Woolley has limited racial diversity, the city's **Hispanic and Latino population makes up over 18 percent of the population as of 2020**. Since 2010, Sedro-Woolley's Hispanic and Latino population has been slowly increasing as the non-Hispanic and Latino population has been decreasing. ACS estimates that the Hispanic and Latino community has increased their population share to 26 percent in 2022, growing approximately 18 percent since 2010.

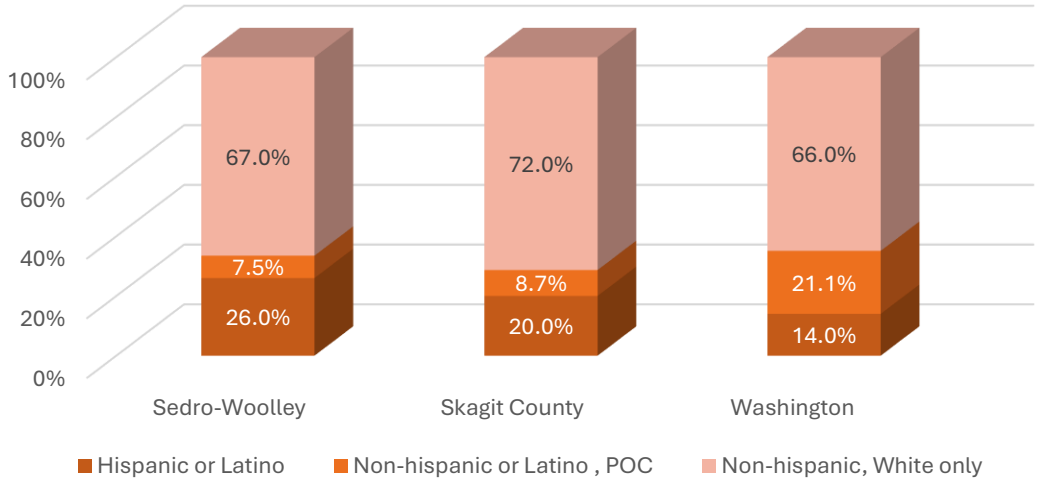
EXHIBIT 3. SEDRO-WOOLLEY PERCENTAGE HISPANIC OR LATINO OVER TIME



Source: 2022 ACS 5-year Estimates, Table B03003

The prevalence of people identifying as Hispanic or Latino is less at the county and state levels, with only 19.3 percent of Skagit County and 13.5 percent of Washington State identifying as Hispanic or Latino.

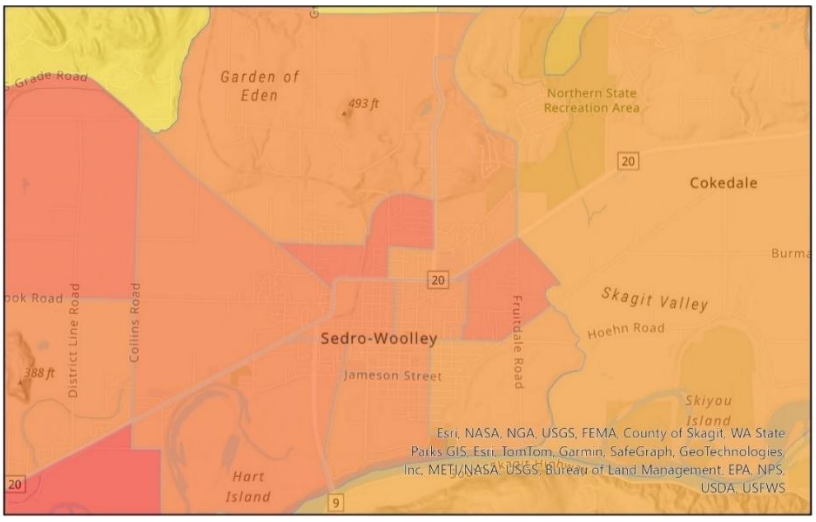
EXHIBIT 4. HISPANIC, NON-HISPANIC AND LATINO POPULATIONS



Source: 2022 ACS 5-Year Estimates, Table S2502

The map below shows the spatial distribution of populations in the Sedro-Woolley area that identify as Hispanic or Latino, with darker shades representing higher percentages Hispanic or Latino. Block groups in Sedro-Woolley range from 12 percent Hispanic or Latino to 26 percent Hispanic or Latino.

EXHIBIT 5. PERCENT HISPANIC OR LATINO BY BLOCK GROUP



Source: Census data table S2502

Language

About 19.5 percent of the population speaks a language other than English, which is higher than the county estimate of 16.7 percent. Unlike the county as a whole, which has seen very little increase in languages spoken other than English over the past several years, Sedro-Woolley has experienced an increase of this population from 6.7 percent in 2016 to 19.5 percent in 2022. Of this population, about 35 percent do not speak English "very well".

Considering language barriers into the housing need are important because those who do not speak English very well are often vulnerable to exploitation in the housing market (for example, terms in leases that are only in English that are not easily understood by renters could lead to renters not knowing they were violating rules that could lead to eviction). Allocating housing for this demographic ensures they are protected from unfair practices and substandard living conditions. Sedro-Woolley aims to ensure that housing policies are inclusive and equitable as it applies to anti-discrimination laws to uphold human rights standards.

Predominant non-English languages spoken in the community are Spanish (17.7 percent) and other Indo-European languages (0.4 percent). This trend is consistent with cities in the area.

TABLE 3. PERCENT SPEAKING A LANGUAGE OTHER THAN ENGLISH, 2022

City	Spanish	Other Indo-European
Mount Vernon	26.7%	2.0%
Burlington	20.9%	1.0%
Sedro-Woolley	17.7%	0.4%

Source: Census data table S1601

HOUSEHOLDS

As of 2022, the American Community Survey (ACS) estimates there are **4,562 occupied households** in Sedro-Woolley, with 76.6 percent of those households having two or more people per household. Two-person households account for 30 percent of the total household sizes in Sedro-Woolly, followed by 4-or-more person households with 29.3 percent of the market. This is reflective of the **average household size in Sedro-Woolley of 2.58.**

Relative to the household size, is the number of bedrooms in a house those households would prefer. Two-person households typically prefer one to two bedrooms homes, which account for only 11 percent of the total housing types. Households with 4 or more people typically prefer homes with 3 or more bedrooms, which accounts for 61 percent of housing types on Sedro-Woolley. This tells us that some households may rent or own housing units that are larger than they need. While there can be many reasons for this, this analysis can hone in on where there may be a mismatch between the housing stock and the current needs of the City's households.

EXHIBIT 6. TOTAL HH'S BY HH SIZE

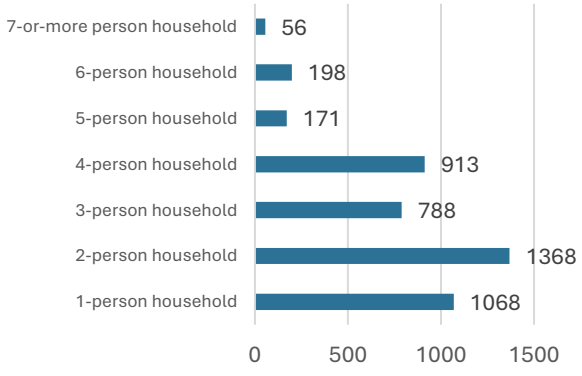
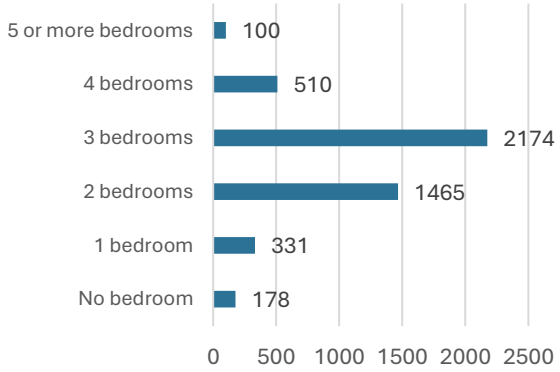


EXHIBIT 7. TOTAL HOUSING UNITS BY TYPE



Sources: 2022 ACS 5-Year Estimates, Table B11016, Table B25042

TABLE 4. HOUSEHOLD SIZE BY HOUSEHOLD TYPE

Bedrooms	Total Occupied Units	7-person HH	6-person HH	5-person HH	4-person HH	3-person HH	2-person HH	1 person HH
No bedrooms (studio)	158							158
1 BR	313							313
2 BR	1,407						810	597
3 BR	2,074				728	788	558	
4 BR	510		154	171	185			
5+ BR	100	56	44					
Total HH/Occupied Units	4,562	56	198	171	913	788	1,368	1,068

Source: Census data table B25009

Exhibit 6 demonstrates the high concentrations of 1, 2, 3, and 4-person households in Sedro-Woolley while Exhibit 7 demonstrates a high concentration of 2 and 3-bedroom household types. When these two housing components are cross examined (Table 4), under the assumption that the household type will be occupied by the closest available household size, it can be determined that there are enough household types for the relative household size, however, there are approximately 597 1-person households living in 2-bedroom housing units, 558 2-person households living in 3-bedroom housing units, 185 4-person households living in 4-bedroom housing units, and 44 6-person households living in housing units with 5 or more bedrooms. These all represent households that are potentially "over-housed", occupying housing units that are larger than they need to be.

Approximately 71.7 percent of households are family households comprised of married couple families or other families of either a male or female householder, with no spouse present. This demonstrates, for example, that a 4-bedroom home would suffice for a 5-person household. Nonfamily households make up 28.3 percent of households and are comprised of householders living alone or not living alone, with the majority living alone (23.4 percent). These 1-person households (there are 1,068 of these households in Sedro-Woolley) would have their needs met by a 1-bedroom or studio unit, but there are 597 more 1-person households than the sum of occupied 1-bedroom and studio units.

While there are many reasons why a household may choose to rent or own a unit with more bedrooms than currently needed, a systematic mismatch as identified in Table 4 indicates there may be something going on demographically that is not reflected in the City's housing stock, such as recent overbuilding of housing units that are larger than families recently locating in the area might need.

HOUSEHOLD INCOME AND COST BURDEN

The U.S. Department of Housing and Urban Development (HUD) evaluates housing needs based on five income-levels for household types in Sedro-Woolley: extremely low, very low, low, moderate and above median income. These household types are defined by their HUD Area Median Income (HAMFI).

HAMFI - HUD Area Median Family Income. This is the median family income calculated by HUD for each jurisdiction, in order to determine Fair Market Rents (FMRs) and income limits for HUD programs. HAMFI will not necessarily be the same as other calculations of median incomes (such as a simple Census number), due to a series of adjustments that are made.

Source: Office of Policy Development and Research (PD&R), 2024

TABLE 5. HOUSEHOLD INCOME CATEGORIES

Extremely Low Income	0%	TO	≤ 30% AMI
Very Low Income	>30%	TO	≤ 50% AMI
Low Income	>50%	TO	≤80% AMI
Moderate Income	>80%	TO	≤100% AMI
Above Median Income	>100% AMI	TO	

The HUD uses a resource called Consolidated Planning/Comprehensive housing affordability strategy (CHAS) to better measure households by income, relative to HAMFI. This ensures that the data accounts for the differences in household size to reflect the fact that the living expenses for a family of four are significantly more than one person living on their own. Income limits to qualify for affordable housing are often set relative to HAMFI.

These income limits for households are set at the county level. The Mount Vernon-Anacortes Metropolitan Statistical Area (MSA) has a median family income in 2024 of $102,800. The income limits by family size, calculated by HUD's Office of Policy Development and Research, are as follows:

TABLE 6. HOUSEHOLD INCOME CATEGORIES

FY 2024 Income Limit Area	Median Family Income	FY 2024 Income Limit Category	Persons in Family							
			1	2	3	4	5	6	7	8
Mount Vernon-Anacortes, WA MSA	$102,800	**Very Low (50%) Income Limits ($)**	35,050	40,050	45,100	**50,100**	54,100	58,100	62,150	66,150
		Extremely Low Income Limits ($)*	21,050	24,050	27,050	**31,200**	36,580	41,960	47,340	52,720
		Low (80%) Income Limits ($)	56,150	64,150	72,150	**80,150**	86,600	93,000	99,400	105,800

* The FY 2014 Consolidated Appropriations Act changed the definition of extremely low-income to be the greater of 30/50ths (60 percent) of the Section 8 very low-income limit or the poverty guideline as established by the Department

of Health and Human Services (HHS), provided that this amount is not greater than the Section 8 50% very low-income limit. Consequently, the extremely low income limits may equal the very low (50%) income limits.

Source: Office of Policy Development and Research (PD&R), 2024

Cost burdened households are considered those that spend between 30 and 50 percent of their household income on expenses. Sedro-Woolley currently has 4,562 occupied housing units. Of those housing units, 26.3 percent are cost-burdened (paying 30 percent or more in housing expenses) and 6 percent are severely cost burdened (spending 50 percent or more on housing expenses). In total, roughly **33.2 percent (1,514) of household units in Sedro-Woolley are considered cost burdened**.

TABLE 7. INCOME BY COST BURDENED HOUSEHOLDS, 2016-2020

	Renter Households		Owner Households		Total Households	
COST BURDEN	>30%	>50%	>30%	>50%	>30%	>50%
Household Income <= 30% HAMFI	150	80	40	40	190	120
Household Income >30% to <=50% HAMFI	175	75	70	30	245	105
Household Income >50% to <=80% HAMFI	175	85	160	0	335	85
Household Income >80% to <= 100% HAMFI	40	0	275	0	315	0
Household Income >100% HAMFI	4	0	115	0	119	0
Total	544	240	660	70	1,204	310

Source: HUD-CHAS Tabulations of 2016-2020 ACS 5-Year Estimates

HOUSING PROBLEMS

CHAS also measures how many dwelling units in the study area have housing problems. There are four housing problems measured in HUD data:

1. Housing unit lacks complete kitchen facilities
2. Housing unit lacks complete plumbing facilities
3. Household is overcrowded
4. Household is cost burdened.

A household is said to have a housing problem if they have any 1 or more of these 4 problems. Between 2016 and 2020, 31.63 percent of homes had at least one housing problem, with 68 percent not experiencing any housing problems. This is consistent with state and county levels.

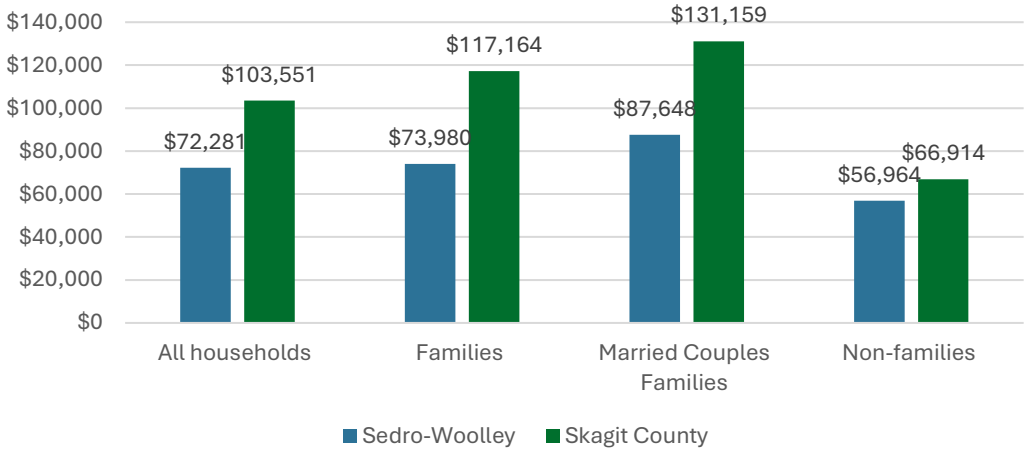
MEDIAN FAMILY INCOME

ACS data estimates AMI data for Sedro-Woolley but does not consider household size. Instead, ACS provides housing income without adjustments for income size. With ACS data, we can determine median income by household type.

According to the ACS, median family income in Sedro-Woolley rose from $44,643 in 2016 to $63,840 in 2020. In 2022, Sedro-Woolley's **estimated median household income was $72,281**. When compared to Skagit County, Sedro-Woolley's median income for all household types is consistently lower.

Married-couple families have the highest median incomes, while non-families average below the median income.

EXHIBIT 8. COUNTY AND CITY MEDIAN FAMILY INCOME COMPARISON, 2022



Source: Census data table S2501, 2022 ACS 5-Year Estimates

While severely cost-burdened household numbers remain relatively low for the entirety of the population, white, non-Hispanic communities have the largest population of those who pay more than 30 percent of their income on housing expenses. The Hispanic and Latino communities account for approximately 18 percent of householders in Sedro-Woolley. Among this population, 6.3 percent are either cost burdened or severely cost-burdened. Overall, estimates of those who are not cost-burdened, across all races, are higher than cost-burdened or severely cost-burdened.

TABLE 8. COST BURDENED HOUSEHOLDS BY RACE

	OWNER OCCUPIED			RENTER OCCUPIED		
	NOT COST BURDENED	COST BURDENED	SEVERELY COST BURDENED	NOT COST BURDENED	COST BURDENED	SEVERELY COST BURDENED
WHITE, NON-HISPANIC	1590	465	75	830	205	225
BLACK OR AFRICAN AMERICAN, NON-HISPANIC	0	0	0	40	0	0
ASIAN, NON-HISPANIC	25	0	0	0	0	0
AMERICAN INDIAN OR ALASKA NATIVE, NON-HISPANIC	0	0	0	0	0	0
PACIFIC ISLANDER, NON-HISPANIC	0	0	0	0	0	0
HISPANIC, ANY RACE	285	120	0	30	95	0
OTHER (INCLUDING MULTIPLE RACE), NON-HISPANIC	0	0	0	50	0	10

Source: HUD-CHAS Tabulations of 2016-2020 ACS 5-Year Estimates: Table 9

**Data is standardized. Data characterized as "0" is representative of a small (close to zero) population size and does not necessarily mean zero.*

MEDIAN HOME VALUE

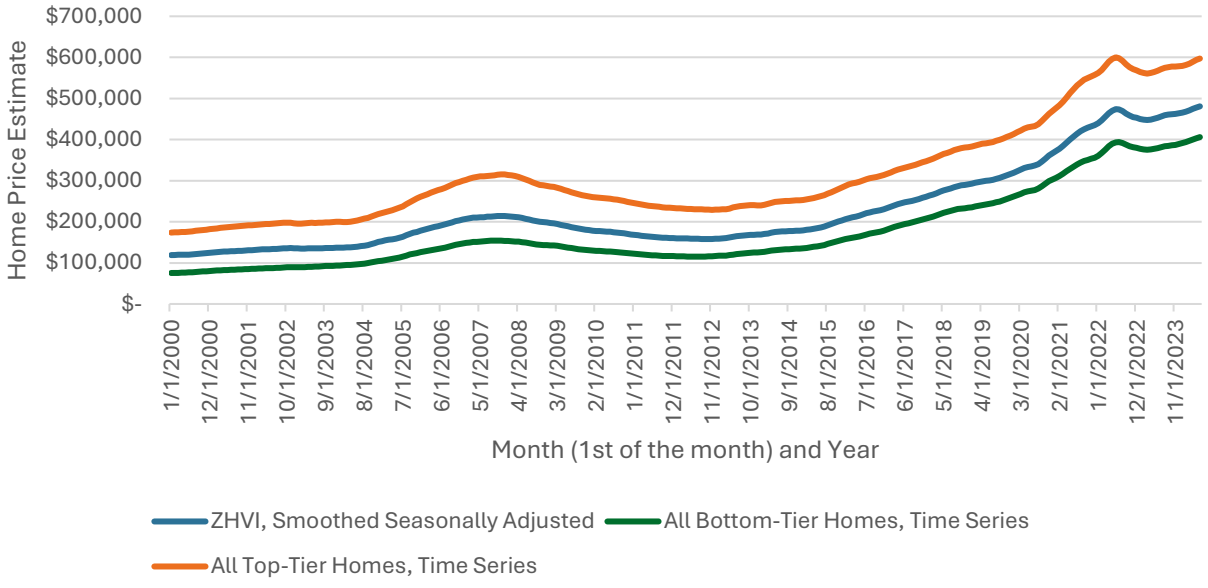
In 2022, 26 percent of households had a household income between $50,000 to $70,000 and 19.2 percent had a household income between $75,000 to $99,999.

In 2022, the median home value for single-family homes increased by approximately 26 percent from 2020. To put this into perspective, median household income only rose by 11.6 percent from 2020 to 2022. Due to home values increasing 9.6% more than household income from 2020 to 2022, Sedro-Woolley residents may not be able to afford a home, or potentially become cost-burdened from the increase in housing values.

Sedro-Woolley's housing market can be described in three tiers in terms of value – top tier homes, which are the top 35 percent of home values. Bottom tier homes, which are the bottom 35% of home values, and, mid-tier homes, which are those which have a value between the bottom and top tiers. Top-tier homes saw a decrease of 2% in price from 2020 to the end of 2023. However, bottom and mid-tier homes have not seen a significant change. By April 2024, all housing markets were established back to their higher price points in 2022.

time homebuyer puts a down payment of 5 percent with an interest rate of 7 percent on a starter home (bottom 35% of homes) valued at around $400,000. To quality for this mortgage amount, the first-time homebuyer would have to have a household income of $116,112, which is 1.622 times higher than the median household income in 2022 of $72,281.

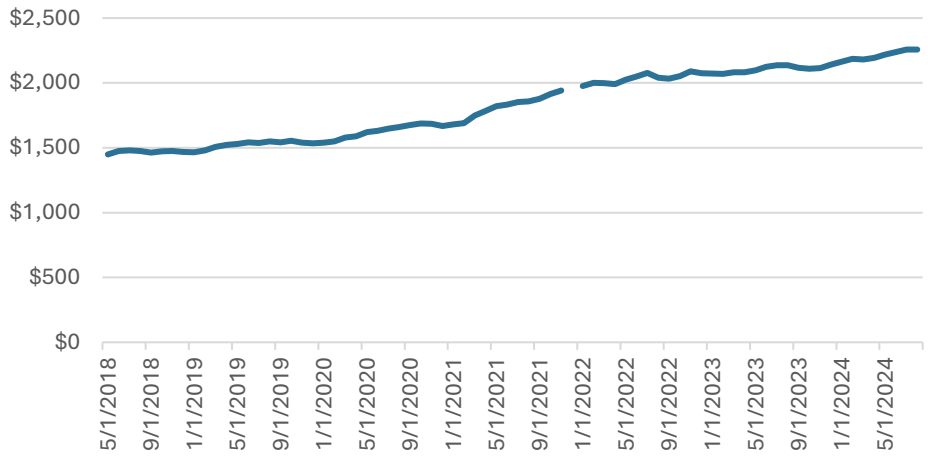
EXHIBIT 9. HOME VALUE ESTIMATES 2000-2024



Source: Zillow

While monthly rental price estimate data are not available from Zillow for Sedro-Woolley specifically, the data for the Mount Vernon-Anacortes Metropolitan Statistical Area (MSA) show observed median rent values rising from just under $1,500 per month in 2018 to roughly $2,300 per month in 2024, an increase of nearly 56 percent over 6 years.

EXHIBIT 10. ZILLOW OBSERVED RENT INDEX 2018-2024



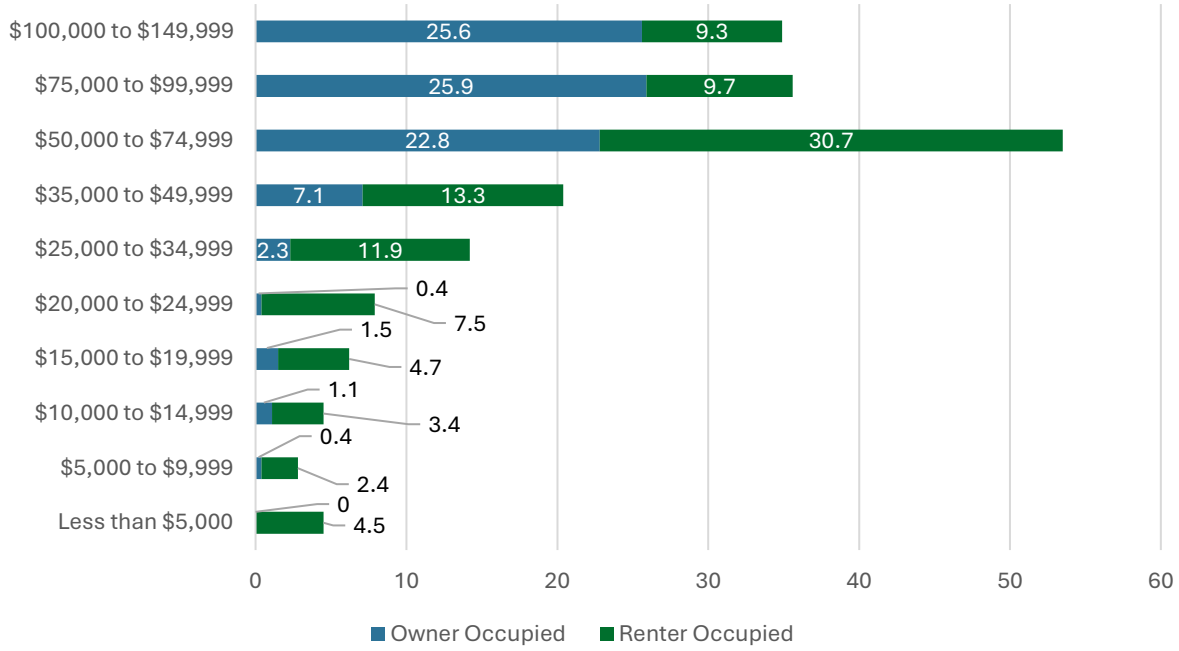
Source: Zillow. Data point missing in December 2021.

Considering the most recent median household income value for Sedro-Woolley of $72,281, the monthly rent that would be considered affordable to the median household would be $1,807, far below the current median rent value in the metro area. Non-family households, which includes roommates and 1-person households, have a median income of $56,964. The rent that would be considered affordable to this household is $1,424 per month, even further behind. Another way of expressing this would be that the most recent observed median rent value for the Anacortes-Mount Vernon MSA, $2,256 per month, would require a household income of $90,240 per year to be considered affordable to that household.

HOUSEHOLD TYPE BY TENURE

2,685 (58.8 percent) of the city's stock of housing units are occupied by their owner, while 1,877 (41.2 percent) are renter occupied. Despite growth in the number of households and housing units in Sedro-Woolley, owner and renter occupied ratios have remained within a narrow range.

EXHIBIT 11. PERCENTAGE OF HOUSEHOLDS BY INCOME LEVEL AND TENURE



Source: 2022 ACS 5-Year Estimates, Table S2503

With a median home value of $460,219 and a median gross rent of $1,432 per month, more residents with an income between 0 and $75,000 must rent instead of buy. Those with a household income of more than $75,000 primarily choose to own a home. Most households are well-equipped with technology, as 93.3 percent have a computer and 94.7 percent have a broadband internet connection. Sedro-Woolley's median population age is younger when compared to the county and state levels. According to Robert R. Callis from the Census Bureau, younger households are more likely to rent rather than own homes. This could be due to factors like mobility for career opportunities, lower savings for down payments, and a preference for urban living.

SPECIAL POPULATIONS

Approximately 13.9 percent of Sedro-Woolley residents have a disability, with 7.2 percent having difficulty living independently. Sedro-Woolley has a wide range of disabilities, with older age groups experiencing hearing difficulty (27.8 percent of people with disabilities) and vision difficulty (10.7 percent of people with disabilities). Those that are 75 years or older and experiencing cognitive and ambulatory difficulty account for 22.8 percent and 29.7 percent of the population with disabilities, respectively.[2]

The Sedro-Woolley Housing Authority provides 80 high-quality apartments for some of the community's most vulnerable residents. Subsidized housing can be found in two different communities located in town, providing more than 150 people with housing.[3]

As of 2022, ACS estimates that 48 percent of residents live in married-couple households, and 25.5 percent of those households are in the middle age range of 35 to 64 years old. Additionally, 18 percent of these married couples live with their own child under the age of 18. This directly correlates to Sedro-Woolley's high concentration of young adults and a median age of 34.9.

In Sedro-Woolley, older adults form a smaller portion of the housed community, compared to county and state concentrations. ACS estimates that 25.5 percent of households in Sedro-Woolley have one or more people over the age of 65, which is lower than county (29.8 percent) and state (40.7 percent) households. In 2022, 19.3 percent of adults 65 years and over live in family households, with 15.5 percent in a married-couple family household and 3.6 percent living alone.[4] Housing tenure among older adults varies, with a mix of homeowners and renters.[5]

About 36 percent of Sedro-Woolley households have one or more children under the age of 18 living with them. People living alone in a nonfamily household account for 23.4 percent of the population. This is consistent with county and state concentrations.

[2] 2022 ACS 5-Year Estimates, Table S810
[3] Sedro-Woolley Housing Authority > Home (sedrowoolleyha.org)
[4] 2022 ACS 5-Year Estimates, Table S25009
[5] 2022 ACS 5-Year Estimates, Table DP02

Workforce Profile

Workers in Sedro-Woolley

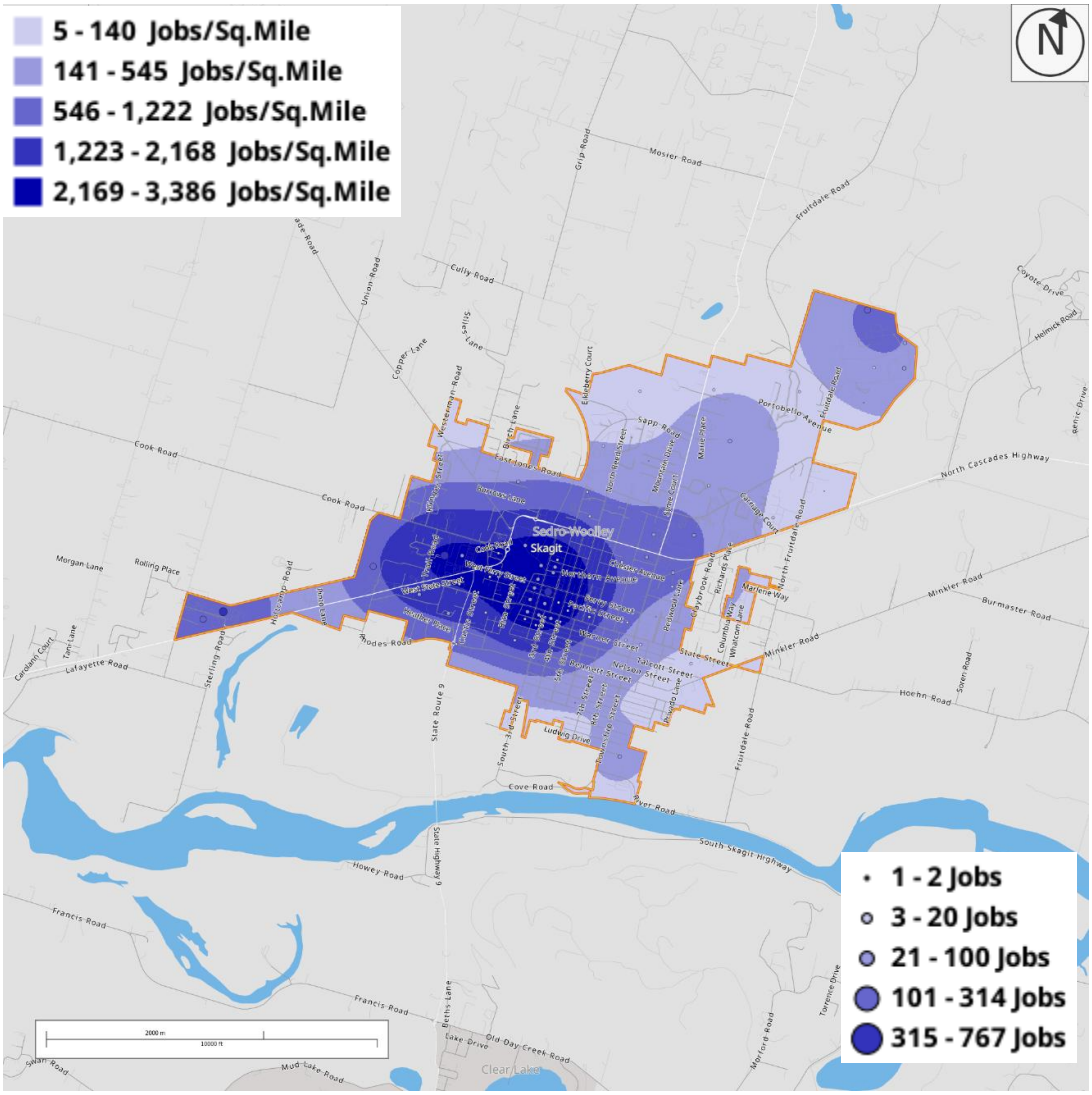
The Census Bureau's OnTheMap tool indicates that there was a total of 3,883 primary jobs in Sedro-Woolley in 2021, with 30 to 54 years olds employing 54.5 percent of those jobs. Primary career fields include Health Care and Social Assistance (24.6 percent), manufacturing (23.4 percent) and educational services (16.7 percent). The city has higher concentrations of primary jobs toward the city center, with less intense concentrations at the SWIFT center (northeast corner of the city) and in the southwest corner along Highway 20.

TABLE 9. PRIMARY JOBS BY NAICS SECTOR, WORKERS IN SEDRO-WOOLLEY, 2021

Sector	Count	Share
Agriculture, Forestry, Fishing and Hunting	75	1.90%
Mining, Quarrying, and Oil and Gas Extraction	0	0.00%
Utilities	0	0.00%
Construction	265	6.80%
Manufacturing	909	23.40%
Wholesale Trade	14	0.40%
Retail Trade	272	7.00%
Transportation and Warehousing	25	0.60%
Information	0	0.00%
Finance and Insurance	26	0.70%
Real Estate and Rental and Leasing	35	0.90%
Professional, Scientific, and Technical Services	73	1.90%
Management of Companies and Enterprises	0	0.00%
Administration & Support, Waste Management and Remediation	12	0.30%
Educational Services	650	16.70%
Health Care and Social Assistance	955	24.60%
Arts, Entertainment, and Recreation	3	0.10%
Accommodation and Food Services	288	7.40%
Other Services (excluding Public Administration)	68	1.80%
Public Administration	213	5.50%

Source: U.S. Census Bureau, Center for Economic Studies, LEHD

EXHIBIT 12. PRIMARY JOB DENSITY AND DOT DENSITY MAP



Source: U.S. Census Bureau, Center for Economic Studies, LEHD

TABLE 10. WORKER AGE, ALL PRIMARY JOBS IN SEDRO-WOOLLEY, 2021

Age Range	Count	Share
Age 29 or younger	806	20.80%
Age 30 to 54	2,118	54.50%
Age 55 or older	959	24.70%

TABLE 11. EDUCATIONAL ATTAINMENT, ALL PRIMARY JOBS IN SEDRO-WOOLLEY, 2021

Educational Attainment	Count	Share
Less than high school	346	8.9%
High school or equivalent, no college	873	22.5%
Some college or Associate degree	1,089	28.0%
Bachelor's degree or advanced degree	769	19.8%

Source, Tables 5 and 6: U.S. Census Bureau, Center for Economic Studies, LEHD

Workers Living in Sedro-Woolley

There were 5,473 primary jobs held by people who live in Sedro-Woolley in 2021. Of these, 23.8 percent were held by residents aged 29 or younger, 53 percent by people age 30 to 45, and 23.2 percent by people age 55 and older. Top industries employing people who live in Sedro-Woolley include Health Care and Social Assistance (16 percent), Manufacturing (13.6 percent), and Retail Trade (13.1 percent). A far greater percentage of jobs within Sedro-Woolley are in the manufacturing sector compared to jobs held by Sedro-Woolley residents, while the reverse is true for retail trade jobs (more likely to be held by Sedro-Woolley residents).

TABLE 12. PRIMARY JOBS BY NAICS SECTOR, SEDRO-WOOLLEY RESIDENTS, 2021

Sector	Count	Share
Agriculture, Forestry, Fishing and Hunting	165	3.00%
Mining, Quarrying, and Oil and Gas Extraction	9	0.20%
Utilities	30	0.50%
Construction	527	9.60%
Manufacturing	747	13.60%
Wholesale Trade	230	4.20%
Retail Trade	718	13.10%
Transportation and Warehousing	200	3.70%
Information	93	1.70%
Finance and Insurance	139	2.50%
Real Estate and Rental and Leasing	75	1.40%
Professional, Scientific, and Technical Services	234	4.30%
Management of Companies and Enterprises	41	0.70%
Administration & Support, Waste Management and Remediation	208	3.80%
Educational Services	345	6.30%
Health Care and Social Assistance	874	16.00%
Arts, Entertainment, and Recreation	90	1.60%

Accommodation and Food Services	351	6.40%
Other Services (excluding Public Administration)	175	3.20%
Public Administration	222	4.10%

TABLE 13. AGE RANGES, SEDRO-WOOLLEY RESIDENT PRIMARY JOB HOLDERS, 2021

Age Range	Count	Share
Age 29 or younger	1,302	23.80%
Age 30 to 54	2,900	53.00%
Age 55 or older	1,271	23.20%

TABLE 14. EDUCATIONAL ATTAINMENT, SEDRO-WOOLLEY RESIDENT PRIMARY JOB HOLDERS, 2021

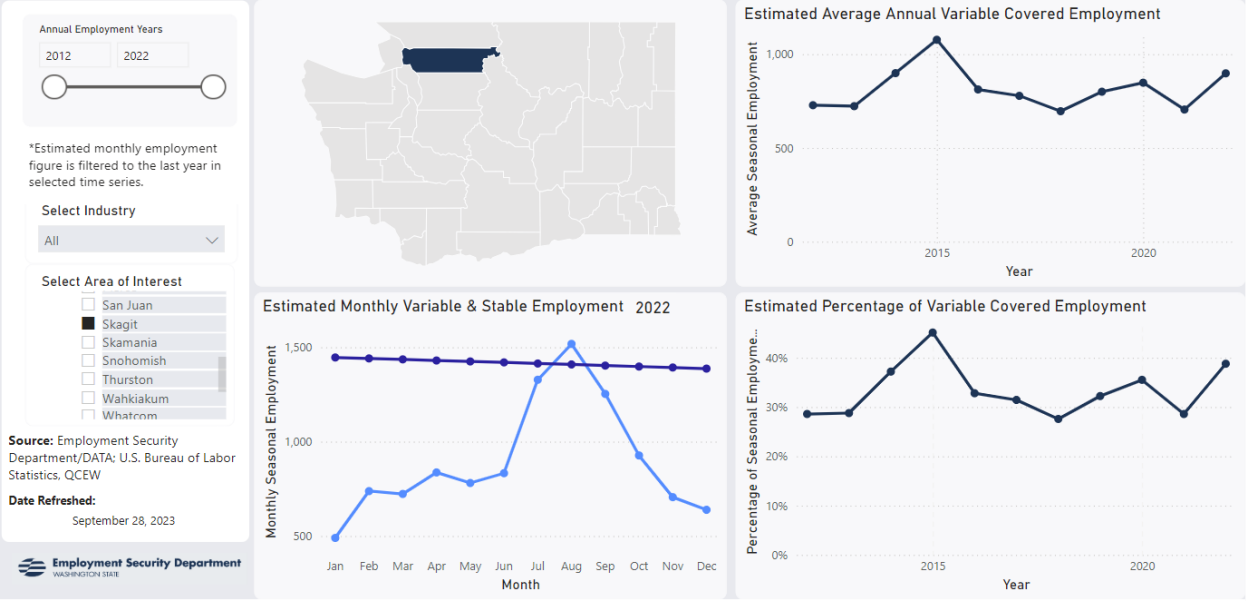
Educational Attainment	Count	Share
Less than high school	534	9.80%
High school or equivalent, no college	1,167	21.30%
Some college or Associate degree	1,413	25.80%
Bachelor's degree or advanced degree	1,057	19.30%

Source, Tables 7-9: U.S. Census Bureau, Center for Economic Studies, LEHD

Agricultural Employment

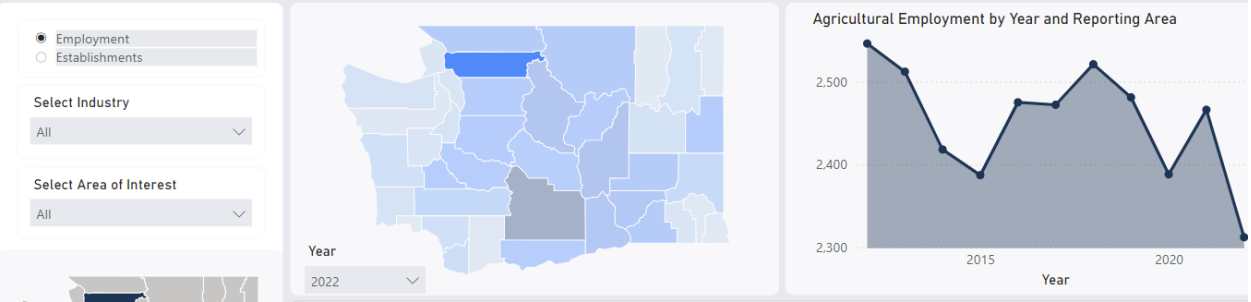
While agricultural employment in Sedro-Woolley is registered at 75 primary jobs within city limits and 165 jobs held total by city residents, seasonal vs. stable jobs are not available at the city level. However, county data available through the Washington State Employment Security Department (ESD) data dashboard show a declining trend in total agricultural employment in Skagit County and slightly declining stable employment over the most recent year (Exhibits 13 and 14). Community feedback early in the Comprehensive Plan process indicate that few housing options are available and affordable for seasonal labor within Sedro-Woolley.

EXHIBIT 13. ESTIMATED STABLE AND VARIABLE AGRICULTURAL EMPLOYMENT 2012-2022, SKAGIT COUNTY



Source: Employment Security Department Data Dashboard

EXHIBIT 14. ESTIMATED STABLE AND VARIABLE AGRICULTURAL EMPLOYMENT 2012-2022, SKAGIT COUNTY



Area Name	Industry	NAICS	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Skagit	Other vegetable and melon farming	111219	475	499	455	411	396	416	441	485	478	502	501
Skagit	Nursery and tree production	111421	501	496	483	463	343	434	452	465	423	426	397
Skagit	Suppressed	Suppressed	293	433	373	369	345	323	321	324	357	360	361
Skagit	Berry, except strawberry, farming	111334	350	360	360	371	477	365	386	325	331	380	329
Skagit	Potato farming	111211	360	344	353	341	335	347	333	335	279	276	244
Skagit	Dairy cattle and milk production	112120	197	192	197	208	202	216	223	220	196	177	157
Skagit	Other food crops grown under cover	111419			0	22	73	104	97	89	76	107	90
Skagit	All other miscellaneous crop farming	111998	91	96	83	77	173	116	100	78	70	86	84
Skagit	Support activities for animal production	115210	95	92	90	94	93	88	95	98	90	78	76
Total			**2,546**	**2,512**	**2,418**	**2,387**	**2,475**	**2,472**	**2,521**	**2,481**	**2,388**	**2,466**	**2,312**

Source: Employment Security Department Data Dashboard

Housing Inventory

TYPE, AGE OF HOUSING STOCK, AND PRODUCTION

The most recent OFM data, from 2024, show that of the 5,125 total housing units in Sedro-Woolley, 63.4 percent were one-unit housing units (detached single-family), 27 percent were two-or-more-unit housing units (multifamily) and 9.5 percent were mobile homes. This balance has tilted around 1.5 percent toward multifamily since 2020.

TABLE 15. HOUSING UNITS BY TYPE, 2020-2024

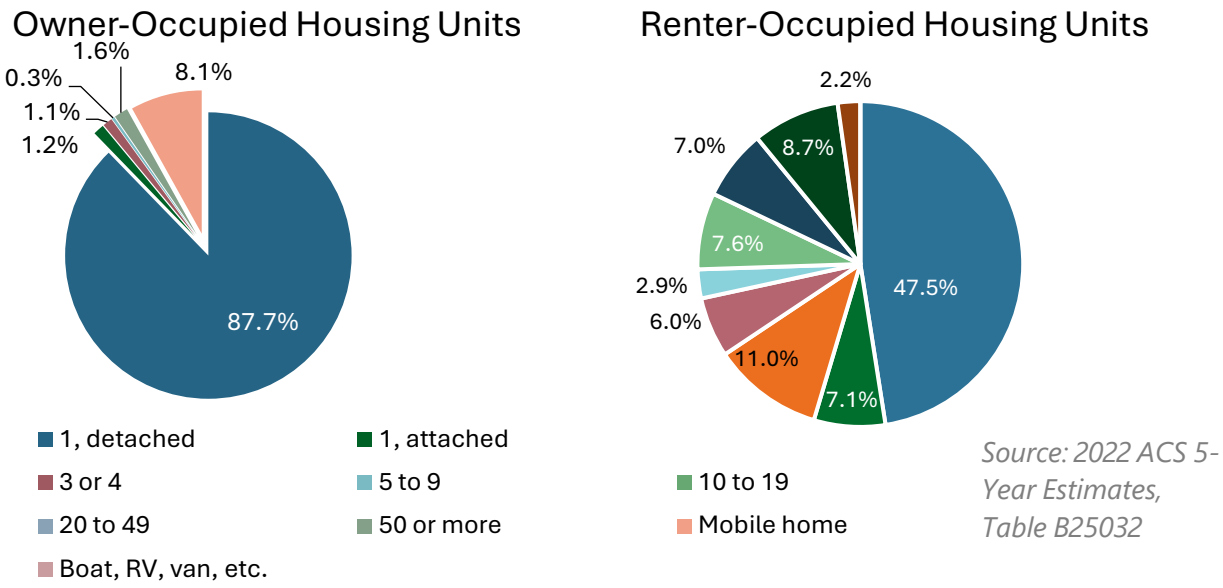
	2020	2021	2022	2023	2024
Estimate of Total Housing Units	4,759	4,814	4,897	5,052	5,125
One Unit Housing Units	3,074	3,116	3,186	3,220	3,251
Two or More Unit Housing Units	1,212	1,222	1,230	1,345	1,386
Mobile Homes and Specials	473	476	481	487	488

Source: OFM - Postcensal Estimates of Housing Units, April 1, 2020 to April 1, 2024

In particular, according to the OFM, Sedro-Woolley has permitted **177 new one-unit housing units** between 2020 and 2024, and **174 multifamily (two-or-more-unit) housing units** over that span. There are also **15 more mobile homes or special housing units** over that span, which is somewhat unusual, as many communities have stable or even declining inventories of housing units in this category.

Looking at more specific but slightly more dated ACS data from the 2022 5-year estimates (see Exhibit 7), 87.7 percent of owner-occupied housing units are single-family detached, with mobile homes making up the vast majority of the remainder (8.1 percent). For renter-occupied housing units, 47.5 percent are single-family detached rental units, with 11 percent being 2-unit housing units and 8.7 percent being 10–19-unit structures.

EXHIBIT 15. HOUSING UNITS NUMBER OF UNITS IN STRUCTURE BY TENURE, 2022



Source: 2022 ACS 5-Year Estimates, Table B25032

Sedro-Woolley's older housing stock tilts heavily toward owner-occupied housing units, with 27.3 percent of all such units having been constructed in 1939 or earlier. 19.5 percent of owner-occupied units were built between 1960 and 1979, and 16.6 percent between 1980 and 1999. The age profile of renter-occupied units is more heavily skewed toward more recent construction, with 28.6 percent constructed between 1960 and 1979, 22.2 percent between 1980 and 1999, and 20.5 percent between 2000 and 2009. (Note that the ACS data, which have margins of error and are collected over a 5-year span for this data product, show no renter-occupied units built since 2020. In contrast, the OFM data cited in Table 15 on the previous page show 174 such units).

TABLE 16. HOUSING UNITS BY YEAR BUILT BY TENURE, 2022

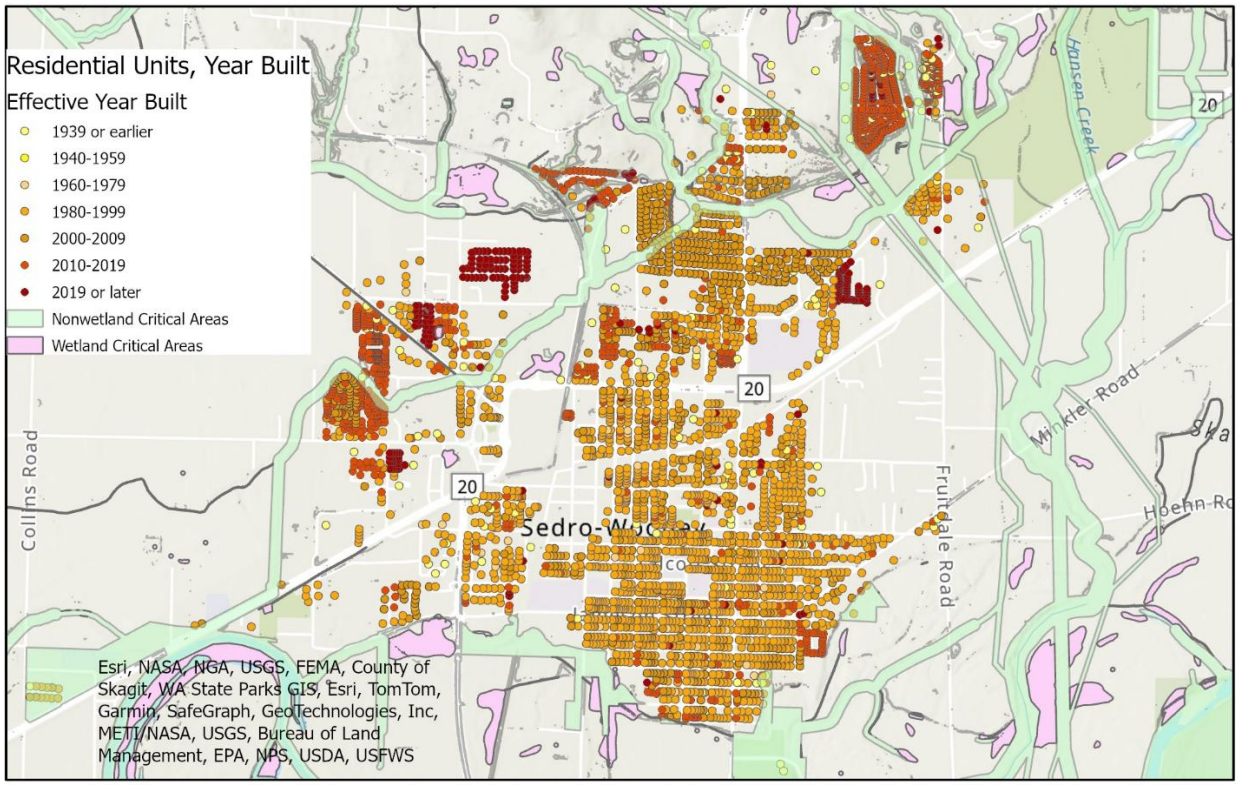
	Total Occupied Housing Units	% Total Occupied Housing Units	Owner-Occupied Housing Units	% Owner-Occupied Housing Units	Renter-Occupied Housing Units	%Renter-Occupied Housing Units
2020 or later	20	0.4%	20	0.7%	0	0.0%
2010 to 2019	543	11.9%	272	10.1%	271	14.4%
2000 to 2009	751	16.5%	366	13.6%	385	20.5%
1980 to 1999	863	18.9%	446	16.6%	417	22.2%
1960 to 1979	1,059	23.2%	523	19.5%	536	28.6%
1940 to 1959	452	9.9%	326	12.1%	126	6.7%
1939 or earlier	874	19.2%	732	27.3%	142	7.6%

Source: 2022 ACS 5-Year Estimates, Table S2504

The spatial distribution of housing units by age shows that the older homes (built prior to 1939) are likely farmhouses and are scattered across the city. Areas surrounding the downtown feature homes primarily produced between 1960 and 1999. More recent development occurred primarily in the northwest and northeast corners of the city.

The vast majority of housing units in the city are not located inside a known or likely critical area. One exception is the cluster of older homes located in the southwest corner of the city along Highway 20, which are located inside the floodplain of the Skagit River.

EXHIBIT 16. SPATIAL DISTRIBUTION OF HOUSING UNITS BY AGE



Source: Skagit County Assessor Data, July 2024, analysis by Facet

The Sedro-Woolley Housing Authority currently provides 80 units of subsidized housing in two different developments – Cedar Grove (20 units) and Hillsview (60 units). Cedar Grove offers 2-, 3-, and 4-bedroom townhouse apartments for families. Hillsview provides 1-bedroom homes for people 62 and older as well as younger adults with disabilities and single people.

According to the minutes of the board of the Sedro-Woolley Housing Authority, the Hillsview property has a wait list of 161 applicants, and Cedar Grove has a wait list of 294 applicants. The wait lists are 2 and 10+ times the number of units available, respectively, indicating that demand for subsidized housing in Sedro-Woolley vastly outstrips supply.[6]

[6] SWHA Board Packet June 20 2024 FINAL.pdf (sedrowoolleyha.org)

HOUSING GAPS

HOUSING CAPACITY

The target housing allocation for Sedro-Woolley is 2,360 additional units above the 2020 baseline. This includes 741 units of housing for extremely-low income households (including 299 units of permanent supportive housing), 475 units for very low-income households, 339 units for low-income households, 181 units for moderate-income households, and 624 units for households making above the area median income. It also includes capacity for 43 emergency housing beds within the urban growth area.

TABLE 17. HOUSING ALLOCATIONS BY INCOME BRACKET

Geography	0-30% AMI	31-50% AMI	51-80% AMI	81-100% AMI	101-120% AMI	Above 120% AMI	Total	Emergency Temporary Housing Needs
Sedro-Woolley UGA	831	533	380	203	180	519	2,647	43
Sedro-Woolley City	741	475	339	181	161	463	2,360	
Unincorporated UGA	90	58	41	22	20	56	287	
PSH and Non-PSH	0-30% Detail							
UGA	Non-PSH	PSH						
Sedro-Woolley UGA	532	299						

Source: SCOG, 2024

After analyzing the city's building permits from 2020 through 2024, the remaining housing needs can be reduced in each category according to the actual housing types permitted.
The city currently has a combined housing capacity of 2,088 units according to the Land Capacity Analysis, resulting in an overall deficit of 272 units. However, after analyzing building permits, some recent permits have been issued on land that was determined to have capacity in the parcel data used for the Land Capacity Analysis. (Other permits have been issued on land that was not assumed to have capacity, which reduces the housing need without reducing capacity). The updated need and capacity figures are presented below in Tables 18 and 19.

TABLE 18. HOUSING NEEDS, ADJUSTED FOR PIPELINE DEVELOPMENT

Income in $	AMI	Housing Need (Original)[1]	Permits Issued[2]	Housing Need (Updated)
$0 - $81,600	0-80%	1,555	195	1,360
$81,600 - $122,400	>80-120%	342	62	280
$122,400+	>120%	463	194	269

NOTES:

1) Income categories are added together to reflect category groupings in the Commerce housing analysis.
2) This reflects the actual housing type constructed, not the zone. For example, an ADU permit issued in a single-family zone counts in this table as housing for 80% and below AMI, and a single-family permit issued in a higher density zone counts as housing for 120% AMI and above regardless of zone.

TABLE 19. LAND CAPACITY FOR HOUSING UNITS, ADJUSTED FOR PIPELINE DEVELOPMENT

Zone	Land Capacity (Original)[1]	Permits Issued[2]	Land Capacity (Updated)
R5	780	3	777
R7	492	18	474
R15	86	0	86
MC	223	0	223
TMCO	22	0	22
CBD	39	0	39
UVMU	446	67	379

Notes:

1) Using Land Capacity Methodology
2) Permits issued for residential units on land categorized in the land capacity analysis as vacant or partially vacant

When determining which housing types in the city serve each AMI, the upper and lower limits of monthly housing costs for households in each AMI are calculated to provide a range for what those households can afford without becoming cost burdened.

As noted in the Median Family Income section, ACS data estimated that the median household income in Sedro-Woolley was $72,281 in 2022. Households making the median income, or within the range of $51.000 to $81,600, can afford a monthly cost of housing between $1,275 and $2,040 without becoming cost burdened. The Area Median Income (AMI) as used in the Housing Allocations and Gap Analysis,

however, are based on the HUD income limits, which establish $102,000 per year as the area median income for a family of four.

TABLE 20. MAX MONTHLY COST OF HOUSING FOR EACH INCOME LEVEL TO NOT BE COST-BURDENED (MORTGATE OR RENT)

Income Lower limit	Income Upper limit	AMI	Monthly cost of Housing Lower limit	Monthly cost of Housing Upper limit
$0	$30,600	0-30%	$0	$765
$30,600	$51,000	>30-50%	$765	$1,275
$51,000	$81,600	>50-80%	$1,275	$2,040
$81,600	$102,000	>80-100%	$2,040	$2,550
$102,000	$122,400	>100-120%	$2,550	$3,060
	$122,400	>120%	greater than	$3,060

The largest share of housing units by number of units in Sedro-Woolley (63.4 percent) were one-unit housing units (detached single-family) in 2022. Zillow estimates that the monthly cost for one-unit housing units in Sedro-Woolley is $3,250. To be able to afford this housing type at this monthly cost, a household would need to be making a minimum of $130,000 a year without subsidies. This is 127 percent of the Mount Vernon-Anacortes area AMI, which encompasses and is comparable to Sedro-Woolley specifically.

The assumption is that, since home price and rent are based on median values, the AMI level specified in the 4th column of Table 3, plus the AMI below and above will be able to afford that housing type without being cost-burdened. This is to account for the upper and lower costs of each housing type. As shown in Table 21 below, based on the $102,000 per year AMI, the median single-family detached home would require an annual income of $130,000 per year. The median condominium or attached townhome (for purchase) would require an annual household income of $112,000 per year. The 2-4 unit multifamily monthly average cost of $3,000 makes smaller multifamily units affordable to households making over $120,000 per year. 5+ unit multifamily units are the only housing unit type likely to be available to households making below the AMI, coming in at roughly 69 percent of AMI for the average unit in a 5+ unit multifamily development.

TABLE 21. INCOME LEVEL WITHOUT SUBSIDIES BY HOUSING TYPE

Housing Type	Monthly cost	Annual Household income needed	Annual Income Level as a percent of AMI
Single-Family	$3,250	$130,000	**127%**
Condos and Townhome	$2,800	$112,000	**110%**
2-4 unit attached	$3,000	$120,000	**118%**
5+ unit Multifamily	$1,750	$70,000	**69%**

**Monthly cost/0.3*12*

**Based on $102,000*

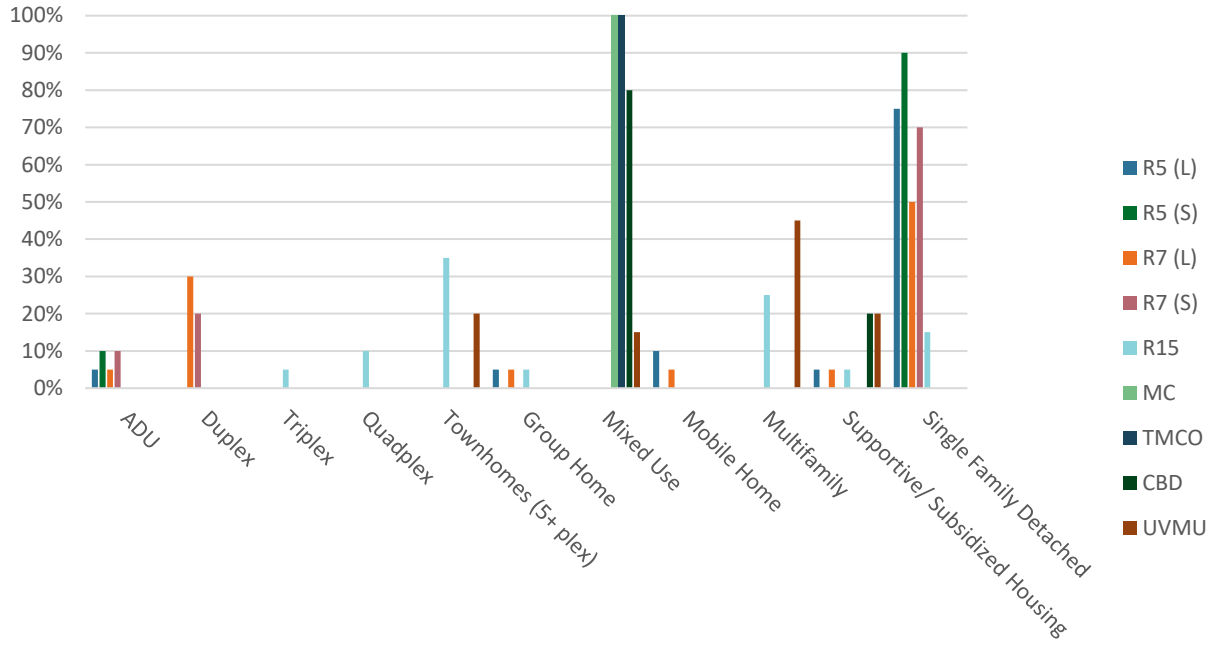
AMI Numbers based on Zillow, Mt Vernon-Anacortes MSA, avg of median rent cost-2022

To determine the capacity of each AMI level that could be potentially built in each zone, each zone's assumed ratio of housing types to be built over the next 20 years is divided by the number of income levels that each housing type allowed in that zone is assumed to be built.

Exhibit 17 (next page) shows the assumed ratios of housing types to be built over the 20-year planning period. The housing types (horizontal access) are shown by what percentage of all units that would be built in each zone (colored columns) would be of that type.

The assumptions for housing types built over the next 20 years are based off the most recent permitting data, existing housing stock, and allowed uses in each zone. In the R5 (L) zone, housing such as additional dwelling units (ADUs), single family detached homes, group homes, mobile homes, and supportive housing is allowed. Using the best available data, it is estimated that 75 percent of the housing production in this zone over the next 20 years will be single family detached, 5 percent will be ADUs, 5 percent will be group home units, 10 percent will be mobile homes, and 5 percent will be supportive or subsidized housing.

EXHIBIT 17. ASSUMED RATIO OF HOUSING TYPES TO BE BUILT OVER 20-YEAR PERIOD



Note that Sedro-Woolley's Mixed Commercial (MC) zone only allows one housing type, Mixed-use. The mixed-use housing type has an assumed affordable AMI between three levels: >50-80 percent, >80-100 percent, and >100-120 percent. Therefore, the assumption is that one-third of the housing capacity in the MC zone will be affordable to households making >50-80 percent.

Table 22, below, shows the ratio of each AMI level that could be potentially built in each zone. This is derived by dividing each zone's ratios from Exhibit 17 (above) by the number of income levels that each housing type allowed in that zone is assumed to be built.

TABLE 22. AMI RATIOS BY ZONE

Zone	0-30%	>30-50%	>50-80%	>80-100%	>100-120%	>120%
R5 (L)	0.05	0.05	0.05	0.05	0.43	0.38
R5 (S)	0.00	0.00	0.03	0.03	0.48	0.45
R7 (L)	0.05	0.05	0.03	0.13	0.38	0.35
R7 (S)	0.00	0.00	0.03	0.10	0.45	0.42
R15	0.05	0.13	0.08	0.25	0.24	0.24
MC	0.00	0.00	0.33	0.33	0.33	0.00
TMCO	0.00	0.00	0.33	0.33	0.33	0.00
CBD	0.10	0.10	0.27	0.27	0.27	0.00
UVMU	0.10	0.25	0.20	0.27	0.12	0.07

GAP ANALYSIS

The final step in this analysis is the calculation of unit capacity by income category in each zone. Table 23 involves the assumed multiplication of housing types to be built over 20 years (data from Exhibit 17) by the AMI ratios by zone (Table 22).

TABLE 23. CAPACITY PER AMI PER ZONE

	Income Category (% AMI)					
Zone	**0-30%**	**>30-50%**	**>50-80%**	**>80-100%**	**>100-120%**	**>120%**
R5 (L)	37	37	37	37	311	274
R5 (S)	0	0	1	1	21	19
R7 (L)	19	19	13	50	144	131
R7 (S)	0	0	3	9	42	39
R15	4	11	7	22	21	21
MC	0	0	74	74	74	0
TMCO	0	0	7	7	7	0
CBD	4	4	10	10	10	0
UVMU	40	101	81	107	47	27

TABLE 24. TOTAL HOUSING CAPACITY COMPARED TO NEED BY AMI RANGE

Income in $	AMI	Housing Need (Updated)[1]	Capacity (Updated)[2]	Surplus/ (Deficit)
$0 - $81,600	0-80%	1,360	509	**(851)**
$81,600 - $122,400	>80-120%	280	996	**716**
$122,400+	>120%	269	512	**243**
	Totals	**1,909**	**2,016**	**107**

Notes:

1) These values come from Table 18.
2) These values come from Table 19.

There is an overall gap for 0-80 percent AMI households of 851 units. In contrast, there are surpluses for moderate-income households and above. As a result, Sedro-Woolley will need to make adequate provisions to address the gaps identified and ensure adequate capacity and support exists to provide housing that is affordable to low-income households. The adequate provisions documentation can be found starting on the following page.

Evaluating Capacity for Emergency Housing Needs

Sedro-Woolley does not currently have any emergency shelter facilities. The target for emergency temporary housing needs within the Sedro-Woolley UGA is **43 beds** (see Table 1 of this section).
In order to determine capacity for emergency housing needs, the following analysis was performed on the land capacity analysis parcel dataset utilizing WA Department of Commerce guidance:

- Identify all parcels in zones allowing indoor emergency housing and indoor emergency shelters ("quasi-public use" per SWMC 17.04.030 – conditional use in MC zone and UVMU overlay, as well as CBD zone and Transitional Mixed Commercial Overlay): 606 parcels

- Narrow parcel search (vacant and underutilized parcels according to the LCA (includes deducting critical areas and buffers), net developable acreage of at least 0.1, parcels with a current use code of 160 (hotel/motel) removed from dataset – none in Sedro-Woolley): 73 parcels, 82.1 net developable acres

- Amend based on pending permits and pipeline projects (already accounted for by using vacant and underutilized parcels): 73 parcels, 82.1 net developable acres

- Adopt any spacing or intensity requirements to the parcels (no adopted spacing or intensity requirements for emergency housing uses): 73 parcels, 82.1 net developable acres

- Calculate capacity based on occupancy/intensity or assumed density methods. The Skagit First Step Shelter, a pallet shelter facility run by Friendship House and located on an industrial lot in the nearby City of Burlington, has 45 pallet shelters on 1.6 acres for a ratio of 28 beds per acre. Using this comparable facility, Sedro-Woolley has capacity for 2,299 emergency shelter beds, plenty to meet its emergency housing beds target.

APPENDIX C

Adequate Provisions Analysis

RCW 36.70A.070(2)(d) requires jurisdictions planning under the GMA to include in their comprehensive plan a housing element that "[m]akes adequate provisions for existing and projected needs of all economic segments of the community, including:
(i) Incorporating consideration for low, very low, extremely low, and moderate-income households;
(ii) Documenting programs and actions needed to achieve housing availability including gaps in local funding, barriers such as development regulations, and other limitations;
(iii) Consideration of housing locations in relation to employment location; and
(iv) Consideration of the role of accessory dwelling units in meeting housing needs."

Documenting programs and actions needed to achieve housing availability

Sedro-Woolley is not required to construct housing or ensure that housing is produced. However, the City must identify barriers to housing production and make adequate provisions to accommodate all housing needs. Currently, there is a gap of 754 units of capacity that would potentially meet the needs of households making 80 percent Area Median Income (AMI) or less. (Simultaneously, there is a surplus of capacity for housing above 80 percent AMI.)
The following steps have been documented to show that the City is making the appropriate land use, regulatory, policy, and programmatic changes to ensure such capacity exists by the end of the planning period.

Review housing production trends to determine if barriers exist

The City of Sedro-Woolley has prepared an analysis of the past 7 years of housing unit production in all relevant zones to determine if the pace of past construction is sufficient to account for the housing needs the City needs to plan for by 2045.

TABLE 25. HOUSING UNIT PRODUCTION BY ZONE, 2018-2024

Zone	SF Units	SF average annual (7 yr)	Town house	Townhouse average annual (7 yr)	Duplex and Triplex	Duplex and Triplex average annual (7 yr)	MF Units (inc. live-work and live-work remodel)	MF average annual (7 yr)	ADUs	ADUs average annual (7 yr)	Manuf. Homes	Manuf. Homes annual average (7 yr)	Total Units	Total average annual trend
R1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
R5	126	18	3	0.4	0	0	4	0.6	1	0.1	19	2.7	153	21.9
R7	98	14	6	0.9	37	5.3	0	0	7	1	9	1.3	157	22.4
R15	26	3.7	28	4	0	0	74	10.6	0	0	0	0	128	18.3
CBD	0	0	0	0	2	0.3	15	2.1	0	0	0	0	17	2.4
UVMU	0	0	0	0	0	0	143	20.4	0	0	0	0	143	20.4
Total	**251**	**35.9**	**37**	**5.3**	**36**	**5.1**	**224**	**32**	**8**	**1.1**	**28**	**4**	**599**	**85.6**

Residential Building Permits in Sedro-Woolley, 2018-2024. Source: City of Sedro-Woolley, analysis by Facet 2024.

TABLE 26. HOUSING UNIT PRODUCTION NEEDED VS. HISTORICAL PRODUCTION

Income level (% AMI)	Projected housing need (2022-2045)	Housing type(s) that best serve these needs	Aggregated housing need (2025-2045)[7]	Annual unit production needed	Historical average annual unit production[8][9]	Is there a barrier to sufficient production?
0-30% PSH	299	Low-Rise and Mid-Rise (walk-ups up to 3 stories,	1,360	68	33	YES
0-30% Non-PSH	442					

[7] Accounting for pipeline permits 2020-2024
[8] Rounded to the nearest half-unit from table on previous page
[9] Manufactured homes are included in the moderate density

Income level (% AMI)	Projected housing need (2022-2045)	Housing type(s) that best serve these needs	Aggregated housing need (2025-2045)[7]	Annual unit production needed	Historical average annual unit production[8][9]	Is there a barrier to sufficient production?
>30-50%	475	apartments, condos)				
>50-80%	339					
>80-100%	181	Moderate Density (townhomes, duplex, triplex, 4-plex)	280	14	14	NO
>100-120%	161					
>120%	463	Low Density (single family detached)	269	13	36	NO

Comparison of production trends to housing needs to determine if barriers exist

As Table 26 above shows, housing has not been constructed at a pace sufficient to meet the needs within the planning period for zones with capacity for 0-80% AMI. Moderate density and low density homes do not face a historical barrier to construction at a pace sufficient to meet demand.

Gather Information to Determine What Kind(s) of Barriers Exist

TABLE 27. LOW-RISE OR MID-RISE HOUSING BARRIER REVIEW CHECKLIST

Barrier	Is this barrier likely to affect housing production?	Why or why not?	Actions being proposed to address barrier
Development regulations			
Unclear development regulations	Yes	• Permitted density for R15 zone is unclear (max 8 or 12 units per building but max 15 dwelling units per acre) • Parking standards for residential uses in CBD zone are confusing – Tier 2 buildings say "reduced off street parking" required for residential unit associated with retail/commercial use, but no number listed • SWMC 17.36.030 has off-street parking requirements (all housing other than elderly and group homes: 2 parking spaces per unit). This is in conflict with the off-street parking requirements in some of the regulations for specific zones (for example, see CBD and UVMU zones)	• Could consider PRD residential bonus for R15 zone similar to what is allowed for clubhouses, which would be infeasible for a multifamily PRD • Align max density or density ranges for R15 zone with the units per building to make max density for achievable • Clarify parking requirements for residential uses in CBD zone • Consider removing residential number of spaces regulations in 17.36.030 or cite that other chapters of the zoning code contain them

High minimum lot sizes	Yes	• No minimum lot size for R15, CBD, or UVMU zones • PRD code has three-acre minimum site area	• Consider smaller minimum site area for PRDs in the R15 zone that include multifamily housing
Low maximum densities or low maximum FAR	Yes	• R15 zone allows up to 15 dwelling units per acre in theory, but permit history for past 7 years includes a lot of single-family homes in the R15 zone. This could be an indication that something in the R15 standards is not enabling higher achieved densities	• Could consider increasing the max density (and units per building as discussed above) and slotting another zone in between R7 and the existing R15 at, perhaps, 12 units per acre max
Low maximum building heights	No	• Max building heights for low-rise multifamily zones include 35 feet (3 stories) in R15, 60 feet (mixed use fronting certain streets), 35 feet (other mixed use), 35 feet for standalone residential (or 45 pending fire access) in UVMU, 60 feet in CBD zone	• N/A
Large setback requirements	No	• Setbacks are already zero or very small (10 feet or under) for zones where low- and mid-rise residential are allowed and are the focus	• N/A

High off-street parking requirements	Yes	• Parking requirements for commercial and residential uses potentially a barrier to adding more units	• Parking for residential buildings that don't include commercial uses has up to 4 spaces required for large units. Could consider stopping at 2 or more bedrooms and 2 parking spaces or provide incentives to allow to go even below that if certain conditions are met • Similarly, R15 has required off-street parking going up to 4 spaces. This is out of line with what many communities have done for parking for multifamily.
High impervious coverage limits	No	• No max impervious surface coverage in code	• N/A
Lack of alignment between building codes and development codes	No	• N/A	• N/A

Other	No	• N/A	• N/A
Process Obstacles			
Conditional use permit process	No	• N/A	• N/A
Design review	Yes	• Design review standards and procedure currently located in Title 15 (Buildings and Construction) • More specific site and lot design standards in the design standards than in code (for example, pages 47-48 of the design standards have minimum recreation space standards for subdivisions and multi-family developments)	• Consider moving design review code to zoning code • Consider moving some design standards to code (especially things like recreation area standards, more specific lot coverage standards, etc) to zoning code
Lack of clear and accessible information about process and fees	No	• N/A	N/A
Permit fees, impact fees and utility connection fees	Yes	• ADU fees too high per amendments to GMA	• Impact fees for ADUs not to exceed 50 percent of single-family dwelling fees. Impact fee schedule will need to be revised

Process times and staffing challenges	Yes	• City will need to implement SB 5290 (local project review act reform)	• See left
Limited Land Availability and Environmental Constraints			
Lack of large parcels for infill development	No	• N/A	• N/A
Environmental constraints	No	• CAO updates may result in increased buffers in some instances, reducing availability of sites with development capacity.	• CAO update (forthcoming)
Gaps in local funding	Yes	• No financial incentive for development of affordable units	• Multi-family tax exemption program (MFTE) could be pursued • Establishment of land bank or donation of surplus public land could be programs added

TABLE 27. PSH AND EMERGENCY HOUSING BARRIER REVIEW CHECKLIST

Barrier	Is this barrier likely to affect housing production?	Why or why not?	Actions being proposed to address barrier
Development regulations			
Spacing requirements (for example, minimum distance from parks, schools or other emergency/PSH housing facilities)	No	• City does not have any code for PSH • Emergency housing would be considered a quasi-public use	• City should develop definition and standards for PSH
Parking requirements	No	• No parking requirements for PSH or emergency housing	• N/A
On-site recreation and open space requirements	No	• No open space or recreation space requirements that are different from multifamily	N/A
Restrictions on support spaces, such as office space, within a transitional or PSH building in a residential zone	No	• There are no standards specific to office support within permanent supportive housing or group housing. There is a lack of clarity	• The City should develop standards for emergency housing and PSH

Barrier	Is this barrier likely to affect housing production?	Why or why not?	Actions being proposed to address barrier
Development regulations			
Arbitrary limits on number of occupants (in conflict with RCW 35A.21.314)	No	• City does not have a definition for household or family in code	City could consider adding a definition for household that explicitly does NOT place arbitrary limits on number of occupants
Requirements for PSH or emergency housing that are different than the requirements imposed on housing developments generally (in conflict with RCW 36.130.020)	Yes	• There are no standards specific to office support within permanent supportive housing or emergency housing. There is a lack of clarity	• Develop standards and requirements for PSH and emergency housing consistent with RCW 36.130.020
Other restrictions specific to emergency shelters, emergency housing, transitional housing and permanent	Yes	• There are no standards specific to office support within permanent supportive housing or group housing. There is a lack of clarity	• Develop standards and requirements for PSH and emergency housing consistent with RCW 36.130.020

Barrier	Is this barrier likely to affect housing production?	Why or why not?	Actions being proposed to address barrier
Development regulations			
supportive housing			
Gaps in local funding	Yes	• City has a sales and use tax for affordable housing but no MFTE program or other affordability incentives	• Consider affordability as an incentive for density increases or other design flexibility

TABLE 28. ADI BARRIER REVIEW CHECKLIST

Barrier	Is this barrier likely to affect housing production?	Why or why not?	Actions being proposed to address barrier
Development regulations			
Must allow two ADUs on each lot in urban growth areas; **May not require the owner to occupy the property, and may not prohibit sale as independent units, but may restrict the use of ADUs as short term rentals;** **Must allow an ADU of at least 1,000 square feet;**	Yes	• Various sections of code needed to be revised on account of HB 1337	• Various revisions to chapter 17.100 SWMC including: • Max 2 ADUs per lot • Increasing ADUs to a maximum of 1,000 sq. ft.,

Barrier	Is this barrier likely to affect housing production?	Why or why not?	Actions being proposed to address barrier
Development regulations			
Must set parking requirements based on distance from transit and lot size; **May not charge more than 50% of the impact fees charged for the principal unit;** **Must permit ADUs in structures detached from the principal unit;** **May not restrict roof heights of ADUs to less than 24 feet, unless that limitation applies to the principal unit;** **May not impose setback requirements, yard coverage limits, tree retention mandates, restrictions on entry door locations, aesthetic requirements, or requirements for design review for ADUs that are more restrictive than those for principal units;** **Must allow an ADUs on any lot that meets the minimum lot size required for the principal unit;** **Must allow detached ADUs to be sited at a lot line if the lot line abuts a public alley, unless the city or county routinely plows snow on the public alley;**			• Allowing ADUs to be segregated in ownership independent of principal unit, • Remove owner occupancy requirement, • Have parking requirements based on distance from transit and lot size, • Increase maximum height to 24 feet

Barrier	Is this barrier likely to affect housing production?	Why or why not?	Actions being proposed to address barrier
Development regulations			
Must allow conversions from existing structures, even if they violate current code requirements for setbacks or lot coverage; and **May not require public street improvements as a condition of permitting ADUs.**			
Unclear development regulations	Yes	• Chapter 17.100 SWMC doesn't have provisions related to setbacks	• Cite setback standards and/or include provisions to allow ADUs to be located within the rear setback of single-family homes and account for zero setback on alleys
Large setback requirements	No	• No setback requirements in code for SWMC	See above

Barrier	Is this barrier likely to affect housing production?	Why or why not?	Actions being proposed to address barrier
Development regulations			
Off-street parking requirements	Yes	• Changes to off-street parking requirements in 17.415.010 to comply with HB 1337.	• See previous
Other (for example: burdensome design standards, tree retention regulations, historic preservation requirements, open space requirements, etc.)	Yes	• No other burdensome standards for ADUs identified in code.	N/A
Process Obstacles			
Lack of clear and accessible information about process and fees	No	• ADU fees are listed in general fee schedule and in Chapter 2.90	• N/A
Permit fees, impact fees and utility connection fees that are not proportionate to impact	No	• Fees are out of step with what's allowed under HB 1337	• Need to reduce permit and impact fees to
Processing time and staff challenges	No	• Processing time hasn't been an issue	• N/A

Barrier	Is this barrier likely to affect housing production?	Why or why not?	Actions being proposed to address barrier
Development regulations			
		for ADUs but could be if there are dramatically more permits (unlikely)	

TABLE 29. CHECKLIST FOR LOCAL OPTION TOOLS FOR ADDRESSING AFFORDABLE HOUSING FUNDING GAPS

Local option tools for addressing affordable housing funding gaps*	Implementation Status	Plans for Implementation
Housing and related services sales tax (RCW 82.14.530)	Implemented in SWMC 3.14	Already implemented
Affordable housing property tax levy (RCW 84.52.105)	Have not implemented	Considering
REET 2 (RCW 82.46.035) GMA jurisdictions only and only available through 2025	Have not implemented	Only runs through end of 2025 so city could not make use of this during the planning period
Affordable Housing Sales Tax Credit (RCW 82.14.540) – was only available to jurisdictions through July 2020	N/A	N/A (no longer relevant)
Lodging Tax (RCW 67.28.150 and RCW 67.28.160) to repay general obligation bonds or revenue bonds	N/A	N/A

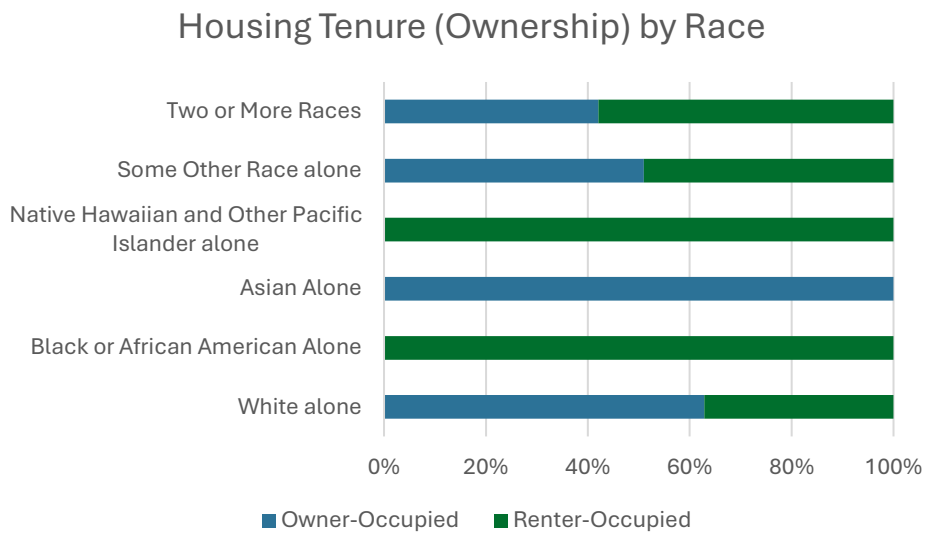
Local option tools for addressing affordable housing funding gaps*	**Implementation Status**	**Plans for Implementation**
Mental Illness and Drug Dependency Tax (RCW 82.14.460) – jurisdictions with a population over 30,000	N/A	N/A (city's population is far less than 30,000)
Donating surplus public lands for affordable housing projects (RCW 39.33.015)	Not yet implemented	Considering
Impact fee waivers for affordable housing projects (RCW 82.02.060)	Implemented by KCC 4.110.030	Considering
Application fee waivers or other benefits for affordable housing projects (RCW 36.70A.540)	Not yet implemented	Considering
Multi-Family Tax Exemption (MFTE) with affordable housing requirement (RCW 84.14)	Not yet implemented	Considering
General funds (including levy lid lifts to increase funds available)	Not currently being considered.	No plans for implementation

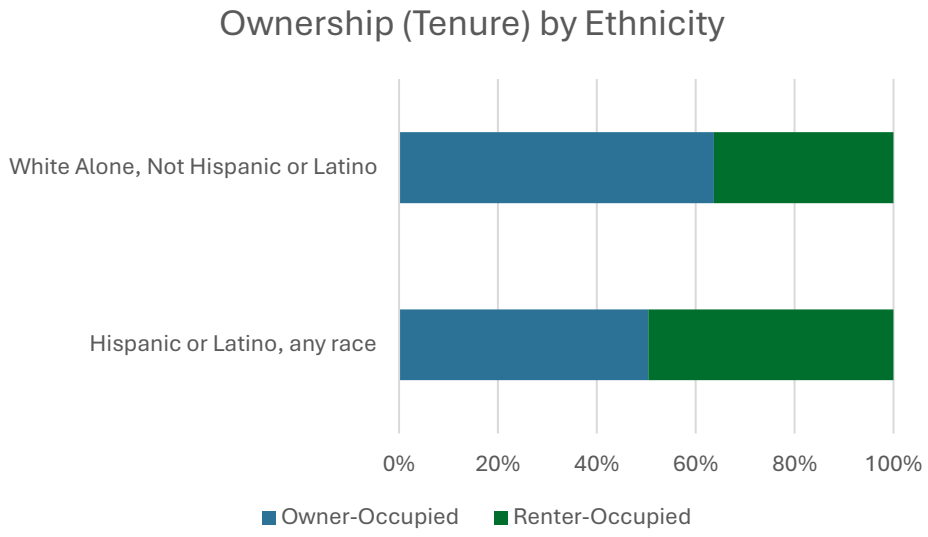
Racially Disparate Impacts

RCW 36.70A.070(2) requires that the City of Sedro-Woolley's housing element in its comprehensive plan analyzes racially disparate impacts, displacement, and displacement risk and propose policy and code revisions accordingly to address racially disparate impacts and mitigate displacement risk.

Homeownership rates by racial and/or ethnic groups

It is difficult to draw meaningful conclusions on ownership rates of some racial groups due to very small sample sizes. Nevertheless, by racial group, white-householder households have an ownership rate of 63 percent, compared to roughly 50 percent for some other race alone and 42 percent for two or more races.





Source: ACS 2018-2022 5-Year Estimates, Table B25003A-I
By ethnicity, white, non-Hispanic or Latino households have a 64 percent ownership rate, compared to 50 percent for Hispanic or Latino-headed households. (The citywide ownership rate is 61 percent.)

Rates of housing cost burden by racial and/or ethnic groups

COST BURDENED HOUSEHOLDS BY RACE

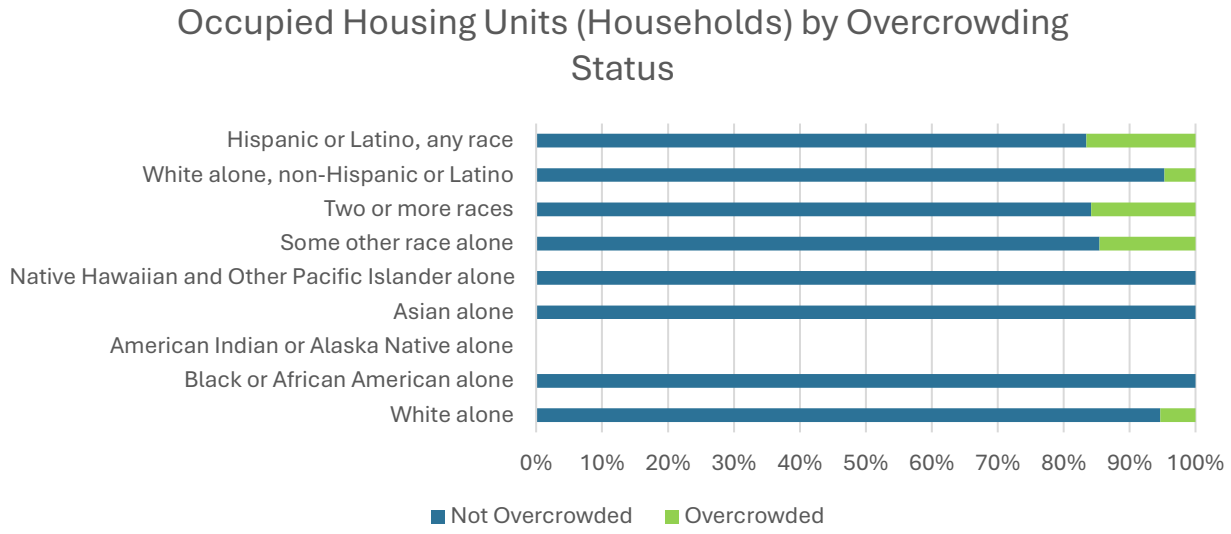
	OWNER OCCUPIED			RENTER OCCUPIED		
	NOT COST BURDENED	COST BURDENED	SEVERELY COST BURDENED	NOT COST BURDENED	COST BURDENED	SEVERELY COST BURDENED
WHITE, NON-HISPANIC	1590	465	75	830	205	225
BLACK OR AFRICAN AMERICAN, NON-HISPANIC	0	0	0	40	0	0
ASIAN, NON-HISPANIC	25	0	0	0	0	0
AMERICAN INDIAN OR ALASKA NATIVE, NON-HISPANIC	0	0	0	0	0	0
PACIFIC ISLANDER, NON-HISPANIC	0	0	0	0	0	0
HISPANIC, ANY RACE	285	120	0	30	95	0
OTHER (INCLUDING MULTIPLE RACE), NON-HISPANIC	0	0	0	50	0	10

	OWNER-OCCUPIED				RENTER-OCCUPIED			
	Not Cost Burdened	Cost Burdened	Severely Cost Burdened	not computed	Not Cost Burdened	Cost Burdened	Severely Cost Burdened	not computed
WHITE ALONE, NON-HISPANIC	75%	22%	4%	0%	63%	15%	17%	5%
BLACK OR AFRICAN-AMERICAN ALONE, NON-HISPANIC	0%	0%	0%	0%	100%	0%	0%	0%
ASIAN ALONE, NON-HISPANIC	100%	0%	0%	0%	0%	0%	0%	0%
AMERICAN INDIAN OR ALASKA NATIVE ALONE, NON-HISPANIC	0%	0%	0%	0%	0%	0%	0%	0%
PACIFIC ISLANDER ALONE, NON-HISPANIC	0%	0%	0%	0%	0%	0%	0%	0%
HISPANIC, ANY RACE	70%	30%	0%	0%	23%	73%	0%	0%
OTHER (INCLUDING MULTIPLE RACES, NON-HISPANIC	0%	0%	0%	0%	83%	0%	17%	0%

SOURCE: HUD-CHAS TABULATIONS OF 2016-2020 ACS 5-YEAR ESTIMATES: TABLE 9
**DATA IS STANDARDIZED. DATA CHARACTERIZED AS "0" IS REPRESENTATIVE OF A SMALL (CLOSE TO ZERO) POPULATION SIZE AND DOES NOT NECESSARILY MEAN ZERO.*

Rates of overcrowding by racial and/or ethnic groups

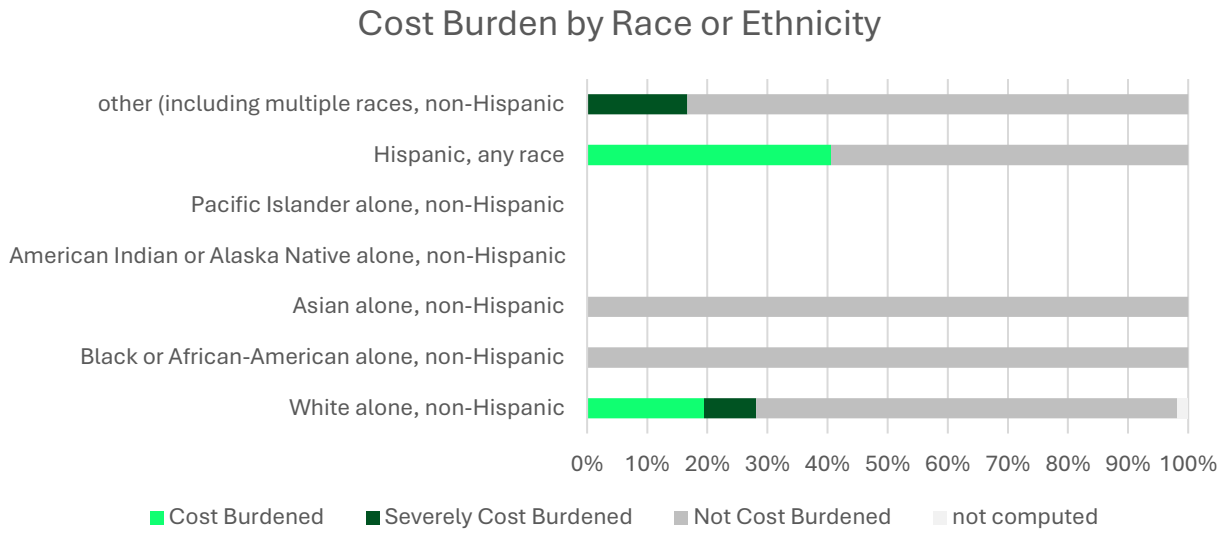
The data on rates of overcrowding for different racial and ethnic groups is difficult to parse for Sedro-Woolley because of the small estimates and large margins of error even at the place (not census tract) scale for the ACS 5-Year Estimates. This is particularly true for Black or African American, Asian, and Native Hawaiian and Other Pacific Islander groups. However, somewhat higher estimates for ethnicity subsets (Hispanic or Latino vs. white alone, not Hispanic or Latino) demonstrate that 16 percent of Hispanic or Latino-headed households have evidence of overcrowding (more than 1 person per bedroom on average) compared to 5 percent of white alone, not Hispanic or Latino-headed households.



SOURCE: ACS 2018-2022 5-YEAR ESTIMATES, TABLE B25014A-I

Housing cost compared to median household income by racial and/or ethnic groups

With small sample sizes for many racial groups, it is difficult to make definitive comparative analyses across all categories. However, it is clear that white alone, non-Hispanic or Latino-headed households have a lower cost burden as a percent of total households than Hispanic or Latino-headed households (28 percent versus 41 percent respectively, combining cost burdened and severely cost-burdened households).



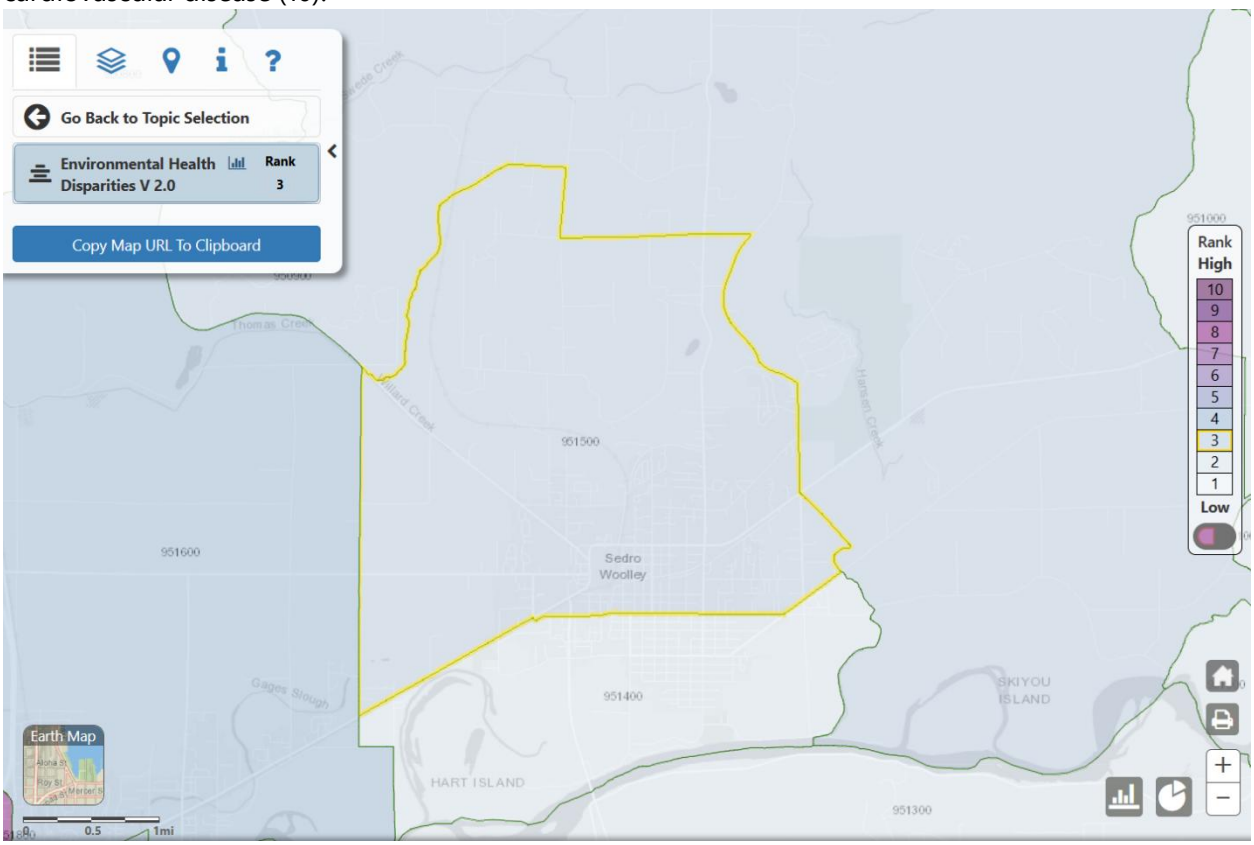
Median household income by race and ethnicity

Median household income data are not available for Sedro-Woolley for many nonwhite racial groups due to very small sample sizes. When comparing median household income for households with a householder who is white alone, and not Hispanic or Latino, the most recent data show a median household income for that group of $72,462. Hispanic or Latino households of any racial group had a household income of $66,023. The racial grouping of "some other race alone or in combination with one or more races" (which is inclusive of the groups with very small sample sizes, like Black or African-American and others) reported a 2021 median household income of $69,069. With large margins of error even in the 5-year estimates for these data sets, these household incomes are close enough for there not to be a conclusive gap in household income. Nevertheless, the relatively low homeownership rate and high overcrowding rate of Hispanic or Latino households relative to white alone, non-Hispanic or Latino point to other potential structural disadvantages that might affect Hispanic or Latino households in Sedro-Woolley.

Concentrations of racial groups in certain areas of the city with economic characteristics differing from the rest of the community

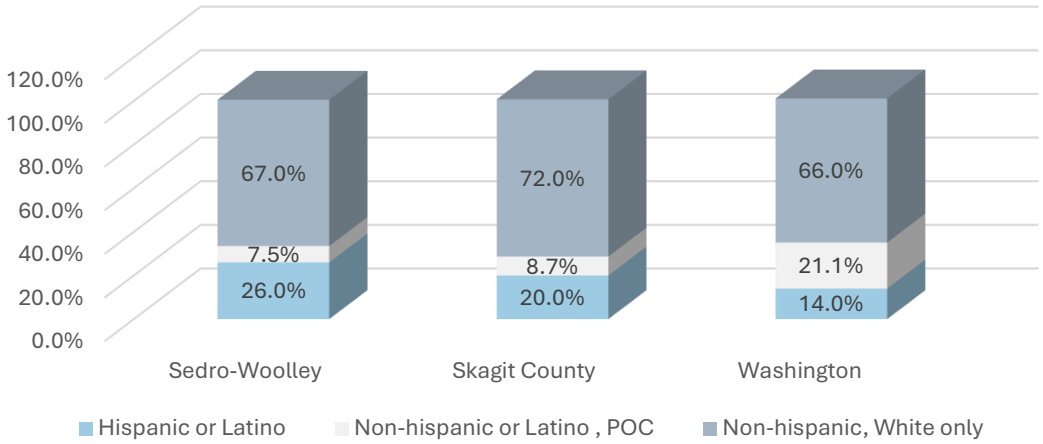
Disparities in Environmental Health Hazards

Both the geographies (census tracts or combinations) containing the City of Sedro-Woolley rank low (3 and 2 out of 10) on the environmental health hazards risk composite map from the Washington State Department of Health (see below). However, when drilling down into the individual index components, the southern part of the city closest to the river scores at high risk for lead risk from housing (9 out of 10), transportation expense (8), and unemployment (10). The tract containing the northern part of the city (highlighted in yellow in the map below) scores high in transportation expense (8) and deaths from cardiovascular disease (10).

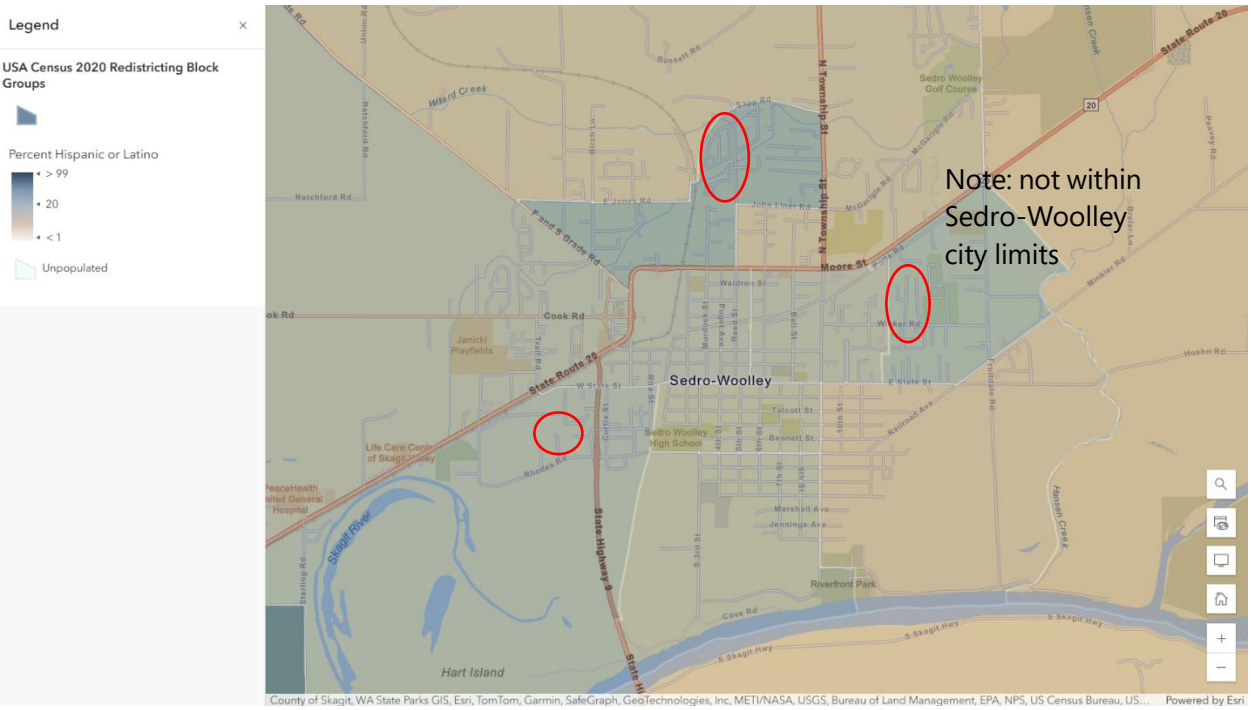


Source: Washington Environmental Health Disparities Map, Washington State Department of Health.

Residential Racial Composition

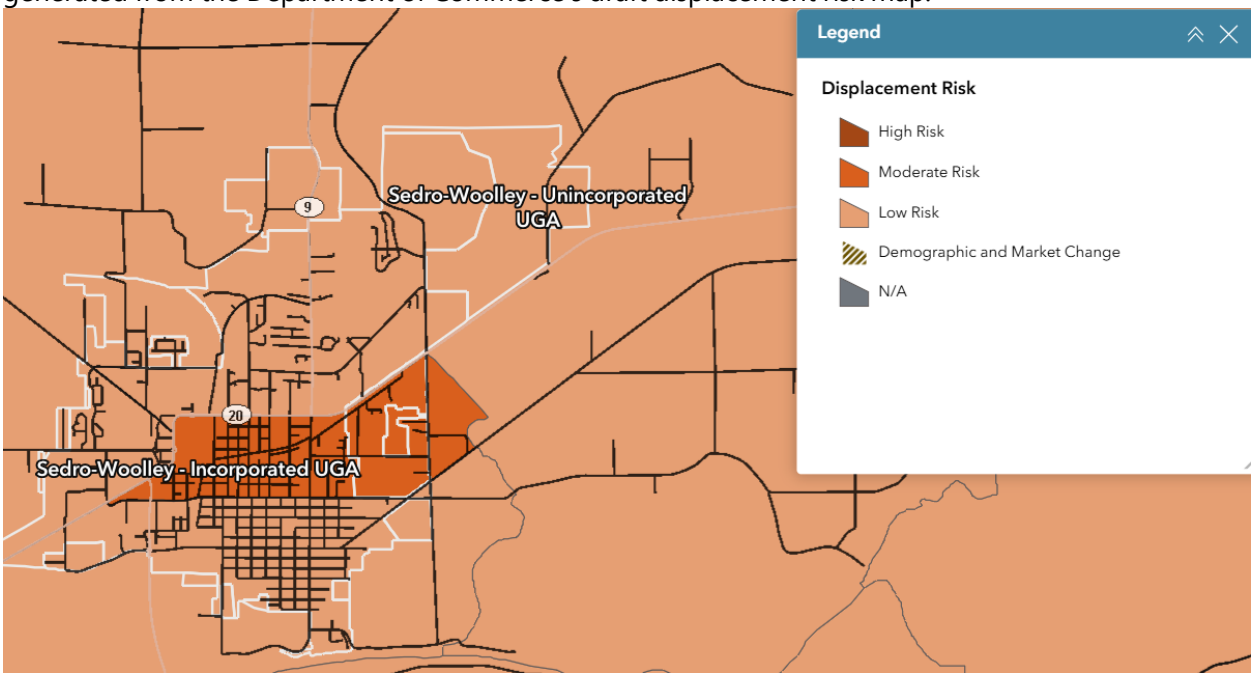


Sedro-Woolley is more racially and ethnically diverse (nonwhite) than Skagit County as a whole, albeit with fewer non-Hispanic or Latino nonwhite residents and more Hispanic or Latino residents. Based on an analysis of data on percent population that is Hispanic or Latino by census block group, the areas in Sedro-Woolley with by far the highest proportion of residents that are Hispanic or Latino overlap with the city's mobile home parks (darker colors in the map below signify a higher percentage of residents being Hispanic or Latino in a block group, red circles indicate mobile home parks).



Displacement Risk Analysis

In identifying areas in Sedro-Woolley that may be at higher risk of displacement, the following map is generated from the Department of Commerce's draft displacement risk map.



The census tract shown in orange in the exhibit above is at moderate displacement risk. It is identified as having experienced disinvestment (an increasing number of low income households and population that is people of color is either growing faster than or equal to the overall county trend). Given this census tract encompasses the mobile home park outside the eastern city limits, this is unsurprising. This area also has been undergoing housing market acceleration, with rents low overall in 2015 but rising quickly.

Policy Analysis

The final piece of housing analysis required under RCW 36.70A.070(2) is an analysis of goals and policies in terms of identifying existing policy barriers to addressing racially disparate impacts and displacement risk. The next Appendix in this comprehensive plan shows the policy analysis that was conducted on the housing element and proposed revisions.

APPENDIX C

Park Impact Fee Analysis

DATE: June 19, 2025

TO: City of Sedro-Woolley Planning Commission

FROM: Annie Sieger, Sieger Consulting SPC

RE: 2025 Comprehensive Plan Update – Initial Parks Impact Fee Review

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Sieger Consulting SPC was contracted as a subconsultant to Facet to support review and revision of the City of Sedro-Woolley's Parks and Recreation Element as part of the City's 2025 Comprehensive Plan Update. The Parks and Recreation Element was last updated in July of 2016 and is being updated as part of the City's currently Growth Management Act-mandated (GMA) plan update. Since the last update of the Parks and Recreation Element, the City, in 2024, has updated its Parks, Recreation, Trails, and Open Space Plan. Currently, the City's parks and recreation planning documents support Recreation and Conservation Office (RCO) recreation (but not habitat) planning eligibility through June 2025.

The main focus of Sieger Consulting's review is two-fold, and includes:

1. Review of the City's current Park Impact Fee program and provide recommendations to integrate revised impact fees into the plan to ensure the fees are properly designed to service new growth as required by state statute.
2. Review of the existing Sedro-Woolley's Comprehensive Plan Parks and Recreation Element and provide recommended goal and policy updates in accordance with GMA requirements.

However, accomplishing these goals requires full review of the existing Parks and Recreation Element and integration, to the extent possible, of the City's updated Parks, Recreation ,Trails, and Open Space Plan, with a goal of not only providing high quality planning inputs to guide City policy makers and staff and ensuring regulatory compliance, but also to support extended RCO grant eligibility.

As a first phase of this review process, Sieger Consulting reviewed the current Parks and Recreation Element to identify key recommendations for revising the City's Parks Impact Fees. It is expected that these are initial, draft recommendations and will be further fleshed out as part of the remaining review work under this contract.

Parks Impact Fee

Sedro-Woolley's Parks Impact Fees were last updated in June 2024 due to an annual increase indexed to inflation using the Seattle-Tacoma-Bellevue June to June CPI-U. The actual impact fees and the calculation method for establishing them (as codified in Sedro-Woolley Municipal Code 15.50.080) do

not appear to have been updated since 2015. The proportionate share being used to establish these fees, as well as the parks capital improvement program should be reviewed to ensure that parks impact fees are adequate to support the City's desired parks improvements.
The City of Sedro-Woolley's current parks impact fees are shown below in in Exhibit .

Photo 1. Exhibit 1. Schedule of Parks Impact Fees per Unit

STRUCTURE	FEE
Single-Family Residence	$2,303
Manufactured Home	$2,303
Units in a Duplex or Multifamily Unit	$2,303
Dependent Relative Cottage	$2,303
Accessary Dwelling Unit Between the Minimum Allowed Size ADU and 450 Square Feet	$690.90 30% of a standard park impact fee
Accessary Dwelling Unit Between 450 Square Feet and the Maximum Allowed Size ADU	$1,151.50 50% of a standard park impact fee
All Units not Specifically Identified in the Above	$2,303

Like many cities in Washington, Sedro-Woolley has elected to only impose Parks Impact Fees on residential development. This is a policy choice, as Parks Impact Fees can be imposed on both residential and commercial development. There is strong evidence that high quality parks and open space contribute to businesses through economic development and enhanced quality of life for employees and potential consumers and, therefore, many cities in Washington have moved to extend their Parks Impact Fees to commercial development, in addition to residential development.
State law regarding impact fees, as codified in RCW 82.02.050 requires that the impact fees support system improvements related to new development and reasonably benefit the new development. The impact fee should not exceed a proportionate share of the costs of the system improvements needed to support growth. RCW 82.02.060, outlines the specific required provisions of local ordinances in setting and collecting impact fees. This ordinance was updated in 2025, and now requires that parks impact fees "reflect the proportionate impact of new housing units, including multifamily and condominium units, based on the square footage, number of bedrooms, or trips generated, in the housing unit in order to produce a proportionally lower impact fee for smaller housing units." The City of Sedro-Woolley's current impact fees are not in compliance with this policy change and must be updated to reflect it.

Recommendations

- Consider whether parks impact fees should be extended to commercial development.
- Review criteria for establishing which parks capital projects are impact fee-eligible.
- Review whether the proportionate share funded by the City to support parks impact fee-eligible projects is sufficient to accomplish the desired parks impact-fee eligible capital projects and still allow for completion of non-impact fee-eligible projects.
- Update the parks impact fee rate setting calculation for compliance with updated

state law which requires that fees “reflect the proportionate impact of new housing units, including multifamily and condominium units, based on the square footage, number of bedrooms, or trips generated, in the housing unit in order to produce a proportionally lower impact fee for smaller housing units.”

- Review the performance of the Seattle-Tacoma-Bellevue June to June CPI-U against project costs and compared to other inflation indices to determine whether this is the most appropriate inflation index for annually updated parks impact fees (and other fees where it may be applied).

FACET

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APPENDIX E

Climate Mitigation Challenges & Opportunities Analysis

TECHNICAL MEMORANDUM

Date:	March 18, 2025
To:	City of Sedro-Woolley
Cc:	Tom Glover Community Development Director
From:	Alexandra Plumb, Environmental Planner Donna Keeler, Senior Planner Tami Camper, Environmental Planner
Project Name:	Sedro-Woolley Climate Element
Project Number:	2401.0458.00

Climate Mitigation Challenges and Opportunities Analysis

This memorandum is intended to summarize the potential climate-related impacts to identified assets within the City of Sedro-Woolley (City) and provide suggested opportunities for policies to address gaps in the City's existing Comprehensive Plan. Identified opportunities are intended to mitigate the risk of damage or loss to assets and provide resiliency measures based on the climate-related hazards relevant to them. The Climate Element and Resilience Sub-Element is intended to result in reductions in overall greenhouse gas (GHG) emissions and enhance resiliency to and avoid the adverse impacts of climate change, consistent with the requirements of House Bill 1181 ("HB 1181") and Washington State's Growth Management Act (GMA).

This element is also required to include efforts to reduce localized GHG emissions and avoid creating or worsening localized climate impacts to vulnerable populations and overburdened communities. Washington's cities and counties use this GHG emissions reduction (GHG reduction) sub-element planning guidance to measure, reduce, and eliminate local GHG emissions and per capita vehicle miles travelled (VMT) via comprehensive plan goals and policies. HB 1181 requires that a city or county's GHG reduction sub-element and its related development regulations must identify the actions the jurisdiction will take during the planning cycle that will:

- Requirement 1: Result in reductions in overall GHG emissions generated by transportation and land use within the jurisdiction but without increasing emissions elsewhere in Washington;

- Requirement 2: Result in reductions in per capita VMT within the jurisdiction but without increasing GHG emissions elsewhere in Washington; and,
- Requirement 3: Prioritize reductions that benefit overburdened communities to maximize the co-benefits of reduced air pollution and environmental justice.

Each jurisdiction develops its own goals and policies, as well as selecting ones from Commerce's Menu of Measures, to address these minimum requirements. The sub-element is developed with an overall target of reaching net-zero emissions by 2050. The development of the Climate Element and Resilience and GHG Emissions Reduction sub-elements are incorporated into the Periodic Update of the Comprehensive Plan.

Methodology

Under the Washington State Department of Commerce's Intermediate Planning Guidance document, Section 3: Resilience Sub-element provides step-by-step guidance for developing a new climate and resiliency element, as shown below:



Figure 23. Process for Developing Climate Resilience Elements

Following the guidance document, the Climate Element Workbook was utilized. The intermediary tasks within Steps 1-5 listed below are further detailed in the Analysis section of this memorandum.

1. Identify community assets under specific sectors;
2. Explore and identify hazards and changes in climate that are applicable to the City;
3. Pairing assets and hazards;
4. Describing potential climate impacts, asset exposure, non-climate stressors, and climate impact consequences of each asset-hazard pair;
5. Identifying priority climate hazards affecting the City; and
6. Reviewing existing plans for climate gaps and opportunities.

The Resilience Sub-Element is required to have one (1) goal and supportive policy for each climate-exacerbated hazard which is relevant to the City, as required by the Federal Emergency Management Agency (FEMA) and HB 1181. FEMA requires local hazard mitigation plans to assess the effects of climate change, a process that can be done collaboratively with this climate resiliency work. Recommendations in this memorandum include new measures that enhance beneficial opportunities among the eleven sectors which are not typically included in a FEMA-approved hazard mitigation plan.

Analysis

Identify Community Assets

To comply with the requirements of HB 1181, the City's assets were identified and evaluated to determine what impacts may occur due to climate-related hazards. Assets that were evaluated because of the recommendations from the Sedro-Woolley Climate Policy and Advisory Team (CPAT) include the following:

Table 45. Sedro-Woolley Sectors and Assets (Task 1.1)

Sectors	Assets
Agriculture & Food Systems	Community gardens, Helping Hands Food Bank, and Famers Market
Buildings & Energy	Commercial buildings, power and transmission lines, school buildings, City Hall, Fire Station #1, and municipal court
Cultural Resources & Practices	Salmon, historic sites, museum, Loggerodeo, Hammer Heritage Square, and Pola's Promenade
Economic Development	Local businesses, industries, Chamber of Commerce, Janicki Industries, Sedron Technologies, opportunity zones, SWIFT Center, urban village, and Snelson Companies, Inc.
Ecosystems	Shoreline and riparian areas, open space, wetlands, Riverfront Park, other city parks, Skagit River
Emergency Management	Police stations, emergency equipment, Fire Station 1, and emergency shelters
Health & Well-being	United General PeaceHealth Hospital, clinics, Central Skagit Library, Sedro-Woolley Library, Senior Center, Safe Homes Network, Boys and Girls Club, Village Concepts Assisted Living, Birchview Memory Care, Metcalf/Erik K. Tesarik Memorial Baseball Field, Winnie Houser Playfields, Janicki Fields, Community Center, and Sedro-Woolley Recreation Center
Transportation	Roads, sidewalks, trails, Jones/John Linear Trail/Road Corridor, Transit facilities, State Highway 9, State Route 20, and State Route 20 Cascade Trail
Waste Management	Transfer stations, waste hauling, Solid Waste and Recycling Facility, Wastewater Treatment Plant, and Public Works Operations Facility

Water Resources	Groundwater supply, water treatment facilities, Skagit River, Skagit PUD Reservoir, and stormwater/city utilities, Skagit PUD Group A water system, public and private water systems,
Zoning & Development	Single and multi-family residences, commercial properties, opportunity zones, Central Business District, SWIFT Center Subarea, UVMU Subarea, and Industrial

Additional assets may be included as a result of the community survey or other outreach events. Other assets identified by stakeholders will be updated in the Climate Workbook and incorporated into Climate Element goals and policies, as applicable.

Exploration of Hazards and Changes in the Climate

Hazards, climate indicators, exposures, and sensitivity information specific to the City were identified for each sector utilizing the Climate Mapping for a Resilient Washington ("CMRW") webtool developed by the University of Washington Climate Impacts Group (CIG)[10]. The CMRW tool provided County-level data within the State of Washington.

As the City is within Skagit County, this selection was made for analysis and describes a "broad stroke" overview of climate hazard impacts to the City. Impacts to specific assets and infrastructure required additional resources as described in the second memorandum. The CMRW tool provided an extensive list of climate indicators within various sectors such as agriculture, buildings and energy, cultural resources and practices, economic development, ecosystems, emergency management, human health, transportation, waste management, water resources, and zoning and development. Within these sectors, hazards such as drought, extreme heat, extreme precipitation, flooding, reduced snowpack, sea level rise, and wildfire were analyzed under the higher GHG scenario (RCP 8.5[11]) with its respective climate indicator.

Pairing Assets and Hazards

The CMRW climate indicators are filtered by sector and hazard. Hazards include drought, extreme heat, extreme precipitation, flooding, reduced snowpack, sea level rise and wildfire. Sea level rise is not expected to affect Sedro-Woolley as it is not proximal to the coast, however the City may be directly or indirectly affected by the remaining hazards. Each hazard is broken down into subcategories as follows:

- **Drought-** Total Annual Precipitation (percent change), Late Summer Precipitation (percent change), Precipitation Drought (likelihood), Warm Season Streamflow (percent change), Summer Streamflow (percent change), Duration of Low Streamflow (change in days), Low Streamflow (percent change), Streamflow Timing (ratio), Snowpack Drought (likelihood).
- **Extreme Heat**- Summer Maximum Temperature (change in °F), Hot Days (change in days), 90°F Maximum Humidex Days (change in days), 65°F Minimum Humidex Days (change in

[10] https://data.cig.uw.edu/climatemapping/

[11] RCP 8.5 refers to a climate change scenario that delivers global warming at an average of 8.5 watts per square meter across the planet. It is considered a worst-case scenario and predicts a temperature increase of about 4.3˚C by 2100, relative to pre-industrial temperatures.

days), Heating Degree Days (change in degree-days), Cooling Degree Days (change in degree-days), August Stream Temperature (°F).

- **Extreme Precipitation**- Heavy Precipitation Magnitude (percent change), Extreme Precipitation Magnitude (percent change), 1 inch Precipitation Days (change in days), 2-inch Precipitation Days (change in days), 3-inch Precipitation Days (change in days).
- **Flooding**- Peak Streamflow (percent change), Frequency of Peak Streamflow (return interval).
- **Reduced Snowpack**-Snowpack (percent change), Streamflow Timing (ratio).
- **Sea Level Rise** - Likely Sea Level Rise (likelihood), High Sea Level Rise (exposure).
- **Wildfire**- High Fire Danger Days (change in days), Wildfire Likelihood (likelihood).

Table 46. Hazards Relevant to Sedro-Woolley (Task 1.4)

Hazard	**Relevant**	**Notes** *(Explain why this hazard is or is not relevant)*
Drought	*Yes*	*Jurisdiction has significant agricultural land and industry.*
Extreme heat	*Yes*	*The City shows a low probability of extreme heat in National Weather Service models; however, impacts are possible and could affect communities and resources such as riparian corridors and salmonids.*
Extreme precipitation	*Yes*	*Current models show a probable increase in days and intensity of precipitation in the region which could impact facilities by increased flooding and landslides. Increased precipitation could also impact agriculture and natural resources.*
Flooding	*Yes*	*Increased 25-year flooding events and peak stream flows may impact numerous assets including cultural resources, transportation, utilities, agriculture, and fisheries.*
Reduced snowpack	*Yes*	*Reduced snowpack may influence streamflow patterns which could impact riparian areas, fish, and hydroelectric power generation in the area.*
Sea level rise	*No*	*Jurisdiction is not along the coastline.*
Wildfire	*Yes*	*Sedro-Woolley is at a minimal risk for wildfires; however, the City may be affected by an increase in wildfire nearby including air quality impacts from smoke or community impacts through displacement.*
Other - please list	*Yes*	*Landslide hazards: Landslide hazards are associated with wildfire, flooding and extreme precipitation events and are not analyzed separately.*

Exposure, Impacts, Stressors, Consequences

Climate impacts to the appropriate City assets were assessed based on disruptions to the specific sector under the RCP 8.5 climate scenario. We used the exposure information from Step 1 and other resources to consider the sensitivity and adaptive capacity of local assets to assess Sedro-Woolley's vulnerability

to climate exacerbated hazards and impacts (Figure 1). From there we characterized risk – the probability and magnitude of hazards impacting our assets.

To assess sensitivity, we determined the degree of sensitivity (low, medium, or high) for each asset-hazard pair by articulating core questions on the degree to which an asset could be affected by each hazard. Examples of sensitivity metrics included age and condition of physical assets, ranges, exposure levels and fragmentation of environmental assets, and community health and wellness metrics such as air and water quality, socioeconomic distribution, and census data. Tools including the U.S. Census Bureau, the White House Council on Environmental Quality's Climate and Economic Justice Screening Tool, and PolicyMap. Online spatial analysis tools were used to assess social vulnerability.

This process helped identify which assets have the highest relative vulnerability and risks related to climate change hazards and impacts. This information in turn helped identify and prioritize recommended policies and regulations for the City.

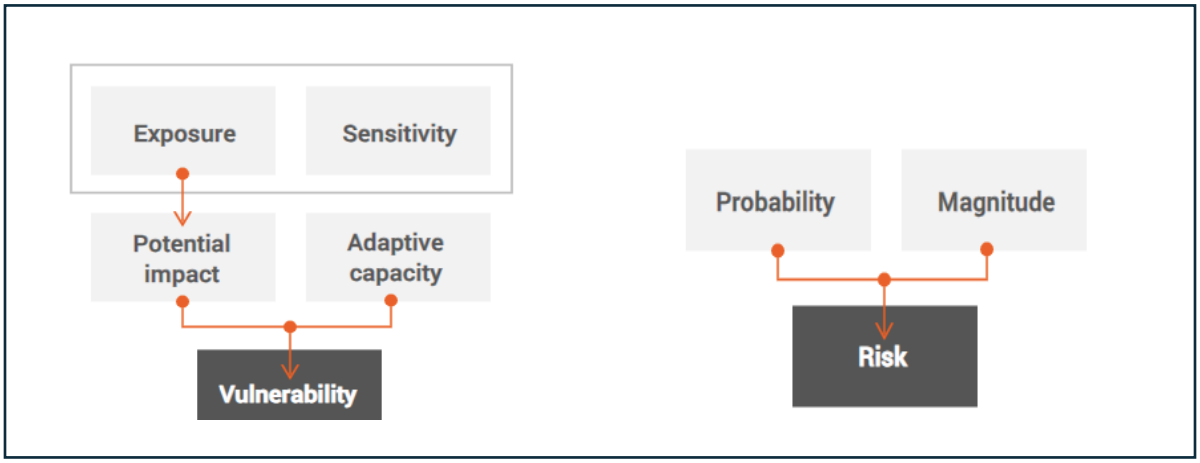


Figure 24. Climate Impacts Vulnerability Assessment Process
(source: 2024 Commerce Guidance)

Identify Priority Climate Hazards

Priority climate hazards were identified based on the most common recurrences among asset-hazard pairs. Priority hazards were also identified based on the City's existing plans and anecdotal information. Existing plans include, but are not limited to, the Skagit County Multi-Jurisdiction Hazard Mitigation Plan, Volume 1 & 2, Skagit Public Utility District (PUD) Strategic Plan 2023-2027, and the Shoreline Master Program (SMP).

Based on information gathered in previous tasks, each asset-hazard pair was rated as low, medium, or high for sensitivity (Task 3.1) and adaptive capacity (Task 3.2), and these ratings were used to determine level of Vulnerability (Task 3.3), see Figure 3. Risk was characterized by each asset-hazard pair that had a medium or high vulnerability ranking by assessing both probability of hazard occurrence and magnitude of potential consequences. Following the composite risk characterization, it was determined for each asset-hazard pair whether an action needs to be taken or if risk is acceptable.

Tools including FEMA's National Risk Index (NRI) were used to assess frequency of hazards. A composite rating based on a risk characterization was given to each asset-risk pair with medium to high vulnerability. The composite rating was based on the matrix in Figure 4 below. However, it is important to note that the risk characterization is based on the sector information from the U.W. Climate Resilience Mapping Tool and other related plans. The sector information may not be inclusive of other related impacts.

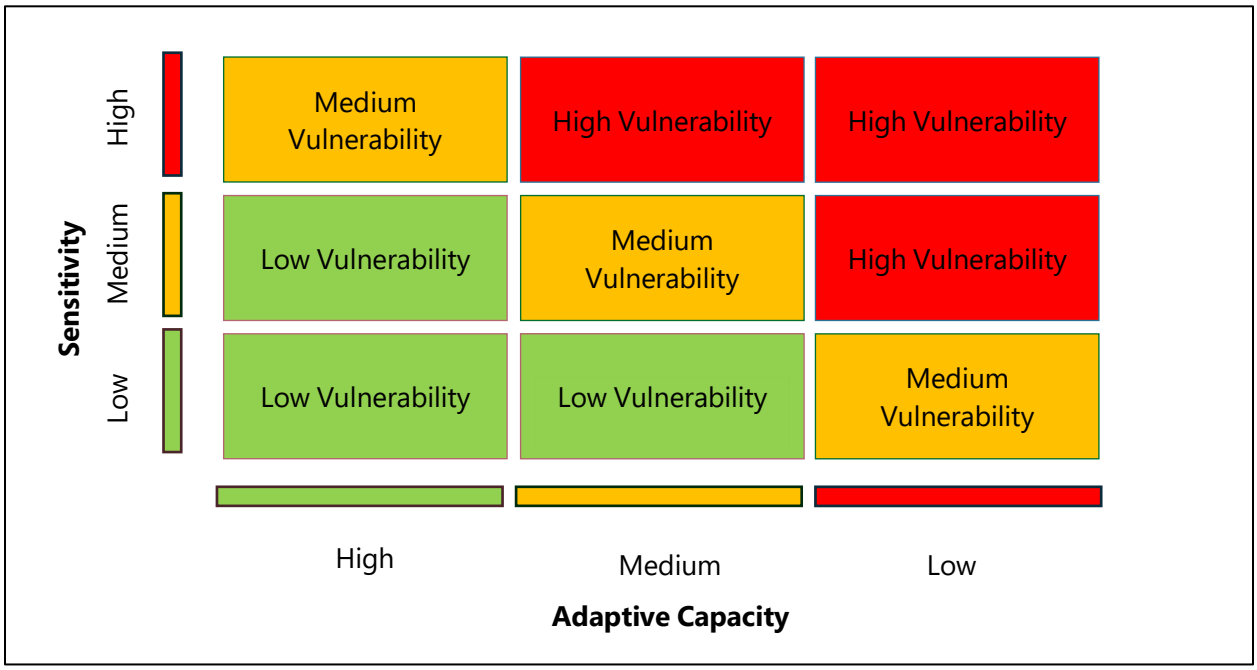


Figure 25. Vulnerability Matrix.

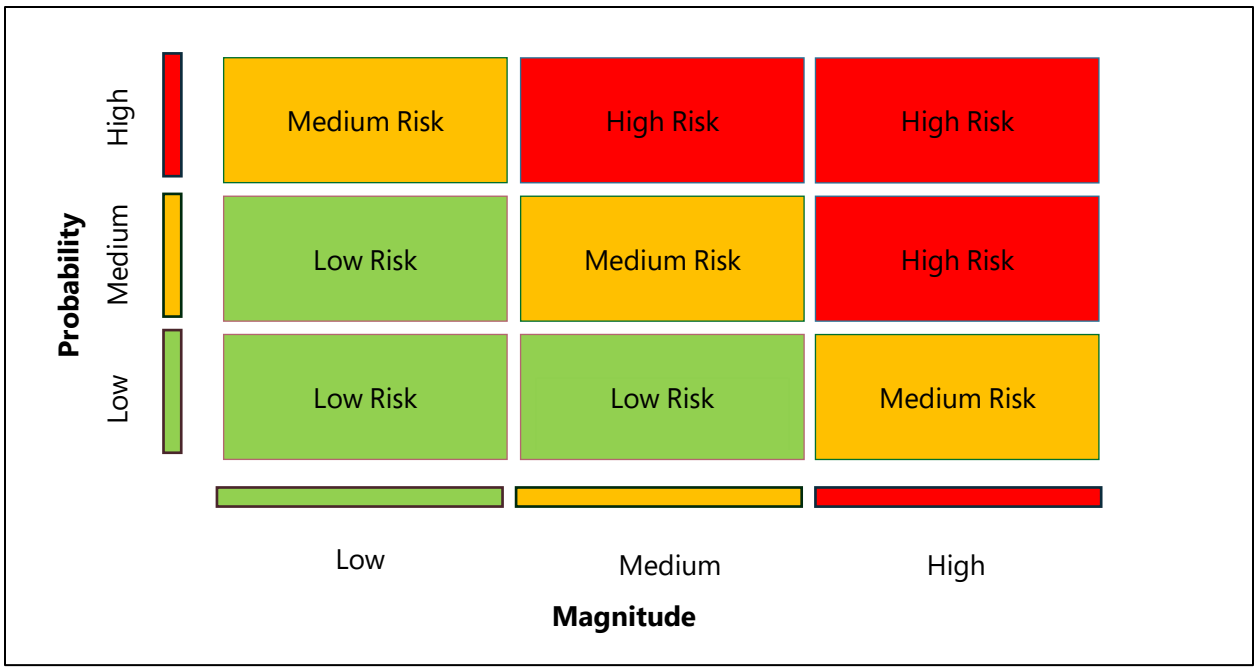


Figure 26. Composite Risk Characterization

Table 3 documents the category of assets and the calculated composite risk characterization based on the magnitude and probability scores. This information is further documented in Section 3, Task 3.4-3.5 of the Commerce Climate Workbook.

Table 47. Risk Characterization of Asset-Hazard Pairs (Task 3.4-3.5)

Priority Climate Hazards						
Assets	**Extreme Precipitation**	**Flooding**	**Extreme Heat**	**Drought**	**Reduced Snowpack**	**Wildfire**
Agriculture *(Including: Community gardens, Helping Hands Food Bank, and Famers Market*	Take Action		Take Action	Take Action	Take Action	
Buildings and Energy *(Including- commercial buildings, power and transmission lines, school buildings, City Hall, Fire Station #1, and municipal court)-*		Take Action	Take Action			Take Action
Cultural Resources and Practices (*Including: salmon, historic sites, museum, Loggerodeo, Hammer Heritage Square, and Pola's Promenade*)		Take Action	Take Action	Take Action		
Economic Development (*Including: local businesses, industries, Chamber of Commerce, Janicki Industries, Sedron Technologies, opportunity zones, SWIFT Center, urban village, and Snelson Companies, Inc.)*	Take Action	Take Action	Accept Risk	Take Action		Take Action
Ecosystems (*Including: shoreline and riparian areas, open space, wetlands, Riverfront Park, other city parks, and Skagit River.*)	Take Action	Take Action	Take Action	Take Action	Take Action	Take Action
Emergency Management (*Including: police stations, emergency equipment, emergency shelters, and Fire Station 1)*	Take Action	Take Action	Take Action	Accept Risk		Accept Risk
Human Health *(Including: United General PeaceHealth Hospital, clinics, Central Skagit Library, Sedro-Woolley Library, Senior Center, Safe Homes Network, Boys and Girls Club, Village Concepts Assisted Living, Birchview Memory Care, Metcalf/Erik K. Tesarik Memorial Baseball Field, Winnie Houser Playfields, Janicki Fields, Community Center, and Sedro-Woolley Recreation Center)*	Take Action	Take Action	Accept Risk			

Priority Climate Hazards						
Assets	**Extreme Precipitation**	**Flooding**	**Extreme Heat**	**Drought**	**Reduced Snowpack**	**Wildfire**
Transportation (*Including: roads, sidewalks, trails, Jones/John Linear Trail/Road Corridor, and Transit facilities, State Highway 9, State Route 20and State Route 20 Cascade Trail)*	Take Action	Take Action			Accept Risk	Accept Risk
Waste Management (*Including: transfer stations, waste hauling, Solid Waste and Recycling Facility, Wastewater Treatment Plant, and Public Works Operations Facility*)	Take Action	Take Action				
Water Resources *(Including: groundwater supply, water treatment facilities, Skagit River, Skagit PUD Reservoir, and stormwater/city utilities)*		Take Action		Take Action	Take Action	
Zoning and Development (*Including: single and multi-family residences, commercial properties, opportunity zones, Central Business District, SWIFT Center Subarea, UVMU Subarea and Industrial*)	Take Action	Take Action				
1. Composite risk ratings are indicated by low (green), medium (orange), and high (red). Gray boxes lacked data from the CMRW tool or did not rank as a moderate vulnerability score in Section 3, Step 3.1-3.3 of the Climate Workbook.						

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Climate Impacts Survey

To gather community feedback on community priorities, concerns and issues around climate change, a survey was distributed to the public by postcard in late November, included as Appendix A. Given a relatively considerable number of Spanish speaking households in the City, a version in Spanish was also made available. Responses will help formulate policies and goals for Sedro-Woolley's new Climate Element and Resilience sub-element to guide future development, determine city programs, capital investments and other actions in the next 20 years.

A total of eighty-one (81) responses were received by the closing date of January 10, 2025. It should be noted that approximately 2.5% of responses were received from residents living outside of city limits. In addition to a postcard mailing, a link to the survey was posted on the City's website and distributed widely by email and social media. Paper copies were also provided at City Hall and upon request.

A summary of the key findings includes the following:

- Protecting critical infrastructure, such as the wastewater treatment plant and water and sewer lines, was rated highest amongst city features/amenities that should be prioritized. The next highest priority was transportation infrastructure (roads, sidewalks, etc.), followed by emergency response facilities and parks, trails, and open space.
- The majority of respondents indicated a willingness to make habitual changes in response to possible impacts from climate changes, particularly by supporting the local economy, recycling and making home renovations to increase energy efficiency. A quarter of the respondents indicated a willingness to work from home, walk or bike to school/work/other, and/or reducing the use of fossil fuel.
- Nearly 70% of respondents indicated there are neighborhoods or populations in Sedro-Woolley that may be disproportionally impacted by climate change. When asked to describe further, *flooding* was the most common response, although a wide array of responses was provided.
- The majority of respondents indicated strong support for goals and policies in the Comprehensive Plan that prioritize strategies for evaluating climate vulnerabilities and developing and implementing adaptation strategies that address the impacts of climate change. Respondents also strongly support coordinating with Skagit Transit, Skagit County, WSDOT, and others to improve pedestrian/bus connections.
- Respondents expressed strong support for incentives to encourage adaptive re-use of buildings, maintaining or bolstering land use regulations that limit impervious surface areas and using building codes to ensure buildings are designed and built sustainably.
- With regard as to how the City can improve understanding of resiliency efforts and climate related efforts, written answers ranged from increased education in schools and the community, research, developing partnerships, providing tools, better information

dissemination and emergency response measures, collaborating with the community, incentives, and others.

- Respondents indicated that prioritizing and securing critical infrastructure is the most vital role for the city, followed by inter-agency coordination and emergency preparedness. Support was also expressed for providing incentives such as density bonuses and/or expedited permit review for net zero greenhouse gas emission reduction features.
- Collaborating with community leaders, shared decision-making, and data gathering and tracking were selected as the top three (3) actions the City should take to ensure it is fair and equitable.
- Respondents ranked cooling and warming centers as the highest priority for amenities and needs, closely followed by solar panel incentives and financial assistance for heat pumps.

Policy Audit – Climate Gaps and Opportunities

As referenced in the Climate Element Workbook, a policy audit was performed across pertinent City and related Skagit County documents. The audit included the City's 2023 Comprehensive Plan, Shoreline Master Program (SMP), the Skagit Public Utilities District (PUD) Strategic Plan for 2023-2027, the Skagit PUD Water System Plan (2024), and the 2020 Skagit County Multi-Jurisdictional Hazard Mitigation Plan in which the City of Sedro-Woolley is annexed. The numerous existing climate related policies across the documents point toward the City's steadfast dedication to addressing climate related issues now and into the future.

Many of the existing policies address climate resiliency, particularly for critical area restoration and protection, water quality protection/enhancement, and multi-modal transportation. Policies could be improved by the Menu of Measures prepared by Commerce to address relevant climate hazards identified in the Climate Workbook. Options could include incorporation of new policies, revision of existing policies, or a combination of both.

Skagit Valley is highly dependent on agriculture and recreation, and Sedro-Woolley could be directly and indirectly affected by climate events throughout Skagit County, however the City itself is relatively resilient to climate change events for high emissions scenarios. Opportunities do exist for decreasing GHG emissions and building additional resilience through policy planning, specifically through enhancing energy efficiency, transportation, and water resources.

The City has made substantial efforts to adopt climate resilience policies into their regulatory framework and will need to continually reconsider policies and update these documents as time progresses and climate related changes occur. For the 2025 Comprehensive Plan Periodic Update, policies have been identified that could be updated to address climate related hazards that are relevant to the City to improve resiliency and mitigate associated impacts. The Climate Element Workbook required staff to review the aforementioned documents to assess how certain policies currently address or could be updated to address impacts from climate-related hazards. Policies that were identified in Task 2.1 as having gaps and opportunities were used in Steps 4.1-4.3 and are listed in Table 4 below.

Table 48. Policy Recommendations Based on Hazards and Impacts (Task 4.1)

Policy	Edits	Source	Hazards	Impacts	Sector	Co-benefits
Goal LU 4: To reduce damages from natural disasters and preserve the characteristics of the natural environment.	This goal could be updated to align with the proposed goals and policies of the new Climate Element to expand resiliency efforts by including severe weather and other hazards that will be exacerbated by climate change.	2016 Comprehensive Plan	Extreme Precipitation; Extreme Heat; Flooding;	Goal seeks to increase preparedness and plan for resiliency to a changing climate.	Ecosystems; Emergency Management	Enhances resilience, provides cost savings; provides ecosystem services
Policy LU 4.2: Implement a community flood-preparedness program to enhance emergency preparedness, response, and recovery efforts.	This policy could be strengthened by including the purpose for implementation of a community flood-preparedness program and improve the connection to the goals and policies of the new Climate Element.	2016 Comprehensive Plan	Extreme Precipitation; Flooding	Policy seeks to increase preparedness and plan for resiliency to flood events.	Ecosystems; Economic Development; Emergency Management	Enhances resilience, provides cost savings; provides ecosystem services
Policy LU 7.3: Recognize and retain logging and other timber-industry practices as a heritage of this community. Strive to preserve this heritage while supporting and encouraging the	This policy could be updated to incorporate sustainability in forestry resource production. In this way, protecting resources and ecosystems can be balanced with	2016 Comprehensive Plan	Extreme Heat	Policy seeks to continue timber cultivation within jurisdiction. Maintain small forestland ownership and publicly owned forest properties with carbon sequestration as the goal.	Economic Development; Ecosystems	Reduces emissions; sequesters carbon; enhances resilience; provides ecosystem services;

Policy	Edits	Source	Hazards	Impacts	Sector	Co-benefits
development of modem forest-practices industries.	economic growth and heritage. **There appears to be a typo. Confirm use of "modem" is meant to be "modern".*					
Policy U3.8: Encourage conversion to environmentally sensitive alternative energy sources.	This policy could be strengthened by an additional policy or language calling for the diversification of clean energy sources to make the system more resilient to climate change.	2016 Comprehensive Plan	Drought, Extreme Heat	Hydropower is an important source of power for Sedro-Woolley. If there is less snowpack feeding the Baker River Hydroelectric Project, that could mean less available energy for Sedro-Woolley.	Buildings & Energy	Reduces emissions; sequesters carbon; enhances resilience; provides cost savings; provides ecosystem services; improves air quality
Policy U3.11: Work with Skagit PUD to identify existing wells. Encourage new main extensions be made available in areas where PUD water is not available. Encourage well-users to connect to PUD water when water main is available.	This policy can be strengthened by stating that local wells should be reserved as an emergency source of water.	2016 Comprehensive Plan	Drought	Identifying existing wells and existing gaps in Skagit PUD main connections will help the City find where PUD connections can be made and alleviate pressure on local wells.	Buildings & Energy	Enhances resilience; improves salmon recovery; provides ecosystem services; protects tribal treaty rights; improves health and wellbeing
FHM2: To safely accommodate compatible uses in the floodplain and floodway while protecting integrity and character of the shoreline.	This policy could be updated to include language that restricts shoreline development not compatible with flooding hazards.	Sedro-Woolley Shoreline Management Plan	Extreme precipitation, Flooding	Allowing development resilient to frequently flooded areas would minimize flood damage to infrastructure along the shoreline.	Ecosystems; Zoning & Development	Enhances resilience; improves salmon recovery; improves health and wellbeing

More information on specific existing policies that could be updated to address and mitigate impacts is located within the Climate Element Workbook. When considering adding and developing new policies, the Washington State Department of Commerce has supplied jurisdictions with the Climate Menu of Measures to help guide the development of the Climate Element and Resilience Sub-element. This has now been incorporated as an online tool referenced the Climate Policy Explorer[12]. From the above analysis of priority climate hazards identified in Section 3 Task 1.4 of the Climate Workbook, the City's existing plans, and anecdotal information, issues associated with extreme precipitation, flooding, availability of water resources and balancing future population growth are likely of particular concern for the City of Sedro-Woolley.

Policies and measures described in Tables 4 and 5 were identified through the Climate Element Workbook process, however Commerce has provided additional general guidance in consideration of long-range planning efforts. Opportunities and guidance relevant to Sedro-Woolley are listed below in order of Hazard Events potentially affecting the City. The following lists are provided for review when editing existing goals and policies or drafting new policies during the planning process.

Extreme Precipitation/Flooding

- Ensure that buildings are designed and built sustainably to reduce environmental impacts and remain resilient to extreme weather and other hazards worsened by climate change.
- Encourage the use of modular buildings that can be moved, renovated, and deconstructed as community or tenant needs and climate impacts change.
- Restore floodplains and connectivity to improve the resilience of streams and rivers and reduce flood risk.
- Support enhanced data collection for hazard events of all magnitudes to provide a fuller understanding of the community's hazard characteristics, including those affected by climate change.
- Factor climate impacts into the planning of operations and coordination of preparedness, response, and recovery activities among first responders and partners, including public health, law enforcement, fire, school, and emergency medical services (EMS) personnel.
- Restore and maintain critical areas and open space areas to maximize the climate resilience benefits they provide.
- Establish regulations that incorporate best practices for reducing the risk of wildfire, extreme heat, flooding, and other climate-exacerbated hazards.

Drought/Extreme Heat/Water Resources

- Protect and preserve water quality and quantity from drought, extreme heat, and other hazards exacerbated by climate change.

[12] https://experience.arcgis.com/experience/dd012fae9fad4a309b0d89e3c13016e5/page/Basic/

- 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.
- Utilize water conservation methods and technologies in development of irrigation infrastructure within parks and recreation areas to foster climate resilience.
- Develop and implement a comprehensive drought resilience strategy that factors in projected climate impacts and sets action levels for different drought stages.
- Expand municipal reclaimed water systems and allow onsite non-potable water systems to reduce water demand in private-sector commercial and residential buildings.
- 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.
- Construct and maintain new water-storage systems (e.g., large cisterns, water towers, and reservoirs) to provide back-up water supplies during droughts and support climate resilience.
- Develop and maintain a fund to build green infrastructure projects that help capture, filter, store, and reuse stormwater runoff.
- Identify and implement strategies to prepare for and mitigate the effects of saltwater intrusion into aquifers and drainage systems.
- 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.
- Choose native drought- and pest-resistant trees, shrubs, and grasses in restoration efforts to support climate resilience.

Reduced Snowpack

- Encourage participation in Washington's small forest landowner assistance cost-share and stewardship programs.
- Identify and plan for climate impacts to valued community assets such as parks and recreation facilities, including relocation or replacement.
- Encourage private forest landowners to increase the climate resilience of forests and streams on their lands.
- Ensure the protection and restoration of streams, riparian zones, estuaries, wetlands, and floodplains to achieve healthy watersheds that are resilient to climate change.
- Protect and restore watershed-scale processes to maximize the ecological benefits and climate resilience of riparian ecosystems.
- 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.

- Expand local food security and the food-related economy to address climate impacts and increase access to healthy, affordable, and climate-friendly foods.
- Establish land use patterns that increase the resilience of the built environment, ecosystems, and communities to climate change.
- Protect and restore riparian vegetation to reduce erosion, provide shade, and support other functions that improve the climate resilience of streams.

Agricultural Sector

- Support the local agricultural sectors' efforts to adapt to changing climate conditions and capitalize on sustainable business opportunities.
- Promote environmentally sustainable water-storage and farming practices that help agricultural producers adapt to changing conditions and reduce production losses while balancing ecosystem needs.
- Facilitate increased land access for local farmers, providing affordable agricultural land ownership or long-term, stable leases.
- Utilize water conservation methods and technologies in development of irrigation infrastructure within parks and recreation areas to foster climate resilience.
- Construct and maintain new water-storage systems (e.g., large cisterns, water towers, and reservoirs) to provide back-up water supplies during droughts and support climate resilience.
- Support the increase of private water rights that are transferred to a trust, temporarily or permanently, to support conservation and foster climate resilience.

GHG/VMT Reduction

- Reduce parking requirements where there are multimodal options available.
- Improve transit speed, frequency, coverage, and reliability.
- Maximize conservation and carbon sequestration through alignment of Conservation Futures, Transfer of Development Rights (TDR), and Open Space Program strategies with the Climate Commitment Act
- Ensure that buildings use renewable energy, conservation, and efficiency technologies and practices to reduce greenhouse gas emissions.
- Require additional net-zero greenhouse gas emission features of all new residential and commercial structures.
- Maximize renewable energy sources for the supply of electricity and heat to new and existing buildings.
- Develop local microgrid solar and battery storage facilities in low-impact sites.
- Phase out natural gas use in existing publicly owned facilities by [insert target date] and retrofit with electric heat pumps.
- Require all publicly owned buildings to be powered completely by renewable energy by [insert target date].

- Prioritize the adaptive reuse of buildings, recognizing the emission-reduction benefits of retaining existing buildings.
- Maximize solar access of site design, where practicable, for new solar-ready residential and commercial buildings.
- Prioritize the preservation and weatherization of housing in overburdened communities, particularly at higher densities, to reduce emissions and increase resilience.
- Ensure public transit stops and stations are located at or near (e.g., within 600 ft.) dense commercial and employment areas.
- Limit parking spaces near transit-oriented development to encourage use of transit and decrease single-occupancy vehicle travel.
- Convert public fleets into zero-emission vehicles by *[insert target date]* and develop supporting infrastructure and programs (e.g., charging stations and dedicated lanes for electric cars and buses).
- Reduce VMT to achieve greenhouse gas reduction goals.
- Implement travel demand management (TDM) programs and strategies.
- Increase multimodal capacity in coordination with the location of higher-density housing and commercial centers.
- Create a safe, well-connected, and attractive bicycle and pedestrian transportation network to encourage active transportation.
- Provide vehicle licensing fee subsidies to low-income drivers who present proof of transit pass use over the previous year to encourage mode shift.
- Integrate "Complete Streets" principles into the roadway designs of residential developments.
- Facilitate the siting of complimentary destinations such as commercial-employment centers, schools or education centers, and residential developments.
- Establish micromobility centers wherever plausible (e.g., hubs for shared bikes and scooters).
- Address active transportation and other multimodal types of transportation options in concurrency programs – both in assessment and mitigation.
- Prioritize permitting for transit-oriented development (TOD) proposals.
- Facilitate increased land access for local farmers, providing affordable agricultural land ownership or long-term, stable leases.
- Increase housing diversity and supply within urban growth areas to reduce greenhouse gas emissions and support environmental justice.
- Promote the sale and use of agricultural supplies, pesticides, fertilizers, and fuels that are not derived from fossil fuels.
- Provide overburdened communities subsidies to offset potential cost increases associated with conversion to non-fossil-fuel energy sources.

Summary

As stated previously, Sedro-Woolley has historically incorporated efforts to address climate change impacts in planning documents including its Comprehensive Plan, Shoreline Master Program (SMP), the Skagit Public Utilities District (PUD) Strategic Plan (2022), the Skagit PUD Water System Plan (2024), and the 2020 Skagit County Multi-Jurisdictional Hazard Mitigation Plan. Additional studies are being conducted throughout Skagit County to assess GHGs and climate related hazards. Assets throughout various sectors have been identified through this process of being at risk due to extreme precipitation events and flooding as well as other hazards and resiliency of these assets can be strengthened through outreach, education, multi-stakeholder efforts and changes in policies. The City can utilize this Gaps and Opportunities Memo in addition to the Commerce Menu of Measures to draft and edit policies that result in reductions in GHG emissions and enhance resiliency consistent with the requirements of House Bill 1181 ("HB 1181") and Washington State's Growth Management Act (GMA).

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Appendix A. Climate Impact Survey Results Summary

Sedro-Woolley Comprehensive Plan 2025 Periodic Update
Climate Element and Resilience Sub-Element
Climate Impacts Survey Report, February 2025

Survey Format

This report is part of Sedro-Woolley's Comprehensive Plan Periodic Update, which includes requirements to address new state requirements and important topics such as greenhouse gas emissions reductions and climate resilience. To gather community feedback on community priorities, concerns and issues around climate change, a survey was distributed to the public by postcard in late November. Given a relatively large number of Spanish speaking households in the City, a version in Spanish was also make available. Responses will help formulate policies and goals for Sedro-Woolley's new Climate Element and Resilience sub-element to guide future development, determine city programs, capital investments and other actions in the next 20 years.

A total of 81 responses were received by the closing date of January 10, 2025. It should be noted that approximately 2.5% of responses were received from residents living outside of city limits. A link to the survey was posted on the City's website and distributed widely by email and social media. Paper copies were also provided at City Hall and upon request.

Demographics of Respondents

The survey included optional questions on demographic data, such as age and income. This information is important as it can provide context for results by identifying the characteristics of the respondents, allowing the city to understand how different groups within the community may perceive or respond to questions, thus enabling better interpretation of the data, including identifying trends and patterns based on factors like age, income and location. It can also help to determine if further outreach is needed if certain groups are not participating. For example, in the case of the Sedro-Woolley Survey, 17.9% of respondents are under the age of 35, while 44.45% are 55 and over (see Table 12). Given that the average age in Sedro-Woolley is approximately 35 years, this is helpful when planning for future efforts to consider concerted outreach strategies to younger populations.

Key Findings

Below is a summary of the key findings gathered from the results of the survey. A complete analysis of the survey responses, including written "other" responses, are included under the Survey Results section.

- A total of 81 responses were received by the closing date of January 10, 2025.
- Protecting critical infrastructure, such as the wastewater treatment plant and water and sewer lines, was rated highest amongst city features/amenities that should be prioritized. The next highest priority was transportation infrastructure (roads, sidewalks, etc.), followed by emergency response facilities and parks, trails and open space.
- The majority of respondents indicated a willingness to make habitual changes in response to possible impacts from climate changes, particularly by supporting the local economy, recycling and making home renovations to increase energy efficiency. A quarter of the respondents indicated a willingness to work from home, walk or bike to school/work/other, and/or reducing the use of fossil fuel.
- Nearly 70% of respondents indicated there are neighborhoods or populations in Sedro-Woolley that may be disproportionally impacted by climate change. When asked to describe further, *flooding* was the most common response, although a wide array of responses were provided.
- The majority of respondents indicated strong support for goals and policies in the Comprehensive Plan that prioritize strategies for evaluating climate vulnerabilities and developing and implementing adaptation strategies that address the impacts of climate change. Respondents also strongly support coordinating with Skagit Transit, Skagit County, WSDOT and others to improve pedestrian/bus connections.
- Respondents expressed strong support for incentives to encourage adaptive re-use of buildings, maintaining or bolstering land use regulations that limit impervious surface areas and using building codes to ensure buildings are designed and built sustainably.
- In regard as to how the city can improve understanding of resiliency efforts and climate related efforts, written answers ranged from increased education in schools and the community, research, developing partnerships, providing tools, better information dissemination and emergency response measures, working with the community, incentives, and others.
- Respondents indicated prioritizing and securing critical infrastructure is the most important role for the city, followed by inter-agency coordination and emergency preparedness. Support was also expressed for providing incentives such as density bonuses and/or expedited permit review for net zero greenhouse gas emission reduction features.
- Collaborating with community leaders, shared decision-making, and data gathering and tracking were selected as the top three (3) actions the City should take to ensure it is fair and equitable.
- Respondents ranked cooling and warming centers as the highest priority for amenities and needs, closely followed by solar panel incentives and financial assistance for heat pumps.

Survey Results

Question No. 1: Please select features and amenities in the City of Sedro-Woolley that are likely to be impacted by a climate-related hazard (e.g., extreme heat, flooding, drought, wildfire, etc.) and should be prioritized in the Climate Element. Please rank in order of importance from 1 (highest) - 8 (lowest).

Answered: 79 Skipped: 2

Figure 1: Question 1 Response Bar Chart

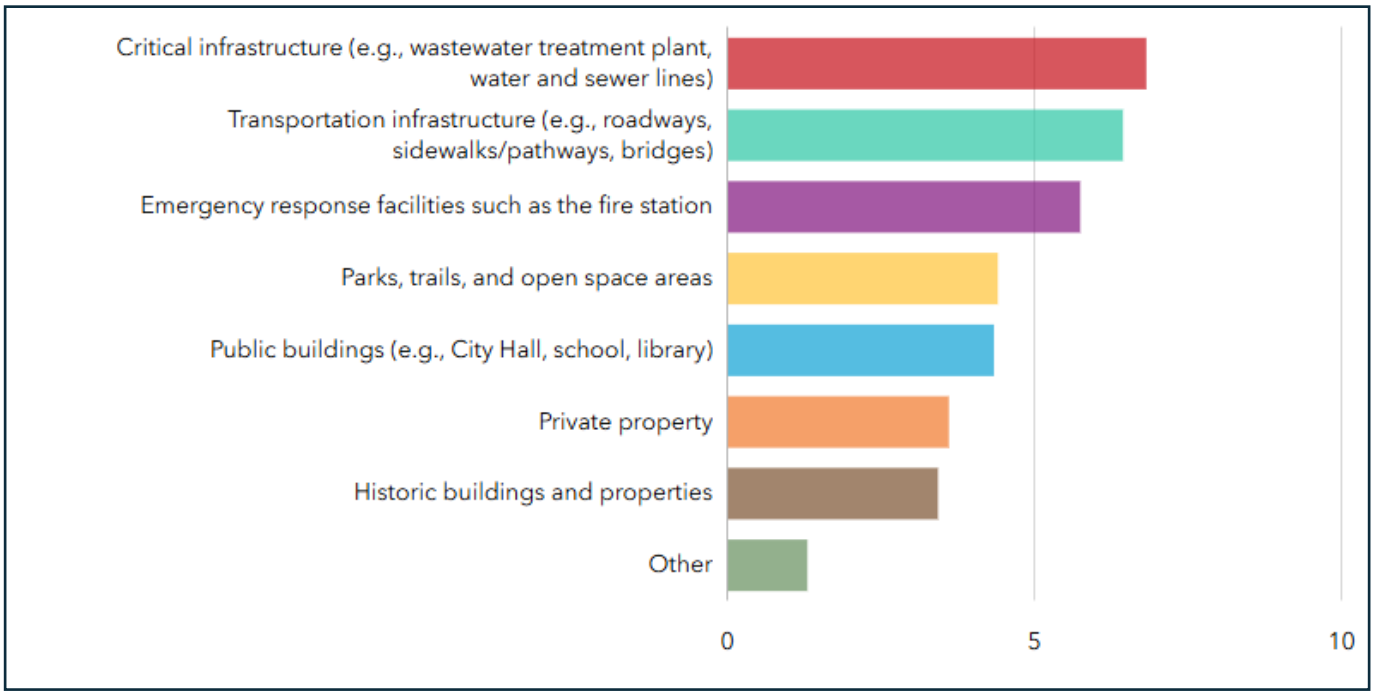


Table 1: Ranked Responses

Rank	Answers	1	2	3	4	5	6	7	Avg. Score
1	Critical Infrastructure	36.71% 29	29.11% 23	17.72% 14	11.39% 9	5.06% 4	0% 0	0% 0	6.81
2	Transportation Infrastructure	18.99% 15	34.18% 27	27.85 % 22	12.66% 10	3.8% 3	1.27% 1	1.27% 0	6.43
3	Emergency Response Facilities	22.78 % 18	20.25 % 16	21.52% 17	11.39% 9	2.53% 2	10.13% 8	11.39% 9	5.73

4	Parks, Trails, Open Space	3.8% 3	12.66% 10	13.92% 11	11.39% 29	20.25% 16	22.78 % 18	15.19% 12	4.39
5	Public Buildings	3.8% 3	1.27% 1	7.59% 6	36.71% 29	20.25% 16	22.78 % 18	7.59% 6	4.33
6	Private Property	8.86% 7	1.27% 1	10.13% 8	8.86% 7	13.92 11	10.13% 8	41.77% 33	3.59
7	Historic Buildings and Properties	1.27% 1	1.27% 1	1.27% 1	7.59% 6	34.18% 27	32.91% 26	20.25% 16	3.42
8	Other	3.8%	0% 0	0% 0	0% 0	0% 0	0% 0	2.53% 2	1.29%

Other (unedited):

- *This whole climate impact rhetoric is just more government intrusion against our freedoms.*
- *The cost of living in a mobile home park. 700 Reed Street is ridiculous almost 1000 to have my house on this land and increase every year. Something needs to be done.*
- *I don't think this is one of the top issues for our city or especially for me.*
- *Farmland and animals*
- *Community facilities for all residents.*
- *City sponsored events (markets, parades, etc.)*

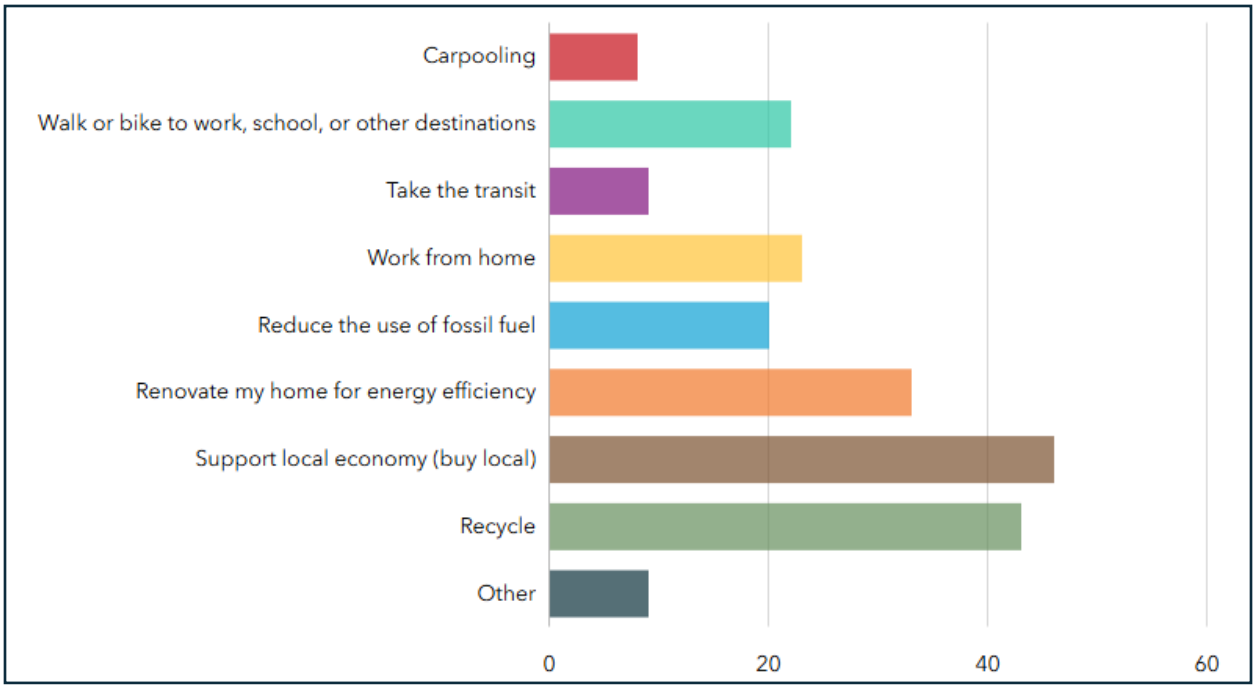
Question 2. What habitual changes would you make in response to possible impacts from climate change? (pick two)

Answered: 81 Skipped: 0

Table 2: Ranked Responses

Responses (*highest to lowest*)	**Count**	**Percentage**
Support the local economy (buy local)	46	56.7%
Recycle	43	53.09%
Renovate my home for energy efficiency	33	40.74%
Work from home	23	28%
Walk or bike to work, school, or other destinations	22	27.16%
Reduce the use of fossil fuel	20	24.68
Take transit	9	11.11%
Carpooling	8	9.88%
Other	9	11.11%

Figure 2: Question 2 Response Bar Chart



Other (unedited):

- *This whole climate impact rhetoric is just more government intrusion against our rights as citizens.*
- *Not worried about climate change.*
- *None of the above.*
- *Keep landfill items to minimum.*
- *Install renewable energy sources.*
- *If we are serious about reducing co, we would be producing more products and fuels because we do it cleaner than most other countries who are greatly increasing unclean manufacturing. Most battery material is mined by children.*
- *Do not allow battery storage facilities that will leach hazardous materials into the environment, especially when they catch fire.*
- *Compost.*
- *Climate change has historically and always change but the items above are not factors of significance.*

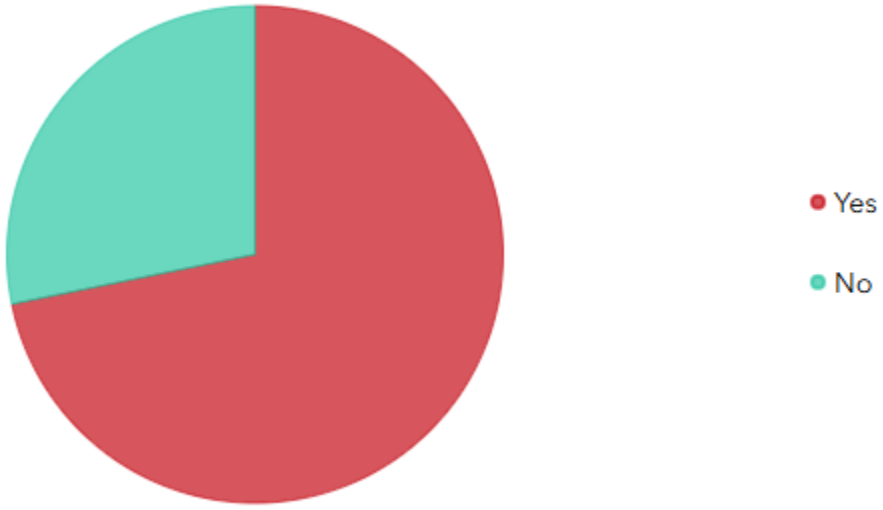
Question 3: Are there neighborhoods or populations in Sedro-Woolley that may be disproportionally impacted by climate-related hazards (e.g. extreme heat, flooding, drought, wildfire, etc.)?

Answered: 78 Skipped: 3

Table 3: Responses to Question 3

Responses	Count	Percentage
Yes	**56**	**69.14%**
No	**22**	**27.16%**
Skipped	**3**	**3.7%**

Figure 3: Question 3 Response Pie Chart



If yes, please describe: (unedited)

- *Wildfires pose our greatest hazard and can best be mitigated by intelligent forest/open land management.*
- *We've seen the impact on homes that the Skagit River flood had on our community a few years ago.*
- *Vulnerable to flooding, lowlands adjacent to Moore/Hwy 20.*
- *Very low-income people, isolated senior citizens*
- *Unsheltered, BIPOC, and low income*
- *There are homes in the city limits instead could be flooded if the river gets too high*
- *The neighborhood(s) that have to pay for the city's stormwater system yet are not included in that drainage system are subject to increased annual flooding. Any areas withing the city near clear-cut-logging may have landslide risk.*
- *South side of town due to flooding.*
- *Senior citizens and properties south of State Street.*
- *Residents and businesses close to the Skagit River.*
- *Proximity to the Skagit River.*

- *Property located within a potentially expanding flood zone.*
- *Properties withing the 100-year flood plain of the Skagit River.*
- *Properties near the river.*
- *Places that are in the flood zone.*
- *Places far from resources.*
- *People that are homeless.*
- *Our family's property has continuously been affected by flooding and the lack of city and corporate planning and responsibility.*
- *Older less efficient building with ancient infrastructure, lower income that are struggling with constraints imposed by their income, remote locations, and not being aware of alternatives.*
- *Old Sedro south of State.*
- *Neighborhoods near the river or in the foothills of the mountains where it's more forested.*
- *Marginalized and under resourced groups are almost always disproportionately impacted.*
- *Lower income neighborhoods.*
- *Lower income families who cannot afford energy efficient homes or make changes to their homes (e.g. add A/C for extreme heat).*
- *Lower income.*
- *Low income residents and houseless residents.*
- *Low income populations*
- *Low income neighborhoods.*
- *Low income and low-lying.*
- *Low income and elderly.*
- *Low income.*
- *Isn't this universal, the poorest among us will likely be most impacted.*
- *In flood plains.*
- *I pay for stormwater, but ain't no stormwater drains on Central street, and they just had to close the street this week due to flooding by the restaurant.*
- *Housing without Air Conditioning.*
- *Hospital/medical center, Birchview Memory Care, the elderly/disabled in care or in private homes.*
- *Hamilton.*
- *For starters, all these new developments that have almost no greenspace….*
- *Flooding will impact the neighborhoods along the river.*
- *Flooding residents along the river.*
- *Flooding.*
- *Flood plain area.*
- *Flood plain areas.*
- *Everyone living along the banks of the Skagit River.*
- *Elderly; the houses down next to the river.*
- *Elderly, low income can't afford to install air conditioning.*
- *Elderly and people with health problems.*
- *Elderly and disabled*
- *Elderly.*
- *Close to river and creeks, keeping SR 20 open for traffic flow.*
- *Anywhere near the river in flood plain with history of flooding.*
- *Any property in the valley.*
- *All the rental units that have gone in on Cook Rd. will and do effect run off and pollution with ingress and egress.*

- *700 N Reed water drainage is terrible. Sewer cost is high, water bill high crazy for two people living in one home. Control taxes for us with low income living in these mobile home parks.*

Question 4: What climate planning goals and policies would you like to see the city incorporate into the Comprehensive Plan? Please rank in order of priority from 1 (highest) to 8 (lowest).

Answered: 79 Skipped: 2

Figure 4: Question 4 Response Bar Chart

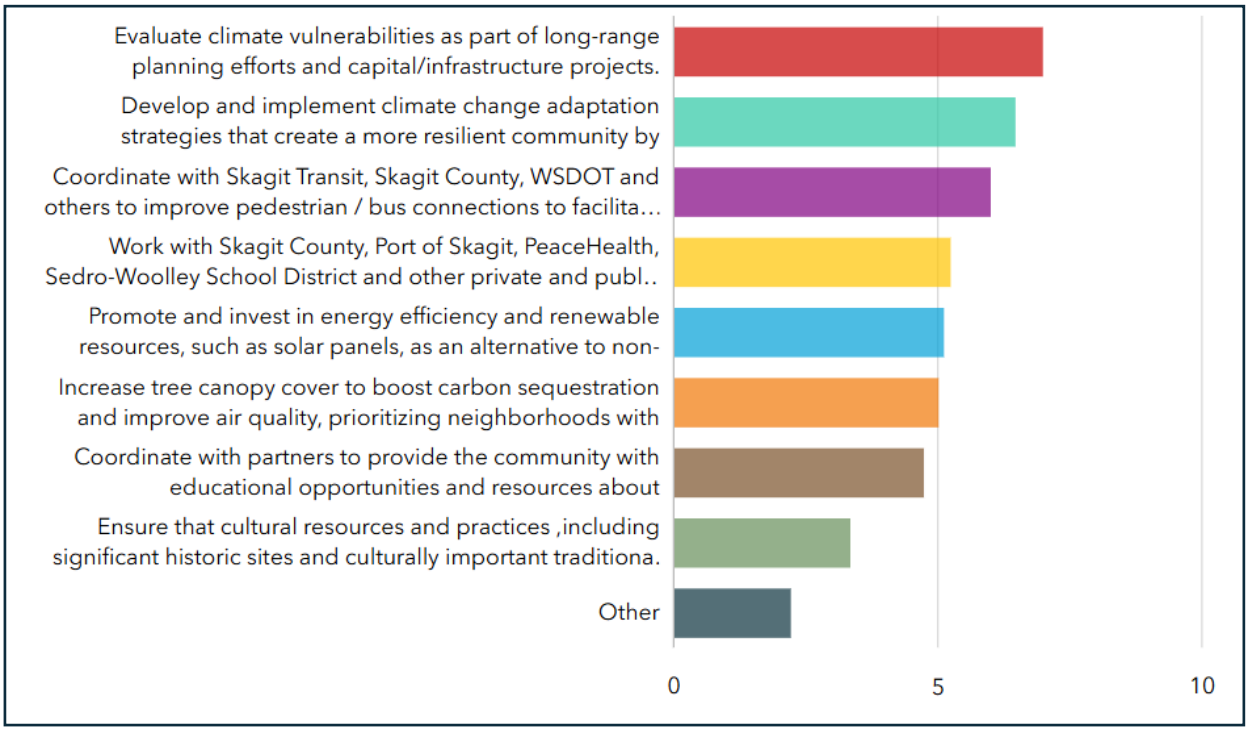


Table 4: Ranked Response for Question No. 4

Rank	Answers	1	2	3	4	5	6	7	8	9	Avg. Score
1	Evaluate climate vulnerabilities as part of long-range planning efforts	15.19% 12	36.71% 29	21.53% 17	7.59% 6	2.53% 2	10.13% 8	5.06% 4	1.27% 1	0% 0	6.97

	and capital/infrastructure projects.										
2	Develop and implement climate change adaptation strategies that create a more resilient community by addressing the impacts of climate change on public health and safety, the local economy, public and private infrastructure, and natural resources.	10.13% 8	13.92% 11	36.71% 29	15.19% 12	10.13% 8	6.33% 5	3.8% 3	3.8% 3	0% 0	6.46
3	Coordinate with Skagit Transit, Skagit County, WSDOT and others to improve pedestrian / bus connections to facilitate and encourage more transit ridership.	11.39% 9	8.86% 7	17.72% 14	29.11% 23	12.66% 10	8.86% 7	5.06% 4	6.33% 5	0% 0	5.99
4	Work with Skagit County, Port of Skagit, PeaceHealth, Sedro-Woolley School District and other private and public sector partners to achieve the goal of reducing greenhouse gas emissions.	5.06% 4	10.13% 8	3.8% 3	16.46% 13	36.71% 29	13.92 % 11	6.33% 5	5.06% 4	2.53% 2	5.23

5	Promote and invest in energy efficiency and renewable resources, such as solar panels, as an alternative to non-renewable resources.	17.72% 14	6.33% 5	5.06% 4	12.66% 10	6.33% 5	15.19 % 12	25.32% 20	8.86% 7	2.53% 2	5.10
6	Increase tree canopy cover to boost carbon sequestration and improve air quality, prioritizing neighborhoods with overburdened communities.	18.99% 15	12.66% 10	5.06% 4	8.86% 7	7.59% 6	3.8% 3	11.39% 9	20.25 % 16	11.39% 9	5.00
7	Coordinate with partners to provide the community with educational opportunities and resources about environmental issues and illustrate individual actions that benefit the environment.	5.06% 4	8.86% 7	8.86% 7	5.06% 4	13.92% 11	31.65 % 25	16.46% 13	7.59% 6	2.53%	4.72
8	Ensure that cultural resources and practices ,including significant historic sites and culturally important traditional places and natural resources in Sedro-Woolley, are resilient to the impacts of extreme weather and other	5.06% 4	2.53% 2	1.27% 1	3.8% 3	6.33% 5	8.86% 7	25.32% 20	45.57 % 36	1.27% 1	3.33

	natural hazards worsened by climate change.										
9	Other	11.39% 9	0% 0	0% 0	1.27% 1	3.8% 3	1.27% 1	1.27% 1	1.27% 1	79.75 % 63	2.20

Other (unedited):

- *We should really only see flooding and fire from environmental disasters. This does not mean that it is caused by an environmental change. The bigger problem I recognize is that the Skagit river desperately needs dredged to allow for flow.*
- *Stop all taxpayer subsidies of so-called green energy projects and "studies" such as this biased survey.*
- *Stop adding so many housing developments and mandate trees and landscaping for each*
- *Solor panel for mobile homes new windows for mobile low income here .and im all for more transit routes in Sedro-Woolley. Nothing for the hospital for well overcharged over paid staff*
- *our small city does not need to be spending resources or focused energy on much. Prevention of flooding from the river is most important.*
- *None! Stop wasting tax payer money on BS*
- *No battery storage*
- *Invest in city-owned electric vehicles*
- *improve local roads, sidewalks, and implement tree covered walking paths within the city to encourage walking to locations within town rather than having to drive multiple miles to get to amenities like parks and stores.*
- *Encourage residents to maintain a clean and healthy living environment would be the most beneficial. Those listed above have no cost/benefit significance.*
- *Don't allow the construction of hazardous battery or energy storing facilities that compromise water supply and clean soil*
- *Coordinate with Transit to provide a direct link from S-W to the Airporter bus station in Burlington and rail station in Mt. Vernon.*
- *Climate change rhetoric equals government intrusion into our lives.*
- *As we live in the center of 100's of 1000's of acres or evergreens and mountains with little development, it's crazy to think we are adding to the co. City's are dense concrete jungles but they have more people to vote for what affects them, not reality.*

Question 5: What new building and land use regulations would you like the City to consider for new development to reduce climate impacts? Please rank in order of 1 (highest) to 7 (lowest).

Answered: 80 Skipped: 1

Figure 5: Question 5 Response Bar Chart

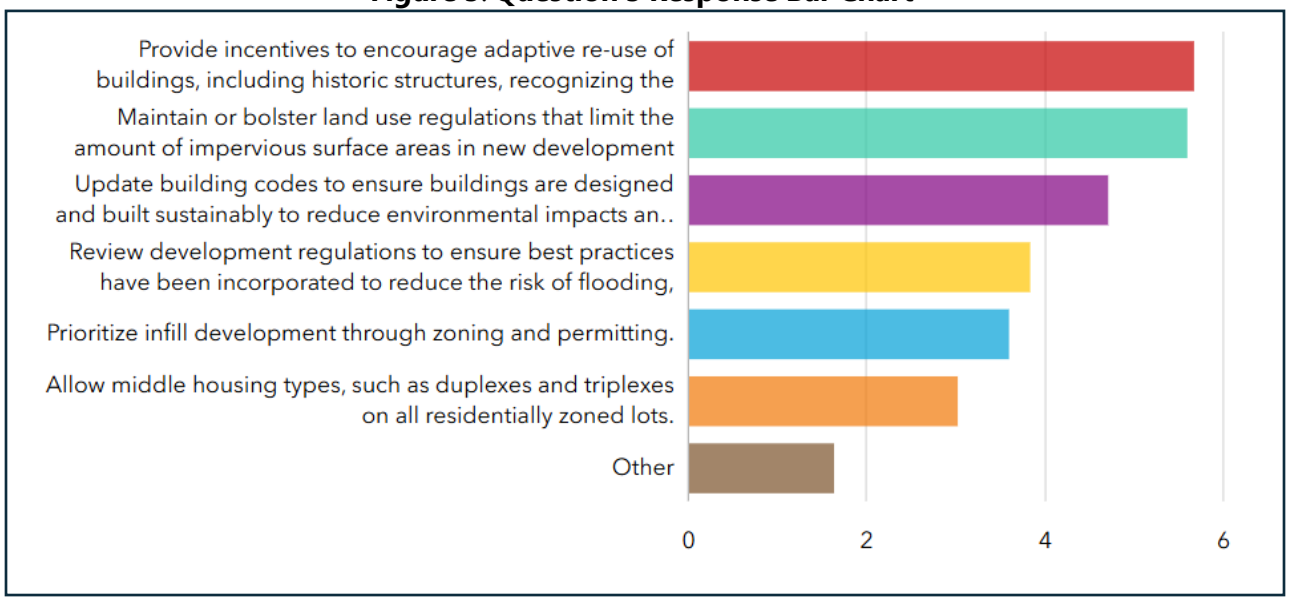


Table 5: Ranked Response for Question No. 5

Rank	Answers	1	2	3	4	5	6	7	Avg. Score
1	Provide incentives to encourage adaptive re-use of buildings, including historic structures, recognizing the emissions benefits of retaining existing buildings. Incentives can include streamlined permitting, reduced permitting fees, density bonuses, and others.	33.75% 27	20% 16	28.75% 23	15% 12	1.25% 1	1.25% 1	0% 0	5.66
2	Maintain or bolster land use regulations that limit the amount of impervious surface areas in new development and	21.25% 17	41.25% 33	21.25% 17	8.75% 7	6.25% 5	1.25% 1	0% 0	5.59

	redevelopment city-wide.								
3	Update building codes to ensure buildings are designed and built sustainably to reduce environmental impacts and remain resilient to extreme weather and other hazards worsened by climate change.	15% 12	11.25% 9	28.75% 23	26.25% 21	11.25% 9	7.5% 6	0% 0	4.70
4	Review development regulations to ensure best practices have been incorporated to reduce the risk of flooding, extreme heat, high wind events and other climate-exacerbated hazards.	12.5% 10	15% 12	8.75% 7	16.25% 13	10% 8	28.75% 23	8.75% 7	3.83
5	Prioritize infill development through zoning and permitting.	3.75% 3	8.75% 7	3.75% 3	27.5% 22	40% 32	15% 12	1.25% 1	3.59
6	Allow middle housing types, such as duplexes and triplexes on all residentially zoned lots.	5% 4	3.75% 3	8.75% 7	6.25% 5	27.5% 22	43.75% 35	5% 4	3.01
7	Other	8.75% 7	0% 0	0% 0	0% 0	3.75% 3	2.5% 2	85% 68	1.63

Other (unedited):

- *United States*
- *The idea of duplexes and triplexes results in more traffic issues so that has to be toward the bottom of the list.*
- *Stop destroying Sedro Woolley with all the apartments and condos.*
- *Reject any new regulation recommended by or financially benefiting the climate lobby and politicians.*
- *Prioritize existing green spaces and limit the amount of new development by setting high standards for sustainability and energy efficiency*
- *Keep at least one vacant lot in each neighborhood not near a park, to help climate change, enjoy nature in, throw a ball*
- *Get some rent control .cost of living here is out of this world. Young people can't even afford to move out and experience life without parents*
- *Consider the community first before implementing more taxes and regulations*

- *Climate rhetoric s just more government intrusion into and against the citizens.*
- *China & India are mass producing coal plants to support all these new building materials that don't last. For every green building reducing the carbon footprint in America, other countries are vastly producing more go to keep up with our demand.*
- *Best use of natural resources, like fossil fuels, water, and focus on related efficiencies*
- *Ban implementation of lithium ion battery farms in Skagit county. Build these farms away from Salmon habitat and the agriculture of Skagit valley.*

Question 6: How can the city improve understanding of resiliency efforts and climate related hazards? (Write-in responses only)

Answered: 45 Skipped: 36

Figure 6: Word Cloud Responses for Question No. 6



Responses (unedited):

- *You're driving us all the grew up here. I can't even afford a house anymore with the cost of living in Sedro-Woolley*
- *You need to only worry about what we may face, not the rest of the world. Fire/flooding. Hopefully you don't take the handouts.*
- *Work with partners.*
- *Whose understanding? The people in the community? Or are we trying to improve the city's understanding? I like getting flyers in the mail to hear about the work the city is doing.*
- *Updating national climate related incidences.*
- *Through a wide variety of educational and informational activities, including in person gatherings and displays at other scheduled gatherings (craft fairs, public markets), online information sites, and use of social media announcements and comments.*
- *This is hard! I worked with an agency for >3 years & education is Sisyphian (sp?). Sexy social media. Early education in schools. Involve parents in that.*

- *The city can improve understanding of resiliency efforts and climate related hazards by ensuring that we have the tools if this type of disaster comes up.*
- *Stop wasting money on climate BS*
- *Restore/repair serviceable existing buildings and structures rather than bulldozing them for a bare lot of concrete. Examples of this are the Ford dealership & service station on Ferry Street. With nothing planned for these sites, why destroy a building?*
- *Research wildfires, methods of controlled burning, and take examples from other communities that have been impacted by wildfires and or droughts.*
- *Research and learn from successes in innovation in other modern societies.*
- *Realizing that climate has been changing throughout history and all the hype may be unfounded*
- *Publish detailed reports on current efforts and plans*
- *Post information on the City website, not on facebook.*
- *Partner with one or more environmental consultant groups with a proven record in larger communities, attract EPA-certified green businesses to move to the City*
- *Maybe a change of focus. As one example: more concern on the nonfunctioning stormwater drains being above grade and less on the color of faded murals and the building color of downtown businesses.*
- *Look to successful city models.*
- *Look to other cities that are leading the effort and model from that.*
- *Listen to ALL people's concerns and don't be critical of those who disagree with you.*
- *Information on website, e-newsletters, have local businesses include information on their websites*
- *Incentives for preventing climate related hazards*
- *In person events, social media,*
- *I would suggest being willing to at least hear other factors, even Elon Musk says there's a challenge but there's a lot of time to deal with it. It's not 10 years Leonard Nemoy said in the 70's or Greta Thornberg said in the 2010's.*
- *I don't know.*
- *Host gatherings or events targeting a younger audience with a goal of educating them on the intricacies of these hazards and the resiliency efforts*
- *Hire city employees with this knowledge and experience.*
- *Follow the money and only act on facts not on an agenda.*
- *Find sources of information other than state and federal agencies.*
- *Don't allow any more Gas stations when the State will not allow gas vehicles in 10 yrs.*
- *Distribution of information by mail so all may be informed*
- *Create interactive maps to visually display risk levels across the city, allowing residents to understand their specific exposure to climate hazards. Organize workshops and public forums to explain climate change science and the city's resilience plan.*
- *Continued communication*
- *Consult with environmental justice groups and social workers*
- *Compare other towns. Have staff attend classes or hire an expert*
- *Clear explanations of how exactly the measures we choose to implement increase the city's resiliency.*
- *City may be spending time and money on things that will have little impact. Stick to well maintained forests and clean water/watershed*
- *Case studies of similar small towns who have both succeeded and failed in these measures.*
- *By looking at statewide and nationwide studies and analysis rather than relying on studies paid for by local authorities. Our city taxes and fees need to stay local and benefit the local people directly, not to be used for funding new studies.*

- *Be realistic with proven long term low cost solutions. Improvement for the sake of improvement is sometimes wasteful*
- *A lot of talk and meetings but things need to happen!*

Question 7: What role should the city take to help meet the goals of the Climate Element? Please rank in order of importance from 1 -7, with 1 being the most important and 7 being the least important.

Answered: 76 Skipped: 5

Figure 7: Question No. 7 Response Bar Chart

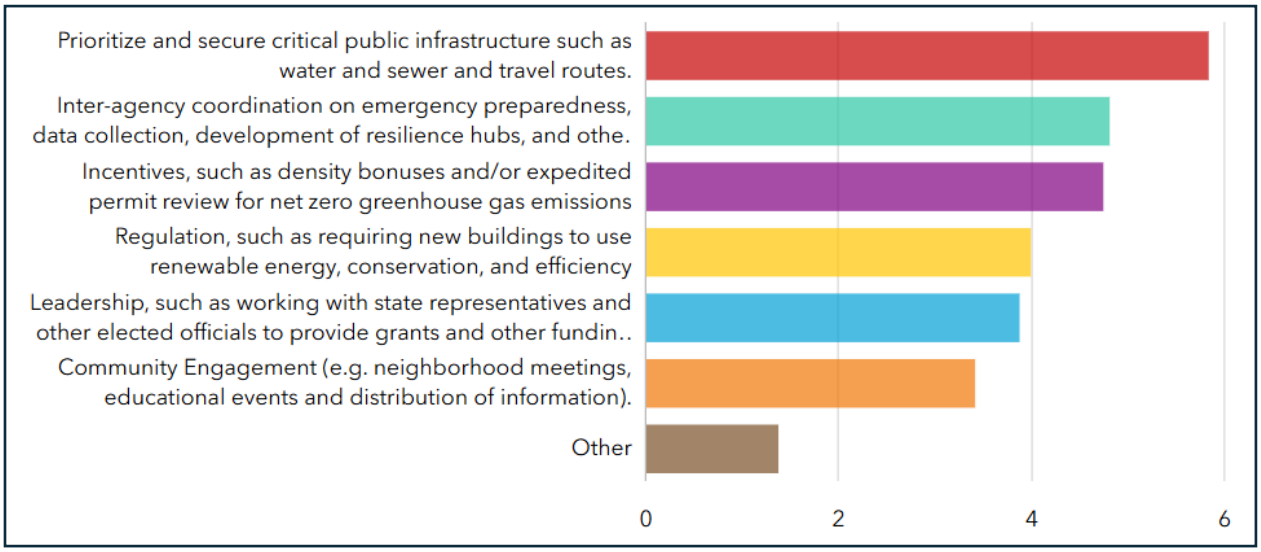


Table 7: Ranked Response for Question No. 7

Rank	Answers	1	2	3	4	5	6	7	Avg. Score
1	Prioritize and secure critical public infrastructure such as water and sewer and travel routes.	42.11% 32	23.68 % 18	19.74% 15	5.26% 4	7.89% 6	1.32% 1	0% 0	5.83
2	Inter-agency coordination on emergency preparedness, data collection,	11.84% 9	18.42% 14	30.26 % 23	23.68 % 18	9.21% 7	6.58% 5	0% 0	4.80

Rank	Answers	1	2	3	4	5	6	7	Avg. Score
	development of resilience hubs, and other measures.								
3	Incentives, such as density bonuses and/or expedited permit review for net zero greenhouse gas emissions reduction features, solar panels, etc.	13.16% 10	27.63 % 21	17.11% 13	17.11% 13	13.16% 10	10.53% 8	1.32% 1	4.74
4	Regulation, such as requiring new buildings to use renewable energy, conservation, and efficiency technologies that reduce the impacts of climate change and increase resiliency.	11.84% 9	9.21% 7	6.58% 5	28.95 % 22	26.32 % 20	15.79% 12	1.32% 1	3.99
5	Leadership, such as working with state representatives and other elected officials to provide grants and other funding mechanisms to improve resiliency.	5.26% 4	13.16% 10	18.42% 14	10.53% 8	31.58% 24	21.05% 16	0% 0	3.87
6	Community Engagement (e.g.	10.53% 8%	7.89% 6	7.89% 6	14.47% 11	9.21% 7	44.74 %	5.26% 4	3.41

Rank	Answers	1	2	3	4	5	6	7	Avg. Score
	neighborhood meetings, educational events and distribution of information).						34		
7	Other	5.26% 4	0% 0	0% 0	0% 0	2.63% 2	0% 0	92.11% 70	1.32

Other (unedited):

- *You need to do your own research on the impact in our area. Find someone who has more common sense than the normal politician.*
- *Stop wasting tax dollars on the climate scam.*
- *Rent control.*
- *No actions should be taken.*
- *Might prioritize health and nutrition, food security, and issues that will actually impact safety and quality of life.*
- *It's wrong to say list from 1-7. If someone doesn't agree with the purpose than all of the ones that have answered are added up and displayed. There should be a "Don't see it as an issue for Sedro-Woolley" choice so we can see who thinks it is.*
- *I give up!! I can't get anything to move once I have set #1. I want 5 to be 2, and 6 to be 3.*
- *Don't do any of the following.*

Question 8: What actions should be taken to ensure the City is fair and equitable? Please rank in order of importance from 1 – 7, with 1 being the most important and7 being the least important.

Answered: 74 Skipped: 7

Figure 8: Question No. 8 Response Bar Chart

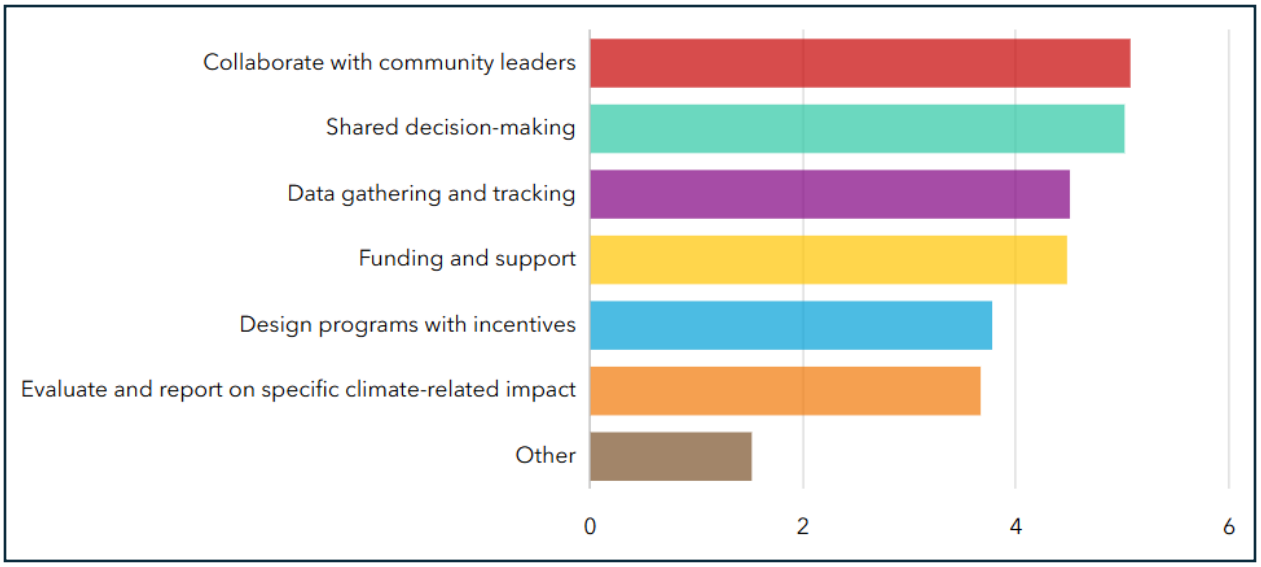


Table 8: Ranked Response for Question No. 8

Rank	Answers	1	2	3	4	5	6	7	Avg. Score
1	Collaborate with community leaders	9.46% 7	40.54 % 30	19.92% 14	13.51% 10	13.51% 10	4.05% 3	0% 0	5.07
2	Shared decision-making	27.03 % 20	9.46% 7	29.73 % 22	12.16% 9	14.86% 11	6.76% 5	0% 0	5.01
3	Data gathering and tracking	22.97 % 17	8.11% 6	10.81% 8	24.32 % 18	22.97 % 17	9.46% 7	1.35% 1	4.50
4	Funding and support	12.16% 9	17.57% 13	14.86% 11	29.73 % 22	13.51% 10	10.81% 8	1.35% 1	4.47
5	Design programs with incentives	10.81% 8	9.46% 7	10.81% 8	13.51% 10	27.03 % 20	27.03 % 20	1.35% 1	3.77
6	Evaluate and report on specific	9.46% 7	14.86% 11	14.86% 11	6.76% 5	8.11% 6	39.19% 29	6.76% 5	3.66

Rank	Answers	1	2	3	4	5	6	7	Avg. Score
	climate-related impact								
7	Other	8.11% 6	0% 0	0% 0	0% 0	0% 0	2.7% 2	89.19% 66	1.51

Other (unedited):

- *None of the below. Life is neither fair nor equitable and it is not government's job or right to pick winners and losers in society.*
- *no action should be taken*
- *If the city cares about Climate, then it should consider that we have many volcanos and in the one the has gone off, how much green house gasses were released from it in relation to what the rest of the country has produced*
- *I like to receive information in the mail as to the issues at hand and be informed when meetings are scheduled so I can attend with my questions*
- *Elect common sense politicians that won't waste money on the climate scam*
- *Consult or hire a social worker or other IDEA-oriented professional*
- *Again I give up. I want 7 to be 3, then 4 down as is.*
- *Affordable housing for low income families*

Question 9: In terms of climate resiliency, what amenities or needs should be prioritized? Please rank in order of importance from 1 -7, with 1 being the most important and 7 being the least important.

Answered: 77 Skipped: 4

Figure 9: Question No. 9 Response Bar Chart

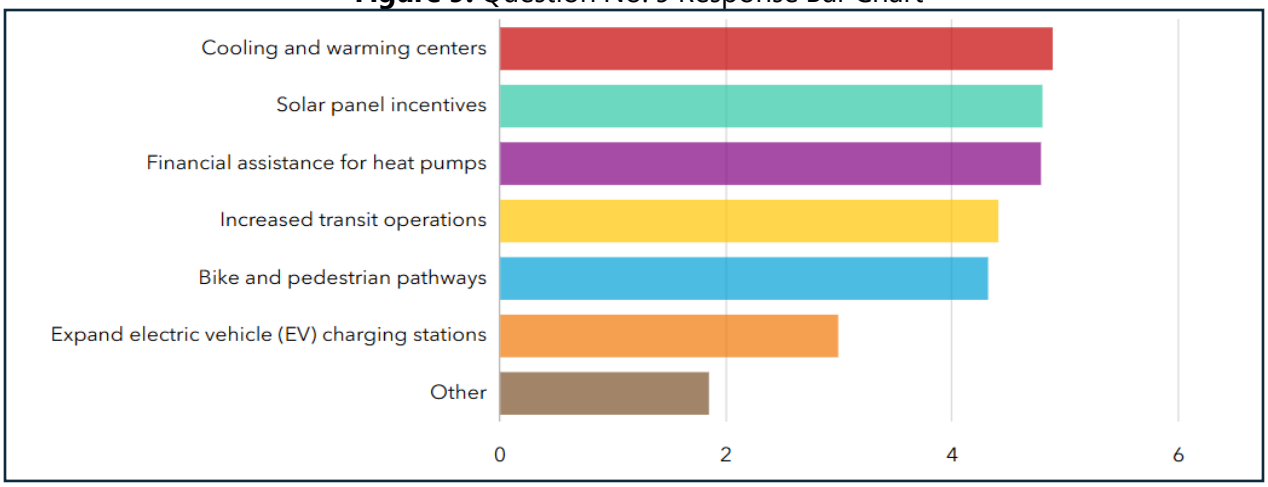


Table 9: Ranked Response for Question No. 9

Rank	Answers	1	2	3	4	5	6	7	Avg. Score
1	Cooling and warming centers	11.69% 9	29.87% 23	22.08% 17	15.58% 12	12.99% 10	7.79% 6	0% 0	4.88
2	Solar panel incentives	23.38% 18	14.29% 11	18.18% 14	16.88% 13	18.18% 14	7.79% 6	1.3% 1	4.79
3	Financial assistance for heat pumps	19.48% 15	16.88% 13	19.48% 15	20.78% 16	12.99% 10	10.39% 8	0% 0	4.78
4	Increased transit operations	10.39% 8	15.58% 12	24.68% 19	18.18% 14	16.88% 13	12.99% 10	1.3% 1	4.40
5	Bike and pedestrian pathways	18.18% 14	16.88% 13	9.09% 7	19.48% 15	11.69% 9	19.48% 15	5.19% 4	4.31
6	Expand electric vehicle (EV) charging stations	3.9% 3	6.49% 5	5.19% 4	9.09% 7	27.27% 21	40.26% 31	7.79% 6	2.99

Rank	Answers	1	2	3	4	5	6	7	Avg. Score
7	Other	12.99% 10	0% 0	1.3% 1	0% 0	0% 0	1.3% 1	84.42% 65	1.84

Other (unedited):

- *With a growing population in the area none of this will help in this question. Move Janicki Industries down to Everett with Boeing. Let it be their problem*
- *We opened the library in 90-degree weather in summertime as a cooling center and PSE told us to turn down our heaters in winter. I remember very rare but very hot days in summer and very rare but very cold days in winter. Seasons and cycles happen*
- *We need roadways for all the cars now on the highways highway 20 is a constant flow and hard to cross getting to and from home*
- *We have a large population of low-income elders that live in older homes that could use assistance with updating their heating and cooling systems.*
- *The vacant lot across from the high school would be a great multi use site. Senior cottages, Apartments, light industrial, a park and walking trail like near Cordata Park in Bellingham*
- *Stop using taxpayer money to fund so-called green energy boondoggles.*
- *On the next Q, I can't find where to leave a comment so I'm doing it here. We live across from an empty city lot with old tracks on it. It would be nice is the city prioritized a rail to trail connection or park in this large open space along the HS.*
- *need a cross walk at intersection of Cook Rd & Trail Rd*
- *Financial assistance for air conditioning and heat pumps*
- *Emergency shelters*
- *Climate issues are overflated ways to make persons feel guilty thus tax them more.*
- *Bike/ped pathways are already good in the city but I would like to see a continuous trail to connect Burlington and/or Mt V.*
- *Better roads and traffic management through town.*

Demographic Data

Question 10: What is your relationship to Sedro-Woolley? Please check all that apply.
Answered: 80 Skipped: 1

Figure 10: Question No. 10 Response Bar Chart

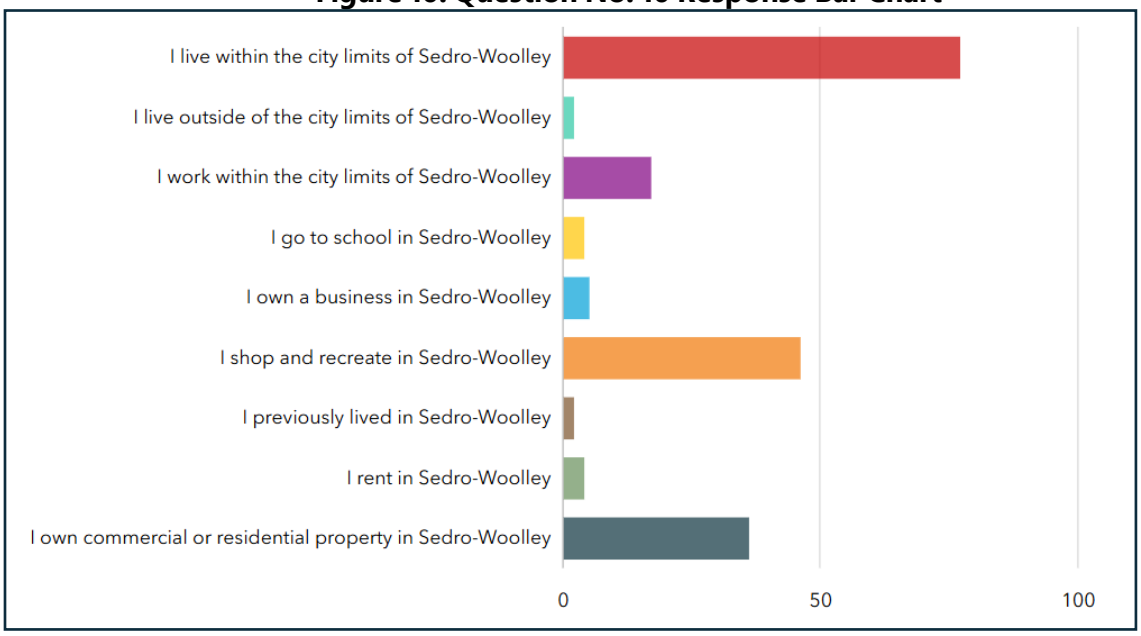


Table 10: Ranked Responses for Question No. 10

Answers	Count	Percentage
I live within the city limits of Sedro-Woolley	77	95.06%
I live outside of the city limits of Sedro-Woolley	2	2.47%
I work within the city limits of Sedro-Woolley	17	20.99%
I go to school in Sedro-Woolley	4	4.94%
I own a business in Sedro-Woolley	2	6.17%
I shop and recreate in Sedro-Woolley	46	56.79%
I previously lived in Sedro-Woolley	2	2.47%
I rent in Sedro-Woolley	4	4.94%
I own commercial or residential property in Sedro-Woolley	36	44.44%

Question 11: What is your household income?

Answered: 80 Skipped: 1

Figure 11: Question No. 11 Response Bar Chart

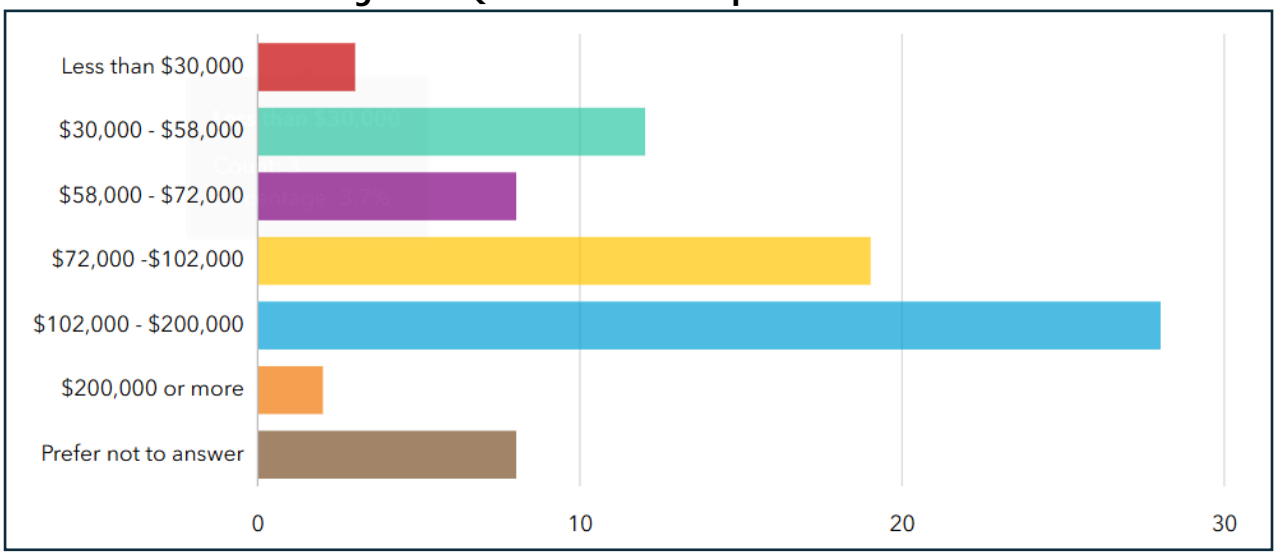


Table 11: Ranked Responses for Question No. 11

Answers	Count	Percentage
Less than $30,000	3	3.7%
$30,000 - $58,000	12	14.81%
$58,000 - $72,000	8	9.88%
$72,000 -$102,000	19	23.46%
$102,000 - $200,000	28	34.57%
$200,000 or more	2	2.47%
Prefer not to answer	8	9.88%

Question 12: What is your age range?

Answered: 78 Skipped: 3

Figure 12: Question No. 12 Response Bar Chart

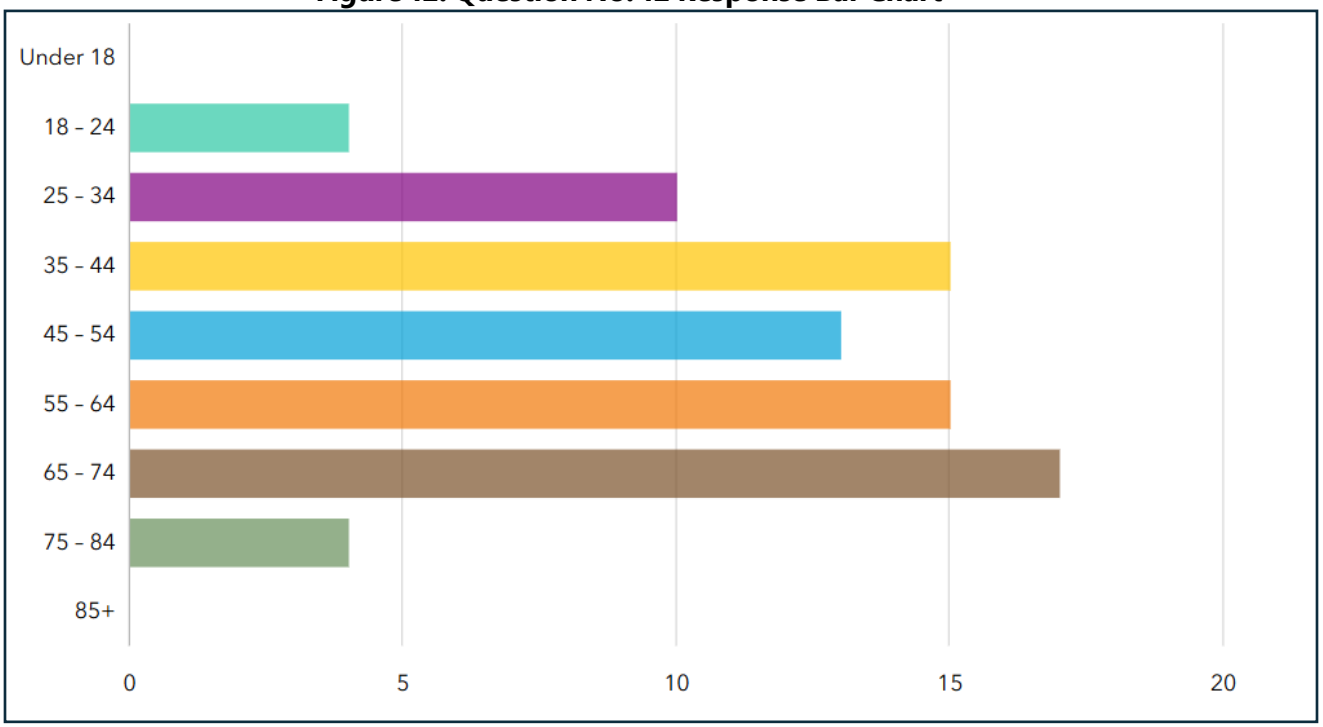


Table 12: Ranked Responses for Question No. 12

Answers	Count	Percentage
Under 18	0	0%
18 – 24	4	4.94%
25 – 34	10	12.35%
35 - 44	15	18.52%
45 – 54	13	16.05%
55 – 64	15	18.52%
65 – 74	17	20.99%
75 – 84	4	4.94%
85+	0	0%

Question 13: Do you identify as any of the following groups? Please check all that apply.

Answered: 80 Skipped: 1

Figure 13: Question No. 13 Response Bar Chart

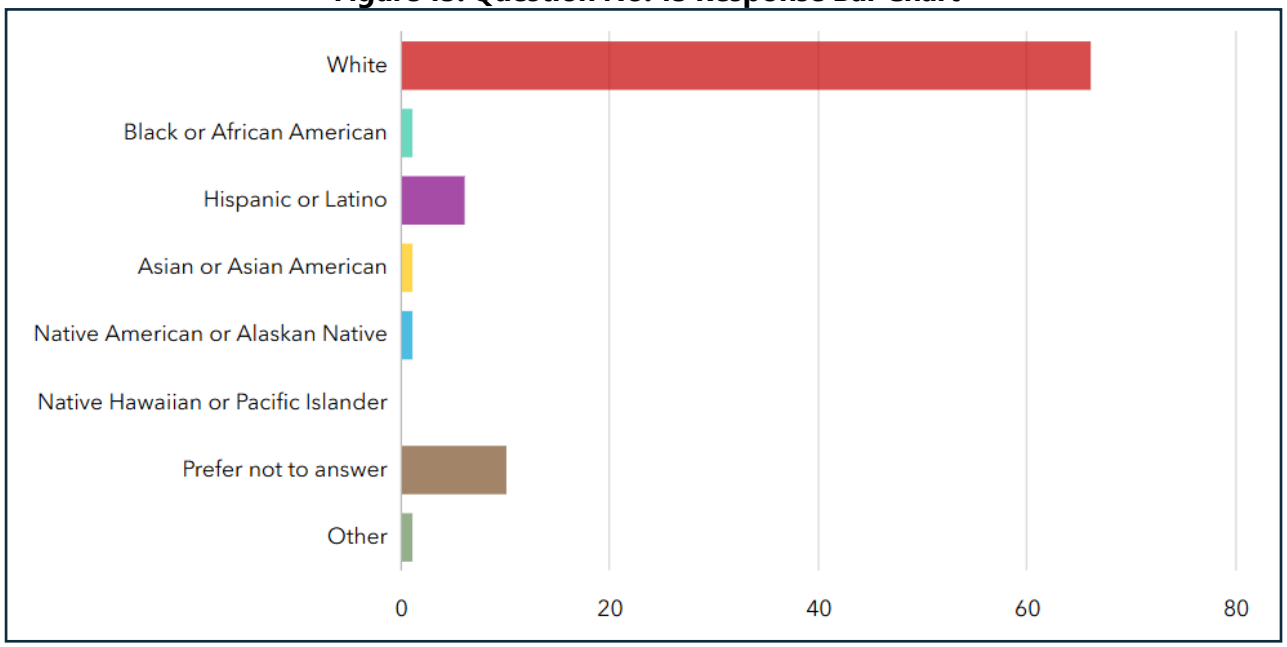


Table 13: Ranked Responses for Question No. 13

Answers	Count	Percentage
White	66	81.48%
Black or African American	1	1.23%
Hispanic or Latino	6	7.41%
Asian or Asian American	1	1.23%
Native American or Alaskan Native	1	1.23%
Native Hawaiian or Pacific Islander	0	0%
Prefer not to answer	10	12.35%
Other	1	1.23%

APPENDIX F

GHG Emissions Report

FACET

Formerly DCG/Watershed

TECHNICAL MEMORANDUM

Date:	March 28, 2025
To:	City of Sedro-Woolley
Cc:	Tom Glover Community Development Director
Project Name:	Sedro Woolley Climate Element
Project Number:	2401.0458.00

Greenhouse Gas (GHG) Emissions Reduction Strategies

Kimley-Horn has prepared a draft vehicle miles travelled (VMT) and GHG emissions reduction target report as a technical memorandum (Appendix A) to the GHG Emissions Reduction Sub-Element. The memorandum provides regulatory background for VMT and GHG emissions reductions, local VMT and GHG emission trends, and reduction targets. 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. Transportation activities in the City comprise of 115,360 million annual miles travelled and 34% of the City's emissions. Drastic changes are needed in order 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. Policies and goals that support collaboration with regional and local stakeholders, pursue diverse grant funding opportunities, and immediate local actions that can effectively reduce VMTs and GHG emissions are recommended. A separate report has been prepared that proposes goals, policy, programs, and measures for meeting reduction goals.

Goal	Policy	Minimum Requirements[1]	Sector	Co-Benefits
Encourage that buildings use renewable energy, conservation, and efficiency technologies and practices to reduce greenhouse gas emissions.	Policy ID# E.01 -- Support programs that encourage additional net-zero greenhouse gas emission features of all new residential and commercial structures.	Requirement 1	Buildings & Energy	Enhances resilience. Improves air quality. Improves public health & wellbeing. Promotes equity & justice. Provides cost savings.
	Policy ID# E.02 -- Maximize the use of renewable energy sources for the supply of electricity and heat to new and existing buildings.	Requirement 1	Buildings & Energy	Enhances resilience. Improves air quality. Improves public health & wellbeing. Promotes equity & justice. Provides cost savings.
	Policy ID# E.03 – Consider energy efficiency in the design of retrofitted, remodeled, or new City facilities, to the extent feasible.	Requirement 1	Buildings & Energy	Enhances resilience. Improves air quality. Improves public health & wellbeing. Promotes equity & justice. Provides cost savings.

Goal	Policy	Minimum Requirements[1]	Sector	Co-Benefits
	Policy ID #E.04 – Encourage energy efficiency in the design of retrofitted, remodeled, or new privately owned facilities.	Requirement 1	Buildings & Energy	Enhances resilience. Improves air quality. Improves public health & wellbeing. Promotes equity & justice. Provides cost savings.
Prioritize the adaptive reuse of buildings, recognizing the emission-reduction benefits of retaining existing buildings.	Policy ID# F.01 -- Preserve and reuse existing buildings.	Requirement 1	Buildings & Energy	Builds community knowledge. Improves air quality. Promotes economic development. Promotes equity & justice. Protects water quality. Provides cost savings.
	Policy ID# F.02 -- Prioritize the preservation and weatherization of housing in overburdened communities, particularly at higher densities, to reduce emissions and increase resilience.	Requirement 1 and 3	Buildings & Energy	Builds community knowledge. Improves air quality. Promotes economic development. Promotes equity & justice. Protects water quality. Provides cost savings.
Reduce vehicle miles traveled to achieve greenhouse gas	Policy ID# I.01 – Partner with WSDOT, Skagit Council of Governments (SCOG), and other agencies to support the implementation of travel demand management (TDM) programs and strategies.	Requirement 1 and 2	Transportation (roads, bridges, multimodal)	Builds community knowledge. Enhances resilience. Improves air quality. Promotes equity & justice. Provides cost savings.

Goal	Policy	Minimum Requirements[1]	Sector	Co-Benefits
reduction goals.	Policy ID# I.14 -- Create a safe, well-connected, and attractive bicycle and pedestrian transportation network to encourage active transportation.	Requirement 1 and 2	Transportation (roads, bridges, multimodal)	Builds community knowledge. Enhances resilience. Improves air quality. Promotes equity & justice. Provides cost savings. Improves public health & wellbeing.
	Policy ID# I.16 – 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.	Requirement 2 and 3	Transportation (roads, bridges, multimodal)	Builds community knowledge. Enhances resilience. Improves air quality. Promotes equity & justice. Provides cost savings.
	Policy ID# I.22 -- Support active transportation and other multimodal types of transportation options in concurrency programs – both in assessment and mitigation.	Requirement 1 and 2	Transportation (roads, bridges, multimodal)	Builds community knowledge. Enhances resilience. Improves air quality. Promotes equity & justice. Provides cost savings. Improves public health & wellbeing.
Expand electric vehicle infrastructure.	Policy ID# AD.01 -- Incentivize electric vehicle charging infrastructure in all new and retrofitted buildings.	Requirement 1 and 2	Transportation (roads, bridges, multimodal)	Enhances resilience. Promotes economic development. Promotes equity & justice. Provides cost savings.

Goal	Policy	Minimum Requirements[1]	Sector	Co-Benefits
Improve the efficiency of transportation systems to reduce greenhouse gas emissions.	Policy ID# AI.03 – Work with Skagit Transit and WSDOT to improve transit speed, frequency, coverage, and reliability.	Requirement 1 and 2	Transportation (roads, bridges, multimodal)	Enhances resilience. Improves air quality. Improves public health & wellbeing. Protects water quality. Provides cost savings.
Develop targeted campaigns for recycling material with the highest GHG reduction impact (e.g., paper, metal, food waste).	Policy ID# D.01 -- Incentivize recycling of construction and demolition debris.	Requirement 1	Waste Management	Builds community knowledge. Promotes economic development. Provides cost savings.
	Policy ID# D.03 -- Use recycled materials in the construction of transportation and other infrastructure facilities.	Requirement 1	Waste Management	Builds community knowledge. Promotes economic development. Provides cost savings.
Maximize solar access of site design, where practicable, for new solar-ready residential and commercial buildings.	Policy ID# G.03 -- Incentivize installation of solar panels on buildings with large rooftops, as well as within or over parking areas.	Requirement 1	Buildings & Energy	Enhances resilience. Promotes equity & justice. Provides cost savings. Supports housing supply & diversity.

Goal	Policy	Minimum Requirements[1]	Sector	Co-Benefits
Reduce greenhouse gas emissions from the transportation sector.	Policy ID# H.01 -- Prioritize and promote public transit expansion and use through coordination of land use and transportation planning.	Requirement 1 and 2	Transportation (roads, bridges, multimodal)	Enhances resilience. Improves air quality. Promotes economic development. Provides cost savings.
	Policy ID #H.02 – Convert public fleets to zero-emission vehicles. Work with Skagit Transit and WSDOT to develop supporting infrastructure and programs to the extent feasible.	Requirement 1 and 2	Transportation (roads, bridges, multimodal)	Enhances resilience. Improves air quality. Promotes economic development. Provides cost savings.
	Policy ID# H.03 -- Implement multimodal transportation planning to reduce single-occupancy vehicle dependence and greenhouse gas emissions.	Requirement 1 and 2	Transportation (roads, bridges, multimodal)	Enhances resilience. Improves air quality. Promotes economic development. Provides cost savings.

[1] Options: Requirement 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; Requirement 2: Result in reductions in per capita vehicle miles traveled within the jurisdiction but without increasing greenhouse gas emissions elsewhere in Washington; and, Requirement 3: Prioritize reductions that benefit overburdened communities in order to maximize the co-benefits of reduced air pollution and environmental justice.

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Appendix A: VMT and GHG Emissions Reduction Targets Report

Kimley»Horn

MEMORANDUM

March 26, 2025

To: Alexandra Plumb
Environmental Planner, Facet Inc.
From: Kimley-Horn & Associates

SUBJECT: VMT and GHG Emissions Reduction Targets Report

Regulatory Background

Washington first established statutory targets for statewide greenhouse gases (GHG) emissions reductions under House Bill 2815 (HB 2815) in 2008, subsequently amending, repealing, and enacting several GHG emissions legislations (RCW 70.94.151, 70.94.161, and 28B.50.273, in part)[1] [2]. During this time, the State Legislation also established per capita VMT reduction goals for light-duty vehicles at an 18% reduction in VMT per capita by 2020, 30% reduction by 2030, and 50% reduction by 2050 to 37.5 billion miles less the VMT generated by trucks, buses, and other large vehicles (Chapter 47.01.440 RCW).

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[3]. In 2021, the Climate Commitment Act (Senate Bill 5126), the "Act") was signed and established market-based policies to further reduce GHG emissions through a cap-and-trade program from the largest emitting sources and industries that release more than 25,000 metric tons of carbon annually. GHG reporting requirements were also enacted in 2010 (Chapter 70.94.151 RCW) and amended in 2020 under HB 2311 for crucial economic sectors such as agriculture, manufacturing/ industrial development, buildings, transportation and electricity to report GHG emissions[4]. The State's GHG reduction goals are generally aligned with nationwide goals to reduce GHG emissions by 61 to 66% below 2005 levels by 2035 and net zero emissions by 2050 for all greenhouse gases[5].

HB 2311 also amended the Growth Management Act which requires local comprehensive plans to incorporate a greenhouse gas emissions reduction sub element[6] and applies to jurisdictions that meet the criteria listed in RCW 36.70A.095. This report aims to supplement the new sub element.

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[1] Washington State 60th Legislature, 2008 Regular Session. "Engrossed Second Substitute House Bill 2815". Accessed at https://lawfilesext.leg.wa.gov/biennium/2007-08/Pdf/Bills/Session%20Laws/House/2815-S2.SL.pdf.

[2] National Conference of State Legislatures (NCSL). "Greenhouse Gas Emissions Reduction Targets and market-based Policies". Accessed on 03/18/2025 at https://www.ncsl.org/energy/greenhouse-gas-emissions-reduction-targets-and-market-based-policies.

[3] Ibid.

[4] Ibid.

[5] United States NDC. "United States of America Nationally Determined Contribution: Reducing Greenhouse Gases in the United States: A 2035 Emissions Target". Accessed on 03/18/2025 at https://unfccc.int/sites/default/files/2024-12/United%20States%202035%20NDC.pdf.

[6] RCW 36.70A.070 Comprehensive Plans – Mandatory elements.

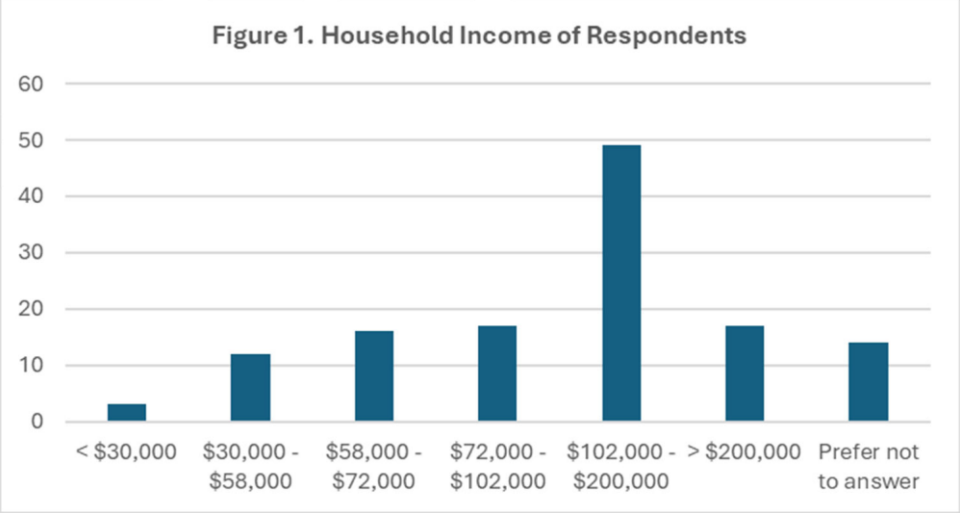
Under Washington state's GHG emissions inventory, transportation was found to be the single largest source of emissions[7]. In an effort to curtail transportation emissions, the Department of Commerce released the 2021 Washington State Energy Strategy that provides a roadmap for emissions reduction across various sectors, including transportation, while prioritizing an equitable clean energy economy. The State legislature also tasked the WSDOT with implementing GHG and VMT emissions reduction goals in collaboration with other agencies such as the Department of Commerce, Puget Sound Regional Council, Council of Governments, and more.

The Strategy calls for the electrification of the State's transportation fleet and planning for transit-oriented developments with WSDOT as the primary implementation agency. Concurrently, the Department of Commerce provided guidance for local jurisdictions to address GHG emissions, per capita VMT, and a new climate change and resilience element in comprehensive plan updates[8] per House Bill 1181 (HB 1181). HB 1181 also requires that per capita VMT data be provided by the city, in which understanding local drivers of VMT patterns can inform gaps and opportunities at local and regional levels.

Survey Summary

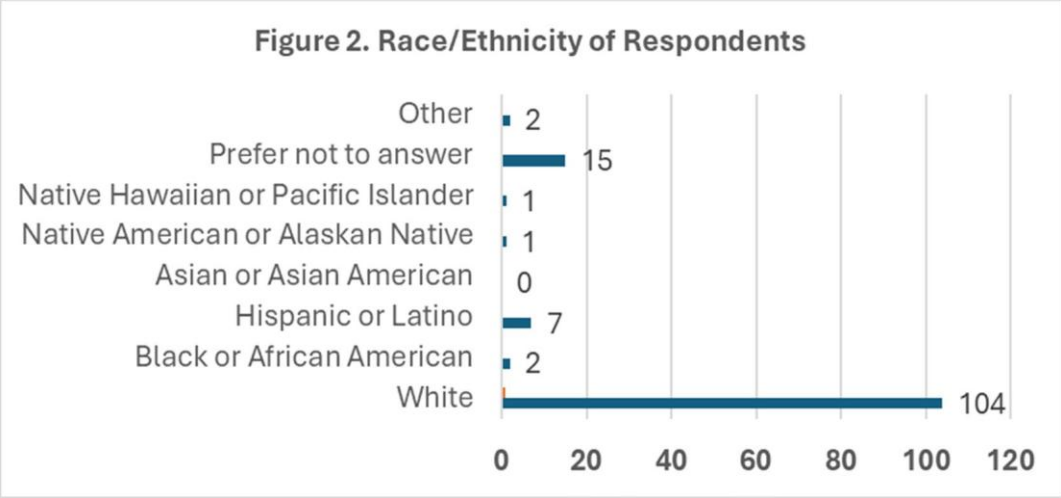
In order to identify opportunities for VMT reduction, a household travel survey was conducted to gain insight into transportation habits and choices of residents and visitors within the City of Sedro-Woolley. A total of 120 responses in the English version and 8 responses in the Spanish version were received. The survey was open to the public on the City's website.

Figure 1: Household Income of Respondents and **Figure 2: Race or Ethnicity of Respondents** show the household income and race of the 120 survey respondents. 43% are living outside the City and 24% are living within the City who shop, recreate, and work in Sedro-Woolley. Other reasons for visiting the City include attending school, owning and operating/managing a business, owning and managing real estate, or renting. Most respondents are middle-aged between 35 to 54 years old. The survey questions asked respondents to qualify how often they use personal vehicles or other modes of transportation to conduct everyday activities such as commuting to and from work, running errands, recreating or traveling, or going to social activities.

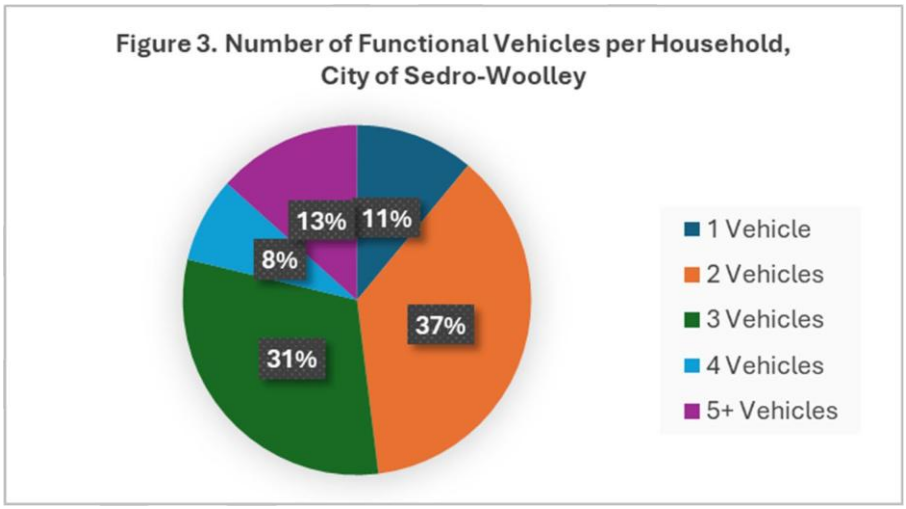


[7] Washington State Department of Ecology. (2018). Washington State Greenhouse Gas Emissions Inventory: 1990-2015. Retrieved from https://apps.ecology.wa.gov/publications/documents/2002020.pdf.

[8] WSDOT. VMT Targets Technical Report, December 2021. Accessed at https://wsdot.wa.gov/sites/default/files/2022-01/VMT-Targets-Technical-Report-December2021.pdf.

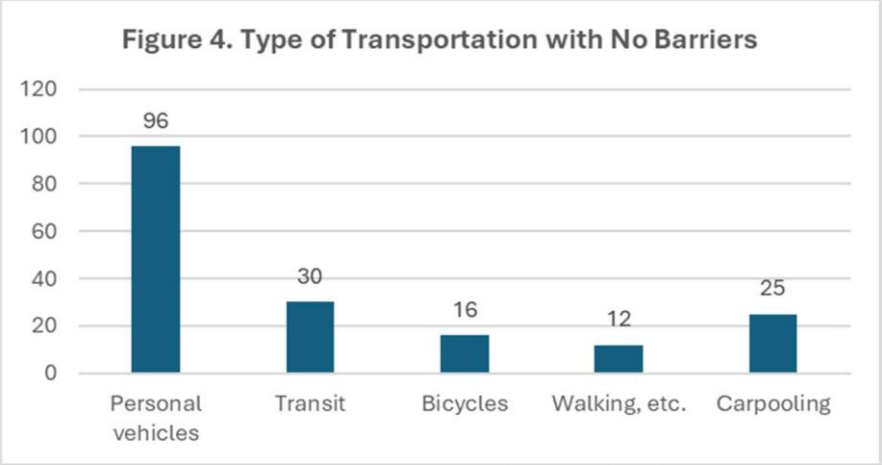


In the City, a majority of households have two to three vehicles that are predominantly non-electric (**Figure 3: Number of Function Vehicles per Household**). Approximately 43% and 29% of households have two people and one person, respectively, who work outside their home and travel to and from work. The preferred method of transportation is a personal vehicle to conduct everyday activities, whereas other forms of transportation such as public transit, walking, biking, rideshare, or carpooling are not as common. Although most householders going to school prefer private vehicles, this activity had the most diverse modes of transportation from respondents and include school buses, walking, biking, public transit, carpooling, and skateboarding.



According to the survey, there are no major barriers for using personal vehicles. However, the largest barrier for using other modes of transportation is convenience, where it's faster and easier to get to a destination. **Figure 4: Type of Transportation with No Barriers** below shows most respondents believe there are no perceivable barriers for using a private vehicle, whereas walking, biking, using public transit, and carpooling had more perceivable barriers. Listed constraints for using public transit, bicycles, walking, or carpooling include:

- Cost of gas/maintenance
- Lack of service to destination
- Lack of consistent scheduled service
- Lack of pedestrian or bicycle infrastructure
- Safety



No respondents had no personal vehicles available in their household, indicating that people living in or visiting the city are reliant on personal vehicles and rarely use other modes of transportation to get around. This can be due to several factors, including the proximity of jobs, services, and points of interests to homes, inclement weather, lack of available services or infrastructure, and perception of safety. In addition, transportation is a personal choice based on personal life circumstances and can fluctuate daily. The benefits of bicycling, walking, carpooling, and public transit should generally outweigh its own barriers or constraints for households to utilize other forms of transportation.

Most residents or visitors in Sedro-Woolley travel outside of the City to other cities and industrial centers in Snohomish and Whatcom counties. WSDOT's traffic counts – measured in annual average daily trips (AADT) – and Skagit County's 2021 Passive Data Overview origin destination report provides insight into traffic patterns within and surrounding the city. Daily trips originating from Sedro-Woolley show that about one percent of vehicles travel to North Whidbey, Arlington & Marysville, Stanwood, and East Whatcom[9]. North Cascade Highway that bisects the City is most likely used by residents to access the Interstate 5 freeway and Highway 9[10]. Traffic counts show high usage of the mentioned roads and are consistent with origin-destination patterns. About two percent of travelers make their way to Bellingham while other destinations throughout the County and region make up less than one percent of daily trips[11]. Origin trips in Sedro-Woolley are proportionate to origin trips in other jurisdictions in which North Whidbey, Stanwood, Arlington & Marysville, and Bellingham receive the largest amount of trip destinations. Results in origin-destination patterns in 2021 show little to no change in previous years.

Recent GHG and VMT Trends

Vehicle Miles Traveled in Sedro-Woolley

Vehicle miles traveled, or VMT, is a common way to measure the total miles driven within an area and timeframe despite vehicle type. Understanding GHG emissions and VMT trends can help identify gaps and opportunities to meet statewide GHG reduction goals. Citywide annual VMT for all public roads was 128,809,000 miles in 2021 and 115,360,000 miles in 2022[12], as shown in **Table 1: VMT Per Capita by Jurisdictional Level (2022)** below. This results in approximately 771 miles per month with an average round trip of 26 miles per day per person. VMT trends in the

[9] Resource Systems Group (RSG). 2022. Passive Data Overview: Technical Report for the Skagit Council of Governments. Accessed at https://www.scog.net/Meeting_Materials/TPB/2022/2022-07-20/2021-SkagitTravelSurvey-PassiveDataOverview.pdf.

[10] WSDOT. Traffic Count (TCDS). Accessed on 03/25/2025 at https://wsdot.public.ms2soft.com/tcds/tsearch.asp?loc=Wsdot&mod=TCDS.

[11] RSG, 2022.

[12] WSDOT. Annual mileage and travel information. Accessed on 3/25/2025 at https://wsdot.wa.gov/about/transportation-data/travel-data/annual-mileage-and-travel-information.

City show a steady increase similar to Statewide VMT trends for 2023. Statewide VMTs reduced to year 2000 levels in 2020 to 53.512 billion miles and is attributed to the prevalence of telework and virtual-based activities[13] [14]. Statewide VMTs have been steadily increasing again since 2021 with the annual VMT in 2023 being 59.804 billion miles[15].

Table 1. VMT Per Capita by Jurisdictional Level, 2022			
	Population	**Annual VMT (in 1,000s)**	**VMT per capita**
Statewide[1]	7,688,549	58.5 billion	761
County	129,480	1.45 billion	11,199
City	**12,470**	**115,360 million**	**9,251**
[1] Statewide and County VMT represents all public roads only and does not account for private access roads.			
Sources: US Census Bureau 2022 ACS 5-Year Estimates; WSDOT Highway Performance Monitoring System.			

GHG Emissions in Sedro-Woolley

City GHG emissions by sector were calculated with guidance from International Council for Local Environmental Initiatives (ICLEI) and various other city wide sources. **Table 2: GHG Emissions Inventory** below shows the City's GHG emissions by sector. Emissions from the built environment – such as electricity and heating – outweigh transportation emissions and represent over half of the City's calculated emissions.

Table 2. Greenhouse Gas Emissions Inventory, City of Sedro-Woolley[1]				
	2021		**2022**	
Sector	**Total Emissions**	**Percentage of inventory**	**Total Emissions**	**Percentage of inventory**
Electricity	21,105	16%	17,664	13%
Natural Gas	55,090	41%	61,991	47%
Transportation	**50,430**	**38%**	**45,164**	**34%**
Solid Waste	6,561	5%	6,561	5%
Total ($MTCO_2e$)	*133,187*		*131,380*	
Total ($MTCO_2e$/capita)	*10.86*		*10.54*	
[1] Sectors analyzed are based on the ICLEI Community Protocol Version 1.2. Years analyzed are based on most readily available data for each sector.				
Sources: US Census Bureau; WSDOT; Kimley-Horn. Additional sources are found in Appendix A: Sedro-Woolley GHG Inventory.				

[13] WSDOT. VMT History for Washington State. Accessed on 03/25/2025 at https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Fwsdot.wa.gov%2Fsites%2Fdefault%2Ffiles%2F2024-10%2FVMTHIST.docx&wdOrigin=BROWSELINK.

[14] Millar, Roger. Woehler, Kerri. 2021. *Vehicle Miles of Travel (VMT) Targets – Technical Report*. WA State Department of Transportation (WSDOT).

[15] WSDOT. Annual mileage and travel information website.

VMT and GHG Emissions Reduction Targets

VMTs

VMT trends are slowly increasing again since 2020 and are anticipated to increase to accommodate population growth. A whole system approach that considers land use planning with transportation planning can reduce VMTs and meet Statewide goals. Reduced VMT targets are set by WSDOT and complements the comprehensive plan update to address the reduction of GHG emissions and per capital VMT in the GHG sub-element. In 2008, a statewide benchmark of 75 billion vehicle miles traveled less the vehicle miles traveled attributable to light duty vehicles. This benchmark does not include vehicles weighing 10,000 pounds or more, which are typically classified as a heavy-duty vehicle. Annual total per capita VMT benchmarks were set at 7,065 miles and 75 billion total for passenger and light-duty vehicles, as codified in RCW 47.01.440.

- Decrease the annual per capita vehicle miles traveled by eighteen percent by 2020;
- Decrease the annual per capita vehicle miles traveled by thirty percent by 2035; and
- Decrease the annual per capita vehicle miles traveled by fifty percent by 2050;

The goal of decreasing annual per capita VMT was achieved in 2020 due to the prevalence of telework and virtual-based activities. The current goal is to further reduce annual per capita VMT by 30% by 2035. Using 2022 data, the City's annual per capita VMT was 9,251 miles, resulting in a goal of 2,775 less annual miles traveled per capita by the year 2035 and 4,625 less annual miles traveled per capital by 2050.

GHGs

Reduced GHG emissions benchmarks for the near-term horizon are 45% below 1990 levels by 2030 and 70% by 2040 statewide. Mid-century GHG emissions benchmarks are 95% by 2050 while achieving net-zero emissions. Net-zero emissions are considered achieved when human-caused GHGs are balanced by anthropogenic removals[16]. **Table 3: GHG Reduction Targets by Emission Source** show benchmarks for the City to reduce GHG emissions. Emission reduction goals are considered achieved when emissions are at 45,387 MT of CO_2e by 2030 for transportation infrastructure and activities, 52,336 MMT of CO_2e by 2030 for heating use, 17,929 MMT of CO_2e for electricity use, and 6,233 MMT of CO_2e for solid waste infrastructure and activities. **Table 4: GHG Emissions Reduction Goals by Jurisdictional Level** below shows the estimated emission reduction goals by year throughout the region where 42.1 MMT of CO_2e are reduced by 2030 and 28.1 MMT of CO_2e are reduced by 2040 statewide. The total estimated GHG emission goals for the City are 11,291 MT of CO_2e by 2030 and 40,806 MT of CO_2e by the year 2040. Drastic actions are required in order to meet reduction goals by mid-century.

[16] Waterman-Hoey, Stacey. 2022. *Washington State Greenhouse Gas Emissions Inventory: 1990-2019*. Washington Department of Ecology. Publication 22-02-054. Accessed at https://apps.ecology.wa.gov/publications/documents/2202054.pdf.

Table 3. GHG Reduction Targets by Emission Source			
Emission Source	**Emission Totals and Source**	**Emissions Ranking**	**GHG Emission Reduction Targets**
Electricity	**Emissions Source:** Residential and commercial electricity usage. **Total Emissions:** 21,105 MTCO2e **Percentage from Inventory:** 16%	Third Highest	15% by 2030 60% by 2040 100% by 2050
Transportation	**Emissions Source:** Annual vehicle miles traveled by the City. **Total Emissions:** 50,430 MTCO2e **Percentage from Inventory:** 38%	Second Highest	10% by 2030 60% by 2040 100% by 2050
Heating	**Emissions Source:** Residential and commercial natural gas usage. **Total Emissions:** 55,090 MTCO2e **Percentage from Inventory:** 41%	Highest	5% by 2030 10% by 2040 100% by 2050
Solid Waste Management	**Emissions Source:** Total municipal solid waste of City and wastewater emissions. **Total Emissions:** 6,561 MTCO2e **Percentage from Inventory:** 5%	Lowest	5% by 2030 10% by 2040 100% by 2050
Source: Kimley-Horn & Associates, 2024.			

Table 3. GHG Emission Reduction Goals in 2030 and 2040 by Jurisdictional Level, 1990 vs. 2021				
	Total Annual GHG Emissions (in MMT CO_2e)		Total Annual GHG Emissions Reduction Target (in MMT CO_2e)	
	1990	**2021**	**2030**	**2040**
State	93.5	96.1	51.4	28.1
County[1]		0.018251	0.010038	0.00548
City		**0.133187**	**0.073253**	**0.03996**
[1] County emissions represent County operations from government activities and facilities and do not include jurisdiction emissions and private operations i.e., residences, commercial, and industrial uses.				
Sources: Washington State Department of Ecology; Skagit County 2022 GHG Emissions Analysis Report by Department of Commerce; Kimley-Horn & Associates, 2025.				

Opportunities

It is widely known that land use and transportation is inextricably linked to one another and that the siting of various transportation options close to high activity areas is key to reducing VMT. This includes strategic land use planning and the provision of multimodal transportation options so that employment, daily needs, and services are near where people live and recreate. Other strategies such as electrification of vehicles, utilities, embodied carbon in buildings, and installation of green infrastructure can further reduce GHG emissions. A considerable decrease in GHG emissions and miles traveled by light-duty vehicles would be necessary for the City to achieve Statewide goals.

The City's land use element and land capacity analysis identifies key growth areas within the City that can accommodate projected population growth. Since population growth and GHG emissions/VMT are positively correlated, prioritizing multimodal transportation infrastructure in commercial corridors can provide access to alternative options that reduce the city's VMT. Providing services that close the gap between residences and commercial corridors can also aid in reducing VMT. This can include techniques such as protected bike lanes, public transit extensions, or on-demand rideshare services.

VMT reduction at the local jurisdictional level are known to be the most effective ways to promote such efforts, as further stated in the Growth Management Act, and supports local jurisdictions at the State. Collaboration with community stakeholders to identify practical local solutions is key, while collaboration with WSDOT, Skagit Council of Governments (SCOG), and other regional agencies can provide regional insight into reducing VMTs and GHGs.

Federal and state programs and funding provide opportunities for infrastructure changes that reduce VMTs while promoting various co-benefits. The Federal Highway Administration's Congestion Mitigation and Air Quality Improvement (CMAQ) program, Washington State Department of Commerce's Transit-Oriented Development Implementation (TODI) Grants, and funding from the new Infrastructure Investment and Jobs Act provide resources to local agencies for complete streets and safe routes to school planning and implementation, for example[17]. SCOG's Regional Transportation Plan and Skagit Transit's Long-Range Transportation Plan describes current projects such as the US Bicycle Route 10 (Coast to Cascades Trail) Corridor Study, Bicycle Route 13 (Centennial Trail) Corridor Study, and various arterial improvements throughout the City to provide multimodal infrastructure while enhancing pedestrian and vehicular safety[18]. The City may also consider educational opportunities that encourages residents and local visitors to use alternative forms of transportation.

Next Steps

Policies and goals that support collaboration with regional and local stakeholders, pursue diverse grant funding opportunities, and immediate local actions that can effectively reduce VMTs and GHG emissions are recommended. A separate report is provided that proposes goals, policy, programs, and measures for meeting reduction goals.

[17] Millar et. al. 2021. *Vehicle Miles of Travel (VMT) Targets – Technical Report*. WSDOT.
[18] SCOG. Skagit 2045 Regional Transportation Plan Web Map. Accessed on 03/25/2025 at https://skagitcog.maps.arcgis.com/apps/webappviewer/index.html?id=e9dc46d838e849d99e7095bd5e761d60.

Sedro-Woolley GHG Inventory Summary

Year	2021		2022	
Sector	Total Emissions	Percentage of inventory	Total Emissions	Percentage of inventory
Electricity	21,105	16%	17,664	13%
Stationary	55,090	41%	61,991	47%
On-road	50,430	38%	45,164	34%
Solid Waste	6,561	5%	6,561	5%
Total (MTCO2e)	133,187		131,380	
Total (MTCO2e/capita)	10.86		10.54	

Note:
Sectors analyzed are based on the ICLEI Community Protocol Version 1.2
Years analyzed are based on most readily available data for each sector

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Base Data			
Inventory year	Population	# of households	Employment
2021	12,266	4,476	5,993
2022	12,470	4,562	6,023
Sources:			
To find data regarding households, population and total employment, links below were utilized			
U.S. Census Bureau QuickFacts: Sedro-Woolley city, Washington			
2022 households in Sedro-Woolley ... - Census Bureau Tables			
2021 population in Sedro-Woolley ... - Census Bureau Tables			
2021 households in Sedro-Woolley ... - Census Bureau Tables			
2022 population in Sedro-Woolley ... - Census Bureau Tables			
2021 total employment in Sedro-... - Census Bureau Tables			
2022 total employment in Sedro-... - Census Bureau Tables			

Legend		
	=	Input
	=	Output

Electricity Usage Emissions					
2021					
Year	Residential electricity Commercial usage (MWh)	Residential usage emissions (MTCO2e)	Commercial electricity (MWh)	Commercial emissions (MTCO2e)	
	17,840.23	54,646.43	3,265.10	10,001.34	
Total Emissions (Residential + Commercial)	21,105.33	MTCO2e			
	1.51	MTCO2e/capita			
2022					
	14,929.82	54,524.90	2,733.89	9,984.40	
Total Emissions (Residential + Commercial)	17,663.71	MTCO2e			
	1.42	MTCO2e/capita			

Raw Data

2021

Housing

Units/Connections

3,022,255 Washington State

51,971 Skagit County

4,476 Sedro-Woolley

% housing in Skagit County out of Washington State

1.7196

%

% housing in Sedro Woolley out of Skagit County

8.6125

%

Residential/Commercial Connections in Sedro Woolley

4,773 residential electric connections in Sedro Woolley 873 commercial electric connections in Sedro Woolley

5,646 Total

Usage (MWH/year)

1,502,605 Total energy consumption in Skagit County
11.45 Consumption per Capita
54,646.43 Residential Sedro-Woolley
10,001.34 Commercial Sedro-Woolley

Notes:

Electricity data from Skagit County was scaled down to Sedro Woolley level based on number of housing units/connections

Using 2023 PSE community profile, there are 10,142 electric commercial customers and 55,415 electric residential customers in Skagit County

Sources:

2023 PSE community profile can be found at link: PSE | Corporate Information and Facts
Energy data was found at link: Source: https://findenergy.com/wa/skagit-county-electricity/ Housing connections were found using U.S. Census Bureau

2022

Housing Units/Connections

% housing in Sedro Woolley out of Skagit County 8.593%
4,762 residential electric connections in Sedro Woolley 872 commercial electric connections in Sedro Woolley
5,634 Total

Usage (MWH/year)

1,502,605 Total energy consumption in Skagit County
11.45 Consumption per Capita
54,524.90 Residential Sedro-Woolley
9,984.40 Commercial Sedro-Woolley

Notes:

Using 2023 PSE community profile, there are 10,142 electric commercial customers and 55,415 electric residential customers in Skagit County as 2022 PSE community profile was not publicly available. Electricity data from Skagit County was scaled down to Sedro Woolley level based on number of housing units/connections

Sources:

2023 PSE community profile can be found at link: PSE | Corporate Information and Facts
Energy data was found at link: Source: https://findenergy.com/wa/skagit-county-electricity/ Housing connections were found using U.S. Census Bureau

Emission Factors

2021 Emission Factors

Washington is part of the WECC Northwest eGRID subregion (NWWP)

	Total Output Emission Factors (lb/MWh)			Non-Baseload Emission Factors (lb/MWh)		
	CO2	CH4	N2O	CO2	CH4	N2O
NWPP (WECC Northwest)	715.2	0.068	0.01	1617.5	0.156	0.022

Source:

Emission factors for Greenhouse Gas Inventories from EPA found here: https://www.epa.gov/climateleadership/ghg-emission-factors-hub

2022 Emission Factors

Washington is part of the WECC Northwest eGRID subregion (NWWP)

	Total Output Emission Factors (lb/MWh)			Non-Baseload Emission Factors (lb/MWh)		
	CO2	CH4	N2O	CO2	CH4	N2O
NWPP (WECC Northwest)	600	0.056	0.008	1653	0.159	0.023

Source:
Emission factors for Greenhouse Gas Inventories from EPA found here: https://www.epa.gov/climateleadership/ghg-emission-factors-hub

Legend		
	=	Input
	=	Output

Stationary fuel combustion inputs									
2021									
	Residential fuel emissions (MTCO2e). Include emissions from propane and oil if usage is entered below.	Residential natural gas usage (mmbtu)	Residential natural gas usage (therms)	Residential natural gas usage (cubic feet)	Commercial fuel emissions (MTCO2e)	Commercial natural gas usage (mmbtu)	Commercial natural gas usage (therms)		
	52,336	2,172	21,720	22,868	2,755	114.32	1,143		
Total emissions (Residential + Commercial)	55,090	MTCO2e							
	4.491	MTCO2e/capita							
2022									
	Residential fuel emissions (MTCO2e). Include emissions from propane and oil if usage is entered below.	Residential natural gas usage (mmbtu)	Residential natural gas usage (therms)	Residential natural gas usage (cubic feet)	Commercial fuel emissions (MTCO2e)	Commercial natural gas usage (mmbtu)	Commercial natural gas usage (therms)		
	58,892	2444.07	22,863	25,732	3,100	128.64	1,286		
Total emissions (Residential + Commercial)	61,991	MTCO2e							
	4.971	MTCO2e/capita							

Raw Data

2021

Usage

Month	Usage (therms)	Meters		Usage (mmbtu)
January	4023	11	Residential	2171.99
February	3844	11	Commercial	114.32
March	4317	11		
April	3286	11		
May	1456	11		
June	976	11		
July	228	11		
August	154	11		
September	143	11		
October	357	11		
November	1316	11		
December	2763	11		
Sum (therms)		*22,863*		
Sum (mmbtu)		*2,286*		
Sum (cubic feet)		*22,868*		

Notes:

1 therm = 0.10 MMBtu

1 BTU = 1.00024e-5 therm

Assume 5% of total natural usage is commercial and 95% is residential

Source:

Natural gas data derived directly from Cascade Natural Gas through official autorization form for aggregated/anonymized energy consumption data.

2022					
Residential					
Month	Usage (therms)		Meters		Usage (mmbtu)
January	5687		11	Residential	2444.07
February	3540		11	Commercial	128.64
March	3787		11		
April	2698		11		
May	2290		11		
June	1191		11		
July	338		11		
August	176		11		
September	123		11		
October	328		11		
November	1070		11		
December	4499		11		
Sum (therms)		*25,727*			
Sum (mmbtu)		*2,573*			
Sum (cubic feet)		*25,732*			
Notes:					
1 therm = 0.10 MMBtu					
1 BTU = 1.00024e-5 therm					
Assume 5% of total natural usage is commercial and 95% is residential					
Source:					
Natural gas data derived directly from Cascade Natural Gas through official autorization form for aggregated/anonymized energy consumption data.					

Emission Factors								
2021 Emission Factors								
Natural Gas	CO_2 Factor g CO_2 per mmBtu	CH_4 Factor g CH_4 per mmBtu	N_2O Factor g N_2O per mmBtu		CO_2 Factor kg CO_2 per short ton	CH_4 Factor g CH_4 per short ton	N_2O Factor g N_2O per short ton	
Natural Gas	53,060	1	0.1		0.05444	0.00103	0.0001	
Source: Emission factors for Greenhouse Gas Inventories from EPA found here: https://www.epa.gov/climateleadership/ghg-emission-factors-hub								
2022 Emission Factors								
Natural Gas	CO_2 Factor g CO_2 per mmBtu	CH_4 Factor g CH_4 per mmBtu	N_2O Factor g N_2O per mmBtu		CO_2 Factor kg CO_2 per short ton	CH_4 Factor g CH_4 per short ton	N_2O Factor g N_2O per short ton	
Natural Gas	53,060	1	0.1		0.05444	0.00103	0.0001	
Source: Emission factors for Greenhouse Gas Inventories from EPA found here: https://www.epa.gov/climateleadership/ghg-emission-factors-hub								

Legend		
	=	Input
	=	Output

On-Road Transportation Inputs											
2021											
	Gasoline						Diesel				
On-Road Transportation Emissions (MTCO2e)	g CO2	g CH4	g N2O	Total gallons			On-Road Transportation Emissions (MTCO2e)	g CO2	g CH4	g N2O	Total gallons	Total AVMT
48,002	43,474,025,221.75	656,928.06	193,214.14	4,951,483.51			2,428	2,128,666,013.97	656,928.06	193,214.14	242,444.88	128,809,424
												10501.33899
Total 2021 (Gasoline + Diesel Emissions)	50,430 MTCO2e											14312.15822
	4.11 MTCO2e/capita											
2022											
	Gasoline						Diesel				
On-Road Transportation Emissions (MTCO2e)	g CO2	g CH4	g N2O	Total gallons			On-Road Transportation Emissions (MTCO2e)	g CO2	g CH4	g N2O	Total gallons	Total AVMT
42,990	38,934,783,435.04	588,336.41	173,040.12	4,434,485.58			2,174	1,906,406,177.86	588,336.41	173,040.12	217,130.54	115,360,080
Total 2022 (Gasoline + Diesel Emissions)	45,164 MTCO2e											
	3.62 MTCO2e/capita											

Raw Data		
2021		
VMT Data		
Skagit		
	3,760	Daily VMT (in 1000s)
	1,372,483	Annual VMT (in 1000s)
	130,696	Total population
	10.50	Annual VMT (in 1000s) per capita
Sedro-Woolley		Annual VMT (in 1000s)
9	128,80	
	128,809,424	Annual VMT
Vehicle Registration Data (Washington)		
5,792,000 Gasoline		95% Gasoline
283,600 Diesel		5% Diesel
6,075,600 Total		
Notes.		
VMT data for Sedro-Woolley was scaled down based on annual VMT per capita for Skagit County		

Percentage of gasoline and diesel vehicles were calculated base don vehicle registration data in Washington

Source:
Vehicle Registration Data (Washington) from the U.S. Department of Energy found at link: Alternative Fuels Data Center: Vehicle Registration Counts by State
Transportation data derived from Washington State Department of Transportation

2022

Sedro-Woolley	316	Daily VMT (in 1000s)
	115,360	Annual VMT (in 1000s)
	115,360,080	Annual VMT

Assumptions:

VMT data for Sedro-Woolley was scaled down based on annual VMT per capita.

95% Gasoline

Source:

5% Diesel

Transportation data derived from Washington State Department of Transportation

Vehicle Registration Data

(Washington)

5,650,700	Gasoline
277,400	Diesel
5,928,100	Total

Notes.
VMT data for Sedro-Woolley was scaled down based on annual VMT per capita for Skagit County Percentage of gasoline and diesel vehicles were calculated based on vehicle registration data in Washington

Source:
Vehicle Registration Data (Washington) from the U.S. Department of Energy found at link:
Alternative Fuels Data Center: Vehicle Registration Counts by State Transportation data derived from Department of Transportation

Emission Factors			
Year	Type	Value	Unit
2022	Light duty vehicle, short wheel base	24.8	miles / gallon
2022	Motor Gasoline	8.78	kg CO2/ gallon
2022	Diesel Fuel	10.21	kg CO2/ gallon
2019	Gasoline Passengar Cars	0.0051	g CH4/mile
2019	Gasoline Passengar Cars	0.0015	g N2O/mile

Sources:

Fuel efficiency for light duty vehicle can be found here: https://www.bts.gov/content/average-fuel-efficiency-us-light-duty-vehicles

Emission factor for motor gasoline can be found here: https://www.epa.gov/climateleadership/ghg-emission-factors-hub

Emission factor for diesel fuel can be found here: https://www.epa.gov/climateleadership/ghg-emission-factors-hub

Emission factors for gasoline passenger cars can be found here: https://www.epa.gov/climateleadership/ghg-emission-factors-hub

General notes:	
907200	grams/MT
21	CH4 Greenhouse gas warming potential
310	CH4 Greenhouse gas warming potential

Legend

	=	Input
	=	Output

Solid Waste Emissions
2021

Total waste landfilled (short tons)	Landfilled waste emissions (MTCO2e)	Incinerated waste Waste incinerated (short tons)	emissions (MTCO2e)	% Mixed MSW	% Corrugated Containers	% Magazines/ Newspaper Third-Class Mail /phonebooks	% Office Paper /textbooks	% Food Waste	% Grass	% Leaves	% Dimensional Branches	% Lumber
20,874.84	3,918.02											

0.47 Landfill waste MTCO2e/capita (based on county)

Notes:

Assume 15% of Skagit County's total landfill waste is from Sedro Woolley as it is the third most populated city in the county.

Raw Data

Disposed Solid Waste by Landfill (tons) Waste Material

Row Labels	Asbestos	Ash (other than special Materials roofing)	Ash Special incinerator ash)	Asphaltic Incinerator	(excluding	Auto fluff	Biosolids	Brick and Mason ry)	Ceramic Materials	Concrete	Construction & Demolition Debris	Contaminated Soils (other)	Cured Concrete	Dredged Materials	Food Processing Waste (pre-consumer)	Food Waste (post-consumer)	Glass	Industrial Waste	Inert Waste	Landclearing Debris	Manure and Bedding	Medical Waste	Mortalities and other animal parts Other	Municipal/Commercial Solid Waste	Petroleum Contaminated Soils residuals	Recycling materials	Roofing	Soil, rock, gravel	Special Waste (unconta minated)	Tires (permitted)	Vactor/Street (disposed)	Sweeping per W.C.	Waste mtg criteria Wastes 173-350-990 (3)	inert Wood Waste	Yard debris	debris/to od scraps	Grand Total
Skagit County		28.89						20.84		1.18	8878.431	1557.1				72.16		627						121029.9	3100.718	2934.8			1098.97				436.26				139,166

Notes:
Assume 10% of total MSW is from Sedro Woolley

Sources:

2021 solid waste disposal by county at link: https://ecology.wa.gov/research-data/data-resources/solid-waste-recycling-data

Latest data is 2021, 2022 not private

Wastewater Emissions

2022

Raw Data:

	Total Emissions (MTCO2e)	Total Emissions (MTCO2e/capita)
Skagit County Wastewater Processes	6,771	0.05

Calculations:

Sedro Woolley Wastewater Processes	642.96

Notes:

Sedro Woolley wastewater emissions calculated by scaling down per capita from Skagit County emissions per capita.

Sources: Total emissions for Skagit County Wastewater Processes is from 2022 Skagit County Greenhouse Gas Inventory at link: https://www.skagitcounty.net/PlanningAndPermit/Documents/2025CPU/CountyGHGAnalysisReport_Skagit

Stationary fuel combustion inputs

2021

Residential fuel emissions (MTCO2e). Include emissions from propane and oil if usage is entered below.	Residential natural gas usage (therms)	Residential natural gas usage (cubic feet)	Residential households using natural gas	Commercial fuel emissions (MTCO2e)	Commercial natural gas usage (therms)
12,206,599	5,065,858	506,585,806		4,288,865	1,779,921

Total emissions (Residential + Commercial)	16,495,464	MTCO2e
	1,345	MTCO2e/capita

Residential heating oil usage (gallons)	Residential propane usage (gallons)	Residential households using heating oil	Residential households using propane	Commercial fuel oil propane usage (gallons)	Commercial (gallons)

Total emissions (Residential + Commercial)

2022

Residential fuel emissions (MTCO2e). Include emissions from propane and oil if usage is entered below.	Residential natural gas usage (therms)	Residential natural gas usage (cubic feet)	Residential households using natural gas	Commercial fuel emissions (MTCO2e)	Commercial natural gas usage (therms)
12,921,830	5,362,686	536,268,609		4,483,140	1,860,547

Total emissions (Residential + Commercial)	17,404,970	MTCO2e
	1,395.75	MTCO2e/capita

Residential heating oil usage (gallons)	Residential propane usage (gallons)	Residential households using heating oil	Residential households using propane	Commercial fuel oil propane usage (gallons)	Commercial (gallons)

Total emissions (Residential + Commercial)

Legend

= Input

= Output

Raw Data

2021

Housing/commercial

12,266	Population in Sedro-Woolley
5,993	Employment in Sedro-Woolley
7,738,692	Population in Washington
3,993,007	Employment in Washington

Usage

198,300,000	Washington per capita energy usage (BTU)

Residential		**Commercial**	
20.8%	Washington Residential per usage (BTU)	15%	Washington Commercial per capita usage (BTU)
41,300,000	Washington Residential per capita usage (BTU)	29,700,000	Washington Commercial per capita usage (BTU)
319,607,983,391,959	Washington Residential usage (BTU)	118,592,307,025,531	Washington Commercial usage (BTU)
319,607,983	Washington Residential usage (mmBTU)	118,592,307	Washington Commercial usage (MMBTU)
3,196,079,834	Washington Residential usage (therms)	1,185,923,070	Washington Commercial usage (therms)

319,607,983,392 Washington Residential usage (Cubic feet)	118,592,307,026 Washington Commercial usage (Cubic Feet)
0.15850% Ratio of Washington total population vs Sedro Woolley	0.1501% Ratio of Washington employment vs Sedro Woolley
5,065,858 Sedro Woolley Residential usage (therms)	1,779,921 Sedro Woolley Commercial usage (therms)
506,585,806 Sedro Woolley Residential usage (cubic feet)	177,992,099 Sedro Woolley Commercial usage (cubic feet)
506,586 Sedro Woolley Residential usage (mmBTU)	177,992 Sedro Woolley Commercial usage (mmBTU)

U.S. Energy Information Administration - EIA - Independent Statistics and Analysis

2022

Housing/commercial

12,470 Population in Sedro-Woolley 6,023 Employment in Sedro-Woolley
7,785,786 Population in Washington 4,095,487 Employment in Washington

Usage

201,900,000 Washington per capita Total energy usage (BTU)

Residential

21.3% Washington Residential per usage (BTU)

43,004,700 Washington Residential per capita usage (BTU)

usage (BTU) 334,825,391,194,200 Washington Residential usage (BTU)

(BTU)

334,825,391 Washington Residential usage (mmBTU)

3,348,253,911.94 Washington Residential usage (therms)

334,825,391,194.20 Washington Residential usage (Cubic feet)

Commercial

15.30% Washington Commercial per capita usage (BTU)

30,890,700 Washington Commercial per capita

126,512,460,270,900 Washington Commercial usage

126,512,460 Washington Commercial usage (mmBTU)

1,265,124,603 Washington Commercial usage (therms)

126,512,460,270.90 Washington Commercial usage (Cubic Feet)

0.160% Ratio of Washington total population vs Sedro Woolley

5,362,686 Sedro Woolley Residential usage (therms)

536,268,609 Sedro Woolley Residential usage (cubic feet)

536,269 Sedro Woolley Residential usage (mmBTU)

0.14706% Ratio of Washington employment vs Sedro Woolley

1,860,547 Sedro Woolley Commercial usage (therms)

186,054,686 Sedro Woolley Commercial usage (cubic feet)

186,055 Sedro Woolley Commercial usage (mmBTU)

U.S. Energy Information Administration - EIA - Independent Statistics and Analysis

Emission Factors							
2021 Emission Factors							
	Natural Gas	**CO_2 Factor** **g CO_2 per mmBtu**	**CH_4 Factor** **g CH_4 per mmBtu**	**N_2O Factor** **g N_2O per mmBtu**	**CO_2 Factor** **kg CO_2 per short ton**	**CH_4 Factor** **g CH_4 per short ton**	**N_2O Factor** **g N_2O per short ton**
Natural Gas		53,060	1	0.1	0.05444	0.00103	0.0001
2022 Emission Factors							
	Natural Gas	**CO_2 Factor** **g CO_2 per mmBtu**	**CH_4 Factor** **g CH_4 per mmBtu**	**N_2O Factor** **g N_2O per mmBtu**	**CO_2 Factor** **kg CO_2 per short ton**	**CH_4 Factor** **g CH_4 per short ton**	**N_2O Factor** **g N_2O per short ton**
Natural Gas		53,060	1	0.1	0.05444	0.00103	0.0001

Planning Commission Agenda Item

Agenda Item No.: h.1.

Date: January 20, 2026

From: Ashton Sandoval Oaks, Assistant Planner

Subject: Proposed Amendments to Title 15 and Chapters 12.32 and 17.100 SWMC to Add Address and Street Name Standards

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RECOMMENDED ACTION:

Review proposed amendments, discuss revisions, and request a public hearing at the next Planning Commission meeting.

BACKGROUND/SUMMARY INFORMATION:

The attached draft amendments (**Attachment 1**) were written by the Sedro-Woolley Address Authority and reviewed by the Sedro-Woolley Fire Department, Building Department, Planning Department, Engineering Department, Streets Department, and current staff that previously administered addressing (Public Works staff). The amendments relocate Section 15.04.047 SWMC (Mandatory Address Signs) to Chapter 15.24 SWMC. Chapter 15.24 expands standards for display of addressing, the procedure for acquiring addresses and street names, and alters the existing address grid to reduce non-conforming addresses. The current Sedro-Woolley address grid dividing baselines outside city limits have been edited to appropriately accommodate future growth. Without this change to the address grid, future annexations will not be able to follow the City's address grid. The City's current address grid is attached as **Attachment 2**. The proposed address grid is attached as **Attachment 3**.

FISCAL IMPACT, IF APPROPRIATE:

None anticipated.

ATTACHMENTS:

1. Draft Amendments 1
2. Current Address Grid Map
3. Proposed Address Grid Map

Title 12
STREETS, SIDEWALKS AND PUBLIC PLACES*

Chapters:

12.08 Excavation for Gas Distribution and Transmission Systems
12.12 *Repealed*
12.20 Street Vacation
12.28 Streets, Sidewalks, and Public Places
12.32 ~~Street Names~~*Repealed*
12.36 City Parks, Recreational Vehicle Facilities and Community Center
12.40 Tree Standards
12.44 Special Events

[...]

Chapter 12.32
STREET NAMES

Sections:

12.32.010 ~~Posting.~~*Repealed*

12.32.010 ~~Posting.~~ *Repealed*

~~It shall be the duty of the police chief under the direction of the street committee of the city council, to post the names of the respective streets in a conspicuous place on each street crossing within the city limits. The letters composing the names of the respective streets shall be painted in such size as the street committee shall determine, and shall be posted without unnecessary delay. (Ord. 156 § 1, 1915)~~

Title 15
BUILDINGS AND CONSTRUCTION

Chapters:

15.04 Building Code
15.24 Addressing Structures and Naming Street
15.40 Public Works Construction Standards
15.44 Design Review
15.48 Development Impact Mitigation
15.52 Latecomers' Agreements
15.56 Concurrency Management System
15.60 Impact Fees for Planned Facilities
15.64 Impact Fees for School Facilities

Chapter 15.04
BUILDING CODE*

Sections:

15.04.010 Title.
15.04.020 Codes adopted.
15.04.030 Amendments generally.
15.04.035 Specific amendments and additions to International Building Code and International Residential Code.
15.04.038 Specific amendments to International Fire Code.
15.04.039 *Repealed*.
15.04.040 Fees—Building permit and plan review fees.
15.04.042 Building valuation data.
15.04.043 Administration and enforcement.
15.04.044 Certification of plans by architects and engineers.
15.04.045 *Repealed.*
15.04.047 ~~Mandatory street address signs~~*Repealed*.
15.04.050 Prohibitions.
15.04.055 *Repealed.*
15.04.060 Violations—Penalties.

* Prior ordinance history: Ords. 1025 and 1078.

[...]

15.04.047 ~~Mandatory street address signs.~~*Repealed.*

~~A. Every lot for which a permit is issued under this chapter for any purpose shall have an assigned street number affixed as prescribed by this section. The number shall be posted within thirty days of issuance of the permit or prior to issuance of a certificate of occupancy, whichever is sooner, unless a later date is prescribed in writing by the building official. Compliance with this section shall be the responsibility of both the building owner and the permit applicant.~~

~~B. For structures situated fifty feet or less from the street, the address shall be conspicuously placed immediately above, upon, or at the side of the proper door of each building so that the number can be seen plainly from the street. If the main entrance is on the side or does not face the street, the address shall be conspicuously placed on the side of the building facing the street.~~

~~C. For structures situated more than fifty feet from the street, or when the view of the building is blocked, the number shall be conspicuously placed on a post, gate, fence, tree, etc. This placement must be somewhere in an arc within thirty feet from where the center of the driveway or access meets the street. It will be posted in such a way so that the address placard~~

~~is parallel with the main street or visible when accessing from either direction. It shall be at a height of between four and six feet from the level of the street. On streets which may be accessed from only one direction, the placard may be posted perpendicular to the main street in such a way that it is clearly visible when being approached by emergency responders. If more than one address is on one driveway and the buildings or entities are further than fifty feet from the street, then the addresses shall be posted at the street and also on the buildings or addressable entities. The address shall also be posted at any confusing intersection within the private drives.~~

~~D. Addressable entities other than buildings, such as recreational lots, play fields, or standalone utility sites, shall display the address at the access or driveway in the same manner as a building located more than fifty feet from a street. On a corner lot, the building number shall face the street named in the address.~~

~~E. Building addresses shall be set on a white background which is approximately twelve inches by six inches in size. Building addresses shall be blue reflective numbers a minimum of five inches in height that are easily visible at night.~~

~~F. The fire chief is authorized to obtain and sell address placards which comply with this section at cost and expense as part of a safety awareness program; provided, that nothing in this section shall prohibit any owner from acquiring a conforming sign from a private vendor.~~

~~G. A certificate of occupancy or inspection may be withheld for violation of this section. In addition, violation of this section is punishable as set forth in Section 15.04.060. (Ord. 1975-21 § 1, 2021; Ord. 1851-16 § 1 (part), 2016: Ord. 1776-13 § 1 (part), 2013: Ord. 1680-10 § 1, 2010: Ord. 1516-05 § 1, 2005)~~

Chapter 15.24
ADDRESSING STRUCTURES AND NAMING STREETS

Sections:

15.24.005 Establishment of uniform policy.
15.24.010 Definitions.
15.24.015 Address authority—responsibilities
15.24.020 Baselines for addressing policy.
15.24.025 Method of assigning addresses.
15.24.030 Display of address.
15.24.035 Existing legal non-conforming addresses.
15.24.040 Street naming.
15.24.045 Street name change—community petition.
15.24.050 Street name change—administrative determination.
15.24.055 Display of proper street signage.
15.24.100 Enforcement.
15.24.105 Fees.
15.24.110 Severability.

15.24.005 Establishment of uniform policy.

A. There is hereby established a uniform system of addressing structures, buildings, lots, and other structural entities fronting on all public streets and private streets within incorporated Sedro-Woolley, Washington, as permitted by SCC 15.24.040 (9). All structures, buildings, lots, structural entities, dwelling units, business establishments, meeting halls, occupied recreational lots, standalone utility sites, bridges, highway mile markers, peripheral outbuildings, and notable landmarks shall be addressed in accordance with the provisions of this Chapter.

1. Requirements for addressing tracts reserved for future development shall be determined at the discretion of the Sedro-Woolley Address Authority as defined in SWMC 15.24.015.

B. For the purposes of this Chapter, the City of Sedro-Woolley shall be the determining body in instances where the predominant direction, beginning, end, etc. of any street within incorporated Sedro-Woolley, Washington is not readily apparent or consistent.

15.24.010 Definitions.

“City, the” means the City of Sedro-Woolley, Washington.

“County, the” means Skagit County, Washington.

“SCC” means the Skagit County Code.

“SLS&E” means Seattle, Lake Shore, and Eastern.

“SWMC” means the Sedro-Woolley Municipal Code.

“SWPWDS” means the Sedro-Woolley Public Works Department Standards.

“W.M.” means Willamette Meridian.

15.24.015 Address authority—responsibilities.

A. The Community Development Director or their designee shall serve as, or appoint, the Sedro-Woolley Address Authority.

B. The Sedro-Woolley Address Authority shall be responsible for the following:

1. Maintain an accurate address grid map, periodically updating the geospatial information with current data provided by the Skagit County Assessor. The address grid map shall display the address baselines as described in SWMC 15.24.020. Provide this address grid map upon request to the public or other government or utility agencies;

2. Receive, process, administer, and otherwise coordinate requests to create, eliminate, append, or change addresses, sub-addresses, street names, directional designators, and street suffixes within the City;

3. Review and approve or deny requests to create, eliminate, append, or change addresses, sub-addresses, street names, directional designators, and street suffixes, in accordance with the standards of this Chapter;

4. Distribute documentation to the Sedro-Woolley Fire Chief, or their designee, and the Skagit County 9-1-1 Center Address Authority, or their designee, for review and approval or denial of requests to create, eliminate, append, or change addresses, sub-addresses, street names, directional designators, and street suffixes. Such a request shall not be considered approved until the Sedro-Woolley Address Authority has received approval in writing from the Sedro-Woolley Fire Chief and the Skagit County 9-1-1 Center Address Authority;

5. Distribute documentation to the following parties, or their designees, after a request to create, eliminate, append, or change addresses, sub-addresses, street names, directional designators, and/or street suffixes has been approved in accordance with the standards of this Chapter:

a. Sedro-Woolley Utility Billing Department;

b. Sedro-Woolley Fire Department;

c. Sedro-Woolley Police Department;

d. Sedro-Woolley Community Development Department;

e. Sedro-Woolley United States Post Office branch;

f. Skagit County 9-1-1 Center;

g. Skagit County Assessor;

h. Skagit County Public Utility District No. 1;

i. Ziply Fiber 9-1-1 Address Database;

j. Puget Sound Energy; and

k. Other notable agencies as determined by the Sedro-Woolley Address Authority (examples: Skagit County Address Authority, Google Maps, Verizon Wireless, etc.).

6. Maintain an accurate and current database of street names and addresses under the jurisdiction of the City.

a. Names of streets in the jurisdiction of the City shall remain as listed on said database unless officially changed in accordance with the standards of this Chapter.

15.24.020 Baselines for addressing policy.

A. The west and east baseline for addressing purposes is as follows:

Commencing at the north shore of the Skagit River; thence north along the centerline of the former SLS&E railroad right-of-way, to a point on the east boundary of the west half of the west half of Section 13, Township 35 North, Range 4 East, W.M., thence continuing north along said boundary and continuing along the east boundary of the west half of the west half of Section 12, Township 35 North, Range 4 East, W.M., thence continuing north.

More generally, it is: The centerline of the north-south railroad right-of-way, then to the north along the western border of the Ankney Heights subdivision, and then continuing to the north.

B. The north and south baseline for addressing purposes is as follows:

Commencing at the northwest corner of Section 22, Township 35 North, Range 4 East, W.M.; thence east along the centerline of Ratchford Road; thence east along the northern boundary

of Section 23, Township 35 North, Range 4 East, W.M., to the point of intersection with the centerline of F & S Grade Road (formerly Fairhaven & Southern railroad right-of-way); thence southeast along said centerline, to the point of intersection with the centerline of Washington State Route 20; thence north and east along the centerline of Washington State Route 20 to the point of intersection with the northern boundary of Section 19, Township 35 North, Range 4 East, W.M.; thence east towards the centerline of Burmaster Road and continuing east.

More generally, it is: The centerline of Ratchford Road, then to the east along the centerline of F & S Grade Road, then to the north and east along the centerline of Washington State Route 20, then to the east along the centerline of Burmaster Road, and then continuing to the east.

C. Address numbers increase sequentially away from the baselines sited above.

D. The City of Sedro-Woolley shall determine the direction of diagonal and/or meandering streets if it is unclear whether the street is classified as a north-south or an east-west running street.

15.24.025 Method of assigning addresses.

A. The City shall be considered to be overlaid with a grid of blocks for addressing purposes. A current map of this address grid shall be maintained by the Address Authority and kept on-file with the Community Development Department. Addresses shall be assigned in relation to this grid system.

1. The addressing grid shall follow the pattern of existing streets, and is not comprised of perfect squares of equal size. Blocks shall begin and end at the intersections of streets, for the purpose of improved emergency response, unless determined unfeasible by the Sedro-Woolley Address Authority.

B. All addressing shall begin at the baselines referenced in SWMC 15.24.020 (A) and (B) and increase as distance from the baseline increases. One hundred unique address numbers shall be available to be assigned per block of each street, thus permitting fifty numbers for each side of the street within one block.

C. Odd address numbers shall be assigned to the south and east sides of streets. Even address numbers shall be assigned to the north and west sides of streets. The Sedro-Woolley Address Authority shall determine the direction of meandering streets with an unclear direction.

D. Streets that are not capable of being addressed to fit within the address grid (examples: circular streets, looped streets, etc.) will be addressed in a manner as to keep as much of the road within the grid as possible. Streets are encouraged to be designed in a manner to minimize address non-conformities, through street naming, extending the existing grid system, or a similar mechanism.

E. Primary address numbers shall contain at least three digits of Arabic numerals (0, 1, 2, 3, 4, 5, 6, 7, 8, and 9). Primary address numbers shall not contain two or fewer Arabic numerals. Primary address numbers shall not contain characters of the Latin alphabet (A, B, C, D, E, etc.) or any other character (!, ?, Б, Д, Ж, Δ, 大, etc.).

F. Sub-address numbers shall designate the unit type (Unit, Suite, Building, Space, etc.) and be sequentially ordered. Sub-addresses shall only be designated with Arabic numerals, characters of the Latin alphabet, or an alphanumeric combination.

G. Structures shall be addressed in reference to the location of the site's primary access for emergency response.

1. The address numbers of sites with multiple primary access points shall be determined by the Sedro-Woolley Address Authority.

H. Addresses are assigned with public safety as a first priority. If City addresses are assigned to the same street as Skagit County addresses, the City may, at the discretion of the County, utilize the City's numbering scheme for addressable structures located outside of the incorporated limits of the City. This may occur when a street begins within the City and terminates within the County, or vice versa. Such streets shall not have a connecting street or secondary points of egress and shall not be more than one half mile in length.

I. There may be more than one address assigned to a legal parcel of land. Additional addresses may also be assigned to peripheral buildings or internal building units located on a single, legal parcel of land when at least one of the following characteristics exist:

1. The building/unit is habitable or tenantable for residential, commercial, or business purposes;

2. The building/unit is serviced by power, water, sewer, gas, solid waste, or telecommunication utilities;

3. The building/unit is located more than one-hundred feet away from the primary structure;

4. The building/unit is not visible or accessible from the primary structure; or

5. The building/unit is one-thousand square feet or larger.

15.24.030 Display of address.

A. All addressable entities and buildings shall display an address sign in compliance with this Chapter.

B. The assigned address number for any new structure shall be posted prior to final inspection required by a development permit. Temporary address signs during construction are allowed, but shall comply with the standards of this Chapter prior to final inspection by the City.

C. For structures situated fifty feet or less from the street, the address shall be conspicuously placed immediately above, upon, or at the side of the proper door of each building so that the number can be seen plainly from the street. If the main entrance is on the side or does not face the street, the address shall be conspicuously placed on the side of the building facing the street.

D. For structures situated more than fifty feet from the street, or when the view of the building is blocked, the number shall be conspicuously placed on a post, gate, fence, tree, etc. This placement must be somewhere in an arc within thirty feet from where the center of the driveway or access meets the street. It will be posted in such a way so that the address placard is parallel with the main street or visible when accessing from either direction. It shall be at a height of between four and six feet from the level of the street. On streets which may be accessed from only one direction, the placard may be posted perpendicular to the main street in such a way that it is clearly visible when being approached by emergency responders. If more than one address is on one driveway and the buildings or entities are farther than fifty feet from the street, then the addresses shall be posted at the street and also on the buildings or addressable entities. The address shall also be posted at any confusing intersection within the private drives.

E. On a corner lot, the address number shall face the street named in the address.

F. Addressable entities other than buildings, such as recreational lots, play fields, or standalone utility sites, shall display the address at the access or driveway in the same manner as a building located more than fifty feet from a street.

G. The Sedro-Woolley Address Authority, Sedro-Woolley Fire Chief, or their designees may require a building owner or permit applicant to obtain more than one address sign on a case-by-case basis at their discretion.

H. Addresses shall be set on a white background which is approximately twelve inches by six inches in size. Building addresses shall be blue reflective numbers a minimum of five inches in height that are easily visible at night.

I. The City of Sedro-Woolley is authorized to obtain and sell address placards which comply with this section at cost and expense as part of a safety awareness program; provided, that nothing in this section shall prohibit any owner from acquiring a conforming sign from a private vendor.

15.24.035 Existing legal non-conforming addresses.

A. Existing legal non-conforming addresses shall not be changed, except during the following events:

1. It is determined necessary for public safety purposes by the Sedro-Woolley Address Authority, Sedro-Woolley Fire Chief, Skagit County 9-1-1 Center Address Authority, or their designees.

2. The building owner or land owner wishes to change the address voluntarily, and such change will have no impact on surrounding properties and their respective address numbers.

3. The underlying real property is legally developed or subdivided. Existing legal non-conforming addresses may continue to be used if no substantial alteration occurs on the structure with the existing legal non-conforming address number and public safety is not compromised (example: two-lot subdivision for two existing structures).

B. Existing non-conforming addresses that have no legal basis (examples: address is not established on a notice of official address, deed, plat, replat, easement, or similar recorded or binding device), shall be changed so as to conform with the standards of this Chapter.

15.24.040 Street naming.

A. The City of Sedro-Woolley values street names that highlight the City's colorful history and unique development. The City encourages street names that express the following themes:

1. The history and culture of the Town of Woolley, Town of Sedro, and other nearby historic logging communities.

2. The history and culture of the Upper Skagit Indian Tribe and other nearby Native American communities.

3. The surrounding natural environment, including but not limited to the Cascade Mountain Range, Skagit River, Brickyard Creek, Mount Baker, and Skagit Valley.

4. Individuals of historic significance in the region, such as Mortimer Cook, David Batey, and Darius Kinsey,

B. Street names currently in use shall not be altered unless approved in accordance with sections SWMC 15.24.045 or 15.24.050.

C. New and renamed streets shall conform to the standards established in this Chapter.

D. New and renamed streets shall be approved by the Sedro-Woolley Address Authority, Sedro-Woolley Fire Chief, Sedro-Woolley City Engineer, and Skagit County 9-1-1 Center Address Authority, or their designees.

E. New and renamed street names shall comply with the following requirements:

1. Street names shall not be duplicative of, or significantly similar to, another existing street name located anywhere in Skagit County, including other incorporated cities, or anywhere located in Whatcom County that is also served by the Sedro-Woolley Post Office.

2. Street names shall be pleasant sounding and appropriate for the community at-large.

2. Street names shall not carry any negative connotations, whether explicit or inferred.

3. Street names shall not reference the cardinal directions (north, east, south, west, etc.) except for directional designation as permitted by 15.24.040 (G) SWMC.

4. Street names shall be easily read, spelled, and pronounced, especially by young children in an emergency. Satisfaction of this requirement shall be determined by the Sedro-Woolley Address Authority.

5. Street names shall comply with the pattern of names established by existing streets in the vicinity. (Examples: a new street parallel to 11th Street shall be named 12th Street, streets within the SWIFT Center shall reference the history or geography of the location in the street name, etc.)

6. Short lanes, and cul-de-sacs shall not be named unless it provides primary access to at least five lots or at least nine individual units.

F. A new street shall not receive an address range until such street has been officially named.

G. If an extension of an existing street is proposed, the existing street name shall be continued. An extension of an existing street that crosses North Township Street is exempt from this requirement.

H. Directional designators shall not be used unless the street crosses the cited lines referenced in SWMC 15.24.020 (A) and (B) above, in which case only the directional designators “North” and “West” shall be used.

I. Standard street suffixes shall be assigned as follows:

1. “Street (St)” indicates a roadway that travels north-south.

2. “Avenue (Ave)” indicates a roadway that travels east-west.

3. “Lane (Ln)” and “Court (Ct)” indicate a short, private roadway that dead-ends and is not feasible to connect to a secondary roadway in the future.

4. “Place (Pl)” and “Plaza (Plz)” indicate a short, public roadway that dead-ends and is not feasible to connect to a secondary roadway in the future.

5. “Boulevard (Blvd)” indicates a public roadway with a vegetated median. A “boulevard” need not travel in a specific direction.

6. “Circle (Cir)” and “Loop (Lp)” indicate a public or private roadway that travels in three or more cardinal directions and connects (or is planned to connect) to the same roadway at either end.

7. “Drive (Dr)” and “Way (Wy)” indicate a non-standard thoroughfare. A “drive” or “way” possesses multiple ingress and egress points.

8. The following non-standard street suffixes may be used in the City on a case-by-case basis. Both the proponent of the street name and the Address Authority shall document their findings and describe why the use of a non-standard street suffix is appropriate. Use of these street suffixes shall be approved in accordance with the standards of this Chapter:

a. “Alley (Aly)”

b. “Bend (Bnd)”

c. “Bridge (Brg)”

d. “Commons (Cmns)”

e. “Corner (Cor)”

f. “Crest (Crst)”

g. “Crossing (Xing)”

h. “Expressway (Expy)”

i. “Heights (Hts)”

j. “Highway (Hwy)”

k. “Junction (Jct)”

l. “Landing (Lndg)”

m. “Mall (Mall)”

n. “Parkway (Pkwy)”

o. “Point (Pt)”

p. “Promenade (Prom)”

q. “Ridge (Rdg)”

r. “Route (Rte)”

s. “Run (Run)”

t. “Spur (Spur)”

u. “Square (Sq)”

v. “State Route (SR)”

w. “Station (Sta)”

x. “Stravenue (Stra)”

y. “Terrace (Ter)”

z. “Throughway (Trwy)”

aa. “Trail (Trl)”

ab. “View (Vw)”

ac. “Vista (Vis)”

J. North-south running streets located south of State Street and east of the SLS&E railroad right-of-way, shall be ordinal (1st, 2nd, 3rd, etc.) and named in relation to the sequence of the address grid. This requirement does not apply to Walley, Metcalf, and Township Streets. No other streets shall be ordinal.

K. No street name shall contain two or fewer characters or contain seventeen or more characters, excluding the directional designator and street suffix.

15.24.045 Street name change—community petition.

A. A street name change may be initiated by a petition signed by at least seventy-five percent of the property owners adjoining the street. Each owner shall have one vote regardless of how many parcels or addresses are owned or assigned. The petition shall list three street names in order of preference. The petition shall be submitted to the Sedro-Woolley Address Authority with the appropriate fees for processing and review of the street name change.

1. A petition for a street name change shall not change the name for a portion of an existing street. A petition for a street name change shall include the entirety of the street within the incorporated limits of the City.

B. Within fourteen calendar days of receipt of the petition, the Sedro-Woolley Address Authority shall determine whether the petition is valid by confirming that sufficient valid signatures have been submitted. Petitions with insufficient signatures shall be denied.

C. Within sixty calendar days of validation of the petition, the proposed street names shall be reviewed in accordance with the standards of this Chapter. If the petition does not propose an acceptable name, the Sedro-Woolley Address Authority shall request alternative street names. A petition shall be denied if alternative street names are not provided within sixty calendar days of the request.

D. If one or more of the proposed street names complies with the standards of the Chapter, the Address Authority shall draft and distribute an Official Notice of Street Name Change for signature and review. An Official Notice of Street Name Change approved via community petition shall be signed and approved by the lead petitioner, Sedro-Woolley Address Authority, Sedro-Woolley Fire Chief, Skagit County 9-1-1 Center Address Authority, and Sedro-Woolley City Engineer, and distributed to the agencies listed in SWMC 15.24.015 (B)(5).

15.24.050 Street name change—administrative determination.

A. The Sedro-Woolley Address Authority, Skagit County 9-1-1 Address Authority, Sedro-Woolley City Engineer, Sedro-Woolley Fire Chief, or their designees, may elect to administratively change an existing street name for one of the following reasons:

1. The street name is duplicative of, or significantly similar to, another existing street name located anywhere in Skagit County, including other incorporated cities.

2. The street name is duplicative of, or significantly similar to, another existing street name located anywhere in Whatcom County that is also serviced by the Sedro-Woolley Post Office.

3. To assign the correct directional designator or street suffix.

4. Substantial redevelopment in the area has caused the use of the existing street name to be misleading, moot, or otherwise cause delay in emergency response.

B. The new street name shall be approved in accordance with the standards of this Chapter.

C. Upon approval of the new street name, all property owners, building owners, residents, tenants, and agencies listed in SWMC 15.24.015 (B) (5) shall be notified in writing of the change. Such notice shall contain the following information:

1. The streets affected by the name change.

2. The previous address, the new address, and the Skagit County Assessor's Parcel Number for each addressable structure.

3. The date the street name change shall go into effect. This date shall be at least thirty days after the date the notice is sent in writing.

4. A reference to any applicable section of the Sedro-Woolley Municipal Code.

5. Contact information for the Sedro-Woolley Address Authority for any party to dispute the notice or seek additional information.

6. The recipients of said notice.

7. Any additional information deemed necessary for the interpretation of the notice.

D. If a question arises as to whether the street name change conforms to the standards of this Chapter, the burden of proof shall be on the individual disputing said conformity.

15.24.055 Display of proper street signage.

A. Street name signage shall comply with the most recent edition of the SWPWDS.

B. Private ways that are not officially named roads by the City or County (such as private drives), shall not display personal names in the formats described in this Section.

C. Street name signage shall be provided by the developer of any new street.

15.24.100 Enforcement.

A. It shall be the responsibility of the owner of the structure to procure the correct number(s) for the structure from the Sedro-Woolley Community Development Department and to display

the assigned number(s) in accordance with the standards of this Chapter. No building permit shall be issued until the owner of the building has procured address number(s) approved in accordance with this Chapter from the Sedro-Woolley Community Development Department.

B. No structure for which a final inspection is required shall pass said final inspection until permanent and correct address number(s) are displayed in accordance with the standards of this Chapter.

C. Whenever the irregularity of plats, the changing of direction of the public or private rights-of-way, the interruption of continuity of public rights-of-way, or any other condition causes doubt or difference of opinion as to the correct address of any piece of property or any structure thereon, the address shall be determined by the City of Sedro-Woolley. Sedro-Woolley shall be regulated by the specific provisions of this Chapter and the current version of regulatory standards to the Sedro-Woolley Address System, as adopted by the City Council and included in this Chapter, so far as they are applicable.

D. Should the Sedro-Woolley Address Authority be notified by the Sedro-Woolley Fire Department, Skagit County 9-1-1 Center, or other concerned person in writing that any structure does not have an address as required herein, or is not correctly addressed, or said address is not displayed as required herein, the Sedro-Woolley Address Authority shall conduct a visual inspection to ascertain compliance with the standards of this Chapter.

1. After conducting a visual inspection, should the Sedro-Woolley Address Authority determine that any structure or piece of property is not in compliance with the standards of this Chapter, the owner or permit applicant of the non-compliant structure or property shall be notified in writing within seven days and required to place said property in accordance with this Chapter within thirty days of the date of visual inspection.

2. In the event the owner or permit applicant of the non-compliant structure refuses to comply with the terms of this Chapter within the required timeframe, the owner or permit applicant shall be in violation of this Chapter and subject to the requirements and procedures of Title 18 SWMC. In addition, a certificate of occupancy may be withheld for violation of this Chapter.

15.24.105 Fees.

All fees associated with the administration, regulation, and enforcement of this Chapter shall be assessed as designated in the current City of Sedro-Woolley Master Fee Schedule, as adopted by resolution of the City Council and on file with the City Clerk.

15.24.110 Severability.

If any section, subsection, clause, phrase or word in this Chapter is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such section or portion shall be deemed a separate provision of this Chapter and such holding shall not affect the validity of the remaining portion of this Chapter.

Title 17
ZONING

Chapters:

17.04 Administrative Provisions
17.06 Residential 1 Environmentally Constrained (R-1) Zone
17.08 Residential 5 (R-5) Zone
17.12 Residential 7 (R-7) Zone
17.16 Residential 15 (R-15) Zone
17.20 Mixed Commercial (MC) Zone
17.21 Urban Village Mixed-Use (UVMU) Overlay
17.22 Transitional Mixed Commercial Overlay
17.24 Central Business District (CBD) Zone
17.28 Industrial (I) Zone
17.32 Public (P) Zone
17.34 Open Space (OS) Zone
17.36 Off-street Parking and Loading
17.38 Residential Recreation Areas
17.40 Signs
17.43 Planned Residential Development (PRD)
17.44 General Regulations for All Zones
17.48 Mobile Home Parks
17.50 Landscaping
17.51 Murals
17.52 *Repealed*
17.56 Conditional Use Permits
17.60 Variances and Zoning Waivers
17.64 Temporary Permits
17.65 Regulations for Critical Areas
17.66 Flood Damage Prevention
17.68 Home Occupation Permits
17.72 *Repealed*
17.76 *Repealed*
17.80 Enforcement
17.84 Adult Entertainment Establishments
17.88 Essential Public Facilities
17.90 Collective Gardens
17.92 Recreational Marijuana Producers, Processors and Retailers
17.96 City of Sedro-Woolley Shoreline Master Program
17.98 Model Homes
17.100 Accessory Dwelling Units (ADUs)
17.110 Homeless Encampments at Religious Organizations

[...]

Chapter 17.100
ACCESSORY DWELLING UNITS (ADUS)

Sections:

17.100.010 Purpose and intent.
17.100.020 Permit required.
17.100.030 Standards and criteria.

[...]

17.100.030 Standards and criteria.

Accessory dwelling units shall meet the following criteria:

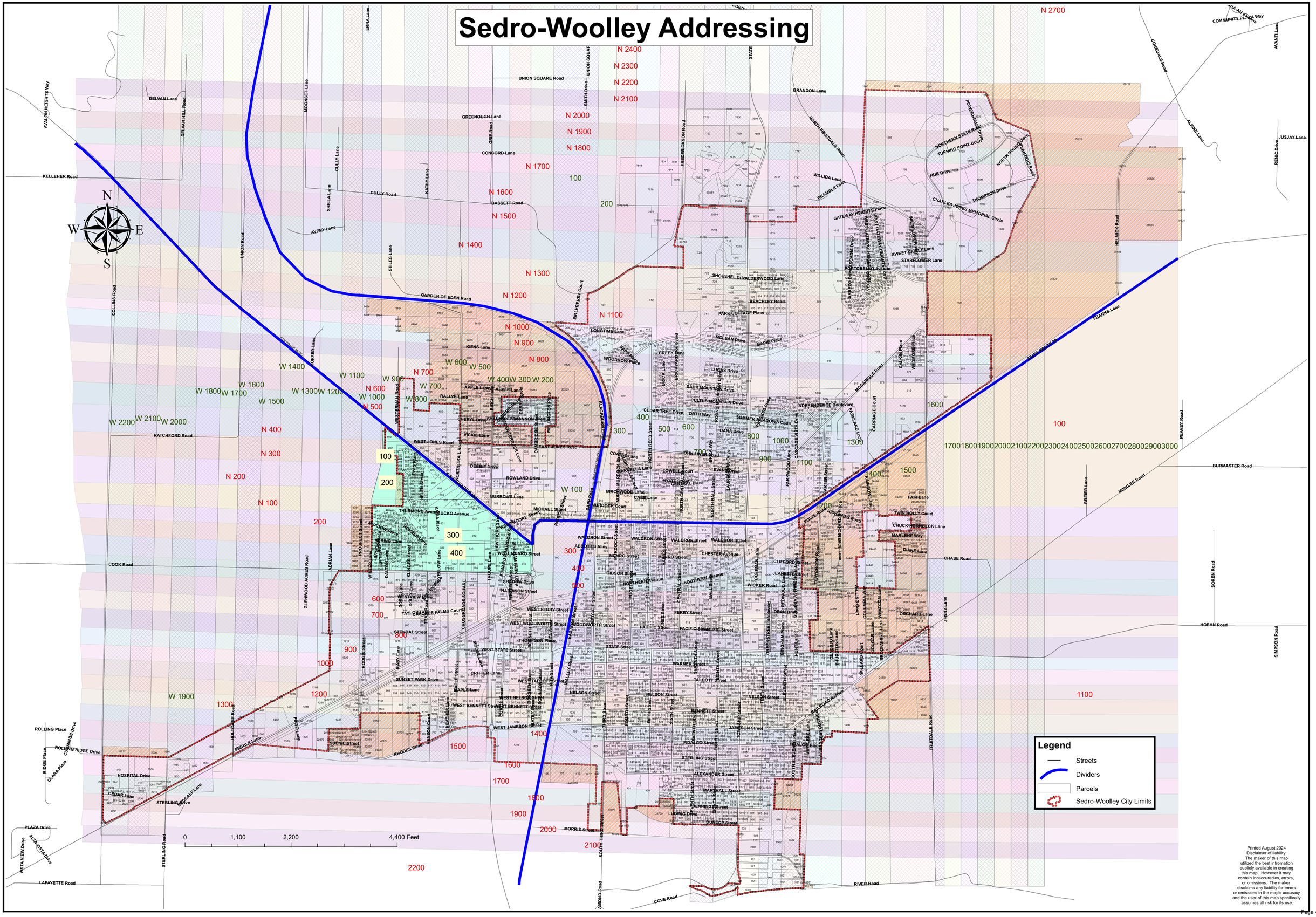
[...]

Q. The address of the ADU(s) shall ~~be the same as the main house with an "A" added to the end of the address number for the first ADU and a "B" added to the end of the address number for a second ADU. The address of the primary residence shall remain the same.~~comply with 15.24 SWMC.

[...]

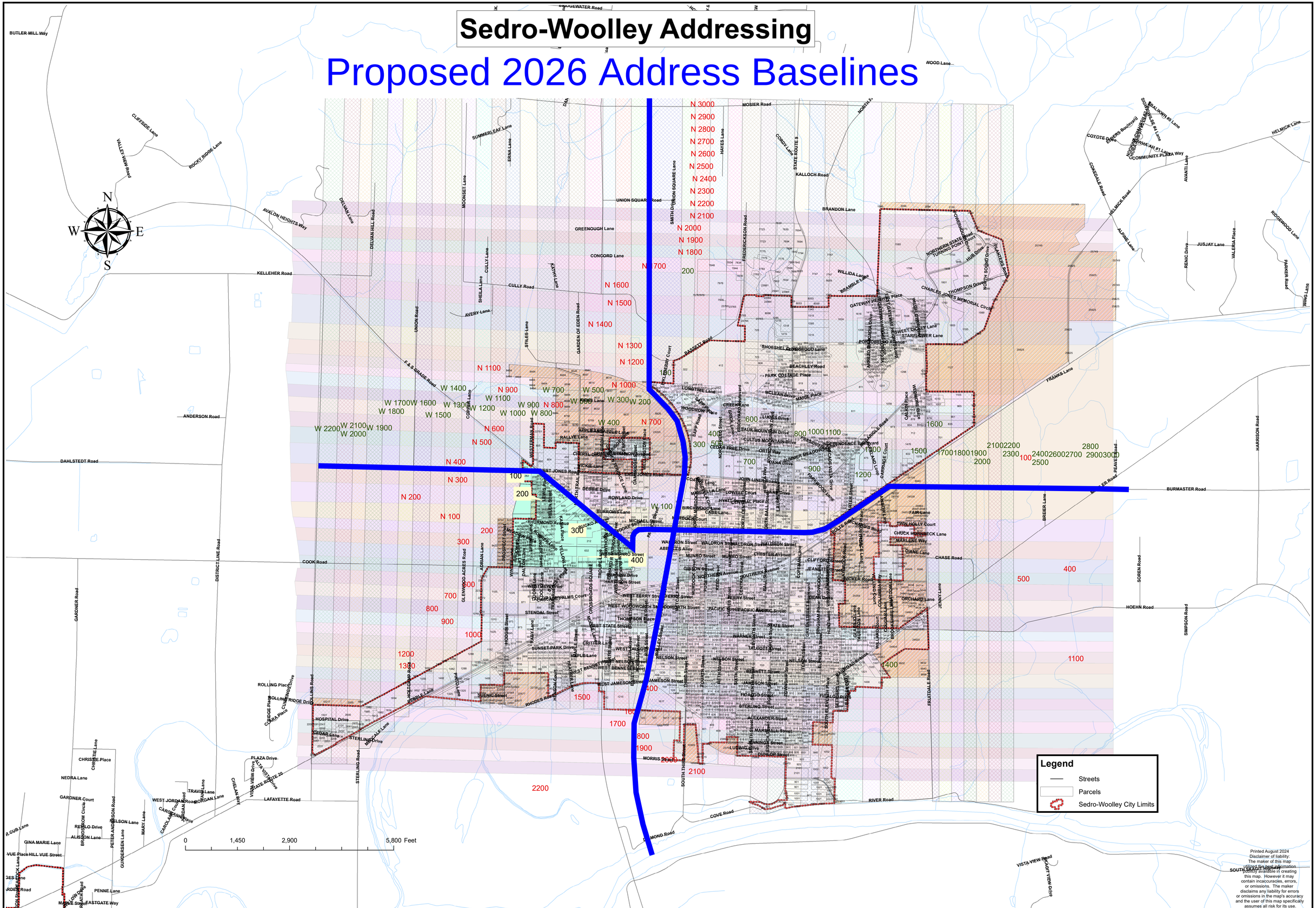
(Ord. 2083-24 § 1, 2025; Ord. 2096-25 § 1, 2025; Ord. 2043-23 § 1 (Exh. A), 2023; Ord. 1954-20 § 1 (Exh. A)(part), 2020)

Sedro-Woolley Addressing



Sedro-Woolley Addressing

Proposed 2026 Address Baselines



Planning Commission Agenda Item

Agenda Item No.: h.2.

Date: January 20, 2026

From: Thomas Glover, Community Development Director

Subject: Election of 2026 Planning Commission Officers

RECOMMENDED ACTION:

Nominate and vote for 2026 Planning Commission Chair and Vice-Chair.

BACKGROUND/SUMMARY INFORMATION:

Per the adopted Planning Commission Rules & Procedure, a Chairperson and Vice-Chairperson shall be elected by majority of the Commissioners at the first regular meeting of each year. This shall be done by nomination and voting. Nominations are made by members; members do not nominate themselves unless no nominations are made. The newly elected officers shall assume their role at the beginning of the next meeting.

The duties of the Chairperson and Vice-Chairperson are described in the Planning Commission Rules & Procedure document (included as **Attachment 1**).

FISCAL IMPACT, IF APPROPRIATE:

N/A

ATTACHMENTS:

1. PC Rules of Procedure ADOPTED (1-18-22)

Sedro-Woolley Planning Commission

Rules of Procedure

MISSION STATEMENT

The primary mission of the Sedro-Woolley Planning Commission is to thoroughly review and refine the City's Comprehensive Plan and Development Regulations in order to ensure that growth in Sedro-Woolley will bring us to what the community has decided is the vision for the city. The Planning Commission seeks out public involvement in updating the vision for the city. As the population grows, public services must be provided for, using means established by the Commission and the City Council. The Commission's role in updating the Comprehensive Plan and Development Regulations ensures that developments are consistent with what the community envisions for Sedro-Woolley. The Planning Commission shall also advise the City Council on policy and to guide the development of the City.

The Planning Commission shall carry out the responsibilities designated by ordinance and other duties assigned by the City Council. The members of the Planning Commission accept the responsibility of the office and declare their intention to execute the duties defined under the State and Municipal law to the best of their ability and to respect and observe the requirements established by the City Council.

"The planning process in a community exercises the power of a municipal corporation to regulate the health, safety, and other interests of a community."

ORGANIZATON OF THE PLANNING COMMISSION

Membership: The Planning Commission consists of seven members with a term of office of six years. When terms expire, the Mayor shall appoint new members or reappoint existing members per chapter 2.48 SWMC. If a Commission member has more than four (4) total absences from regularly scheduled meetings in a calendar year, the Chairperson shall inform the Mayor who may appoint a new Commission member to fill the member's term. No person shall hold the office of member of the Planning Commission unless that person is a resident of the city or the UGA. If a member of the Planning Commission ceases to be a resident of the city, the office must be vacated.

Election of Officers: Officers shall be appointed each year at the Commission's first regular meeting of the year. This shall be done by nomination and voting. Nominations are made by members; members do not nominate themselves unless no nominations are made.

1. A Chairperson and Vice-Chairperson shall be elected by a majority of the Commissioners at the first regular meeting of each year. A quorum must be present to elect the Chairperson and Vice-Chairperson. The newly elected officers shall assume their role at beginning of the next meeting.

2. If the term of the Chairperson ends prior to the election of Chair and Vice-Chairperson, the Commission shall elect an interim Chair until the regularly-scheduled election.
3. In the absence of the Chairperson and the Vice-Chairperson, a Chairperson pro tem shall be elected informally by the members present to conduct the meeting.
4. In the event of the resignation of the Chairperson or Vice-Chairperson, the Commission shall expeditiously elect a new officer to fill the vacancy for the unexpired term.
5. The Planning Commission, by majority vote of those present may create special committees and assign one or more members to such committees.

Duties of the Chairperson and Vice-Chairperson: The Chairperson calls meetings to order, records attendance into the record, assigns subcommittees and duties as needed. The chair keeps members on track with the agenda and ensures that the Planning Commission moves through its tasks punctually. The chair opens the floor for motions made by members, asks for discussion from members, asks for seconds to the motions, calls for voting by reading the motion into the record and may state into the record the vote of each member.

The Chairperson shall preside at all Commission meetings and have the powers generally assigned such office in conducting the meetings. It shall be the Chairperson's duty to see that the transaction of Planning Commission business is in accord with these By-laws.

The Vice-Chairperson shall, in the absence of the Chairperson, perform all of the duties of the Chairperson at a regular or special meeting. In the absence of the Chairperson and Vice-Chairperson, the present members may elect a temporary Chairperson to preside at the meeting.

MEETINGS

The Planning Commission shall determine a regular meeting time (time, place, and frequency) as necessary.

1. All meetings of the Planning Commission shall be open to the public.
2. Executive sessions may be held only with prior City Council approval and in accord with the requirements imposed by RCW 42.30.110 and 42.30.140.
3. To conduct official Planning Commission business, a quorum must be present. If no quorum exists due to members leaving the meeting, no official action can be taken.
4. The Planning Commission meetings shall be governed by the guidelines and procedures contained in the current edition of *Roberts Rules of Order*.
5. To the extent it does not violate public notice requirements, the printed agenda of a regular meeting may be modified, supplemented, or revised at the beginning of the meeting by the affirmative vote of the majority of Commission members present.
6. The Planning Commission may devote part of its meetings to an informational study session during which no comments from the public will be permitted, unless the Chairperson or a majority, on a case-by-case basis, decides otherwise.
7. Action is taken by a majority vote of the members present and voting. Any member may abstain from voting. A tie vote means a motion fails.
8. After 9:00 PM the Planning Commission shall hear no new agenda items, unless a majority of the Commissioners present should decide otherwise.

9. A staff person will be responsible for the written recording of all Planning Commission meetings. All approved minutes will be retained by the City of Sedro-Woolley and be made part of a permanent record.

AGENDA

1. The preparation of the agenda will be the duty of the Planning Director or his/her designee, and he or she will coordinate that preparation with the Chairperson.
2. The agenda may be divided into sections and continue until subsequent meetings when it is apparent that one meeting will not be sufficient to complete the scheduled business.
3. Copies of the agenda will be available to all Planning Commission members at least two days prior to a regular meeting date.
4. The agenda will indicate whether the Planning Commission intends to take formal action on a particular matter.
5. The Planning Commission may continue a public hearing to a future date only for the purpose of accepting new written or oral testimony solely from anyone who had signed up to speak on the original hearing date but did not have the opportunity to testify. A continued public hearing does not require new public notice. Once a public hearing is closed, it cannot be re-opened without issuance of a new public notice.
6. The agenda shall be confirmed at the beginning of each meeting.

WORK SESSIONS

A substantial amount of the Planning Commission's work may be conducted at informal study sessions.

1. The Commission shall consider information and recommendations from staff and comments from the public during the study session.
2. Based on staff, public, and Commission input, the Commission determines its recommendations to be forwarded to the City Council.

GENERAL PUBLIC COMMENT

A general open comment period is provided at each Planning Commission meeting. The General Comment Period is for comments not related to any public hearings on the agenda. There will be a separate public hearing or comment period for any items on the agenda.

1. Each speaker is limited to 3 minutes speaking time. If a speaker is representing an organization, that speaker shall be granted 5 minutes speaking time.
2. Members of the public attending study sessions may only speak if acknowledged by the Chairperson.
3. If audience dialogue becomes disruptive, the Chairperson may recess the meeting or request that the meeting be adjourned.
4. To communicate with the Commission on a matter not scheduled for Public Hearing, the public may write a letter and/or speak during the duration of each meeting entitled "General Public Comment" near the beginning of the agenda.

PUBLIC HEARING PROCEDURES

The Chairperson shall open the public hearing on the subject case by identifying the proposal.

The Chairperson shall state that the testimony and input will be taken in prescribed fashion. All persons wishing to speak on the matter before the Planning Commission must first be recognized by the Chairperson. For the record, that person shall state his or her name and address, as well as any group or organization he or she represents, if any. All statements by the speaker shall be addresses to the Planning Commission. The Chairperson may limit the amount of time allowed any person or group in order to give all who wish the opportunity to speak. The Chairperson may limit input to avoid duplication. Because public hearings are to gather information, there will be no cross-examination of speakers.

The presentation order shall be as follows:

1. Staff Planner: Presentation of staff report and other materials and correspondences into the record.
2. Proponent: Presentation and statements by representatives of the proponent/applicant.
3. Chair: Open public hearing.
4. Members of the Public: Presentations and statements by the public who wish to speak for or against the proposal/application. The hearing is to gather information; questions from the public are not answered at the public hearing. Questions about the proposal/application shall be addressed to staff during regular city hall business hours or in writing to the Planning and Building Department.

The public testimony portion of the public hearing is then closed. Planning Commissioners then deliberate on the proposal/application and the testimony received. Members may ask questions of both staff and any other speakers to clarify their understanding of relevant points or to gather additional information. All questions shall be posed through the Chairperson who shall ask the appropriate party for answers.

A motion for disposition may then be made. This motion may be to continue the hearing to gather more information, to recommend approval, approval with conditions, denial of the proposal/application, or to forward to the City Council with no recommendation.

Planning Commission actions shall be transmitted to the City Council in writing and shall include the recommendation, findings of fact, the planning staff report, other correspondences, if any, and a summary of testimony presented to the Planning Commission.

CONFLICT OF INTEREST AND APPEARANCE OF FAIRNESS

Any member of the Commission who in his or her opinion has an interest in any matter before the Commission that would prejudice his or her actions shall so publicly indicate and shall step down and refrain from voting and any manner of participation with respect to the matter in question so as to avoid any possible conflict of interest or violation of the appearance of fairness.

CODE OF ETHICS AND DECORUM

A Planning Commissioner is a representative of the City of Sedro-Woolley and, therefore, a Commissioner's actions should reflect that representation.

1. Members of the Planning Commission shall fully comply with chapter 42.23 RCW, Code of Ethics for Municipal Officers, and the most current version of the City of Sedro-Woolley Code of Ethics, as adopted by the City Council.
2. Members of the Planning Commission shall fully comply with chapter 42.30 RCW, Open Public Meetings Act, including RCW 42.30.205 which requires training on the OPMA's requirements.
3. While the Planning Commission is in session, a Commissioner shall neither, by conversation or otherwise, delay or interrupt the meeting or the peace of the Planning Commission, nor disrupt any Commissioner while speaking nor refuse to obey the orders of the Chair.
4. To preserve the integrity of the Planning Commission, if a Commissioner reasonably believes that he/she has a conflict of interest in regard to a matter before the Planning Commission, the Commissioner should recuse himself/herself from discussion or vote on the matter and shall leave the Council Chambers while the matter is under consideration. A Commissioner may seek advice from the City Attorney in making this determination.
5. If a Commissioner is meeting with, speaking to, or otherwise appearing before a member of the public, group, or other governmental agency, the Commissioner shall clearly state that his/her statement reflects their personal opinion if it is not the official position of the Planning Commission.

AMENDING RULES OF PROCEDURE

1. The Planning Commission at a regularly scheduled meeting may amend these Rules of Procedure by motion and a consensus. All members must be present to amend the Rules of Procedure. A copy of said Rules of Procedure will be filed at the City Clerk's Office.



Planning Commission Chair

1-18-2022

Date